



OCTOBER 1997

the official newsletter of the

Radio Control Club of Rochester

DEDICATED TO RESPONSIBLE R/C FUN
SAFETY BY CHOICE NOT BY CHANCE



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AMA Charter 465

The purpose of the Radio Control Club of Rochester is to aid and encourage the interest of the members in design, construction and safe operation of model aircraft, boats, and cars, -- in particular, radio-controlled models -- so we can all enjoy the pleasures and satisfaction these hobbies bring.

RCCR meetings are held every second and fourth Wednesday of the month at
7:30 pm Wednesday, October 8th, and 22nd,
at the Salem church, 60 Bittner St., just east of the Inner Loop exit at St. Paul Street.

"An important upcoming event will be our Fall Picnic at the Ski Lodge in Northampton Park on Sunday October 5. It will be the Fortieth Anniversary of the club's founding, so reserve the date. We will eat around one o'clock p.m. and fly afterward." Club will furnish soft drinks, and a fire for grilling. Bring a dish to pass.

1997 RCCR FLIGHT TRAINING ENDS SEPTEMBER 30

The last club training was on the last Tuesday of September. Students desiring flight training will have to contact an instructor and make arrangements for the time and place. Announcements of the 1998 training season will be made in the Spring.

TUESDAY SUNSET

Brockport, Monroe County, New York Longitude W77.9 Latitude N43.2
10/07 6:42 PM 10/14 6:30 PM 10/21 6:19 PM 10/28 5:09 PM

Daylight Savings Time ends Sunday, October 26

For the latest info
check the RCCR Hotline

FIX - RCCR
349 - 7227

8/27/97 At Bolling Field

Officers Present: Trevor Ewell, Pete Durante, Phil Slater, Jerry Joseph, and Greg Pszyk

First Time Visitors: none

Second Time Visitors: Renee Pszyk, Tom Webster, Mark and Julian Raybon

Membership Update: 114+ members and a new roster is available

Treasurer's Report: On Hold

Old Business: Jerry Joseph reports that for the glider meet held on August 16th - in Open Class - 1st Bill Wegman, 2nd Jim Roller. In Standard Class - 1st Jim Roller, 2nd Bill Wegman, 3rd Pete Fiorentino. Jim Roller was high scorer. Jerry also mentioned that one of the sailplanes was damaged on launch and lost the radio pod on the southeast side of the field. If you find the pod, please return it to Jerry or Trevor so we can return it to it's owner. George Hartman reports that for the Combat Meet held on August 23rd - 1st George Hartman, 2nd Rodney Boatman, 3rd Jim Warner, and 4th Ernie Nikodem. Strong Winds and occasional rain showers added to the challenge. Jim Warner was the only pilot to score a successful carrier landing. Paul Weigand reports that at the Glenn Curtiss Scale Rally in Hammondsport on August 23rd & 24th the weather was good at the field. Over 80 airplanes were registered, and approximately 50 airplanes flew each day. Paul also attended the Hamburg meet which had a good turnout also.

New Business: Sunday August 31st an interclub fun fly is scheduled at Bolling Field. Bring a dish to pass, the club will cook hotdogs. Saturday, September 27th, open combat meet at Bolling Field on Redman Road. Sunday, October 5th, RCCR 40th anniversary picnic at Northampton Park Ski Lodge. Bring a dish to pass and your own main meal.

Show and Tell: Karen MacDonald brought her Ziggy Hellcat powered by an OS.25 setup for open class combat. Karen reports the plane has already seen combat action - one dogfight and one catfight.

Program: Paul Weigand gave a demonstration on night flying with his illuminated airplane.

9/10/97 At Salem Church

Officers Present: Trevor Ewell, Phil Slater, Jerry Joseph, and Greg Pszyk

First Time Visitors: Mike Donahue and Bernie Kovecki (?)

Second Time Visitors: none

Membership Update: 122

Treasurer's Report: on hold

Old Business: Paul Weigand reports that the August 31st Interclub Fun Fly went very well. There was plenty of food for all and the camping was great! Paul also reports that at Kitchener there were over 200 airplanes registered for the Flying Dutchman's Scale Air Show. A half-scale Extra 300 that weighed over 76 pounds powered by a 280cc engine also flew during the meet. George Hartman reports that Bolling field has been seeded and fertilized and that the field overall is in great shape. Georg is also looking for more help doing the mowing at Bolling Field. Don Steeb mentioned that we planned to pledge a donation to Black Creek Park to help with renovations. Don also spoke to Dean Astles who was not aware that he was an Honorary Member.

New Business: Plan to attend the 40th Anniversary RCCR Fall Picnic on October 5th at Northampton Ski Lodge. Trevor mentioned that pilots need to be careful with the fuel overflow in the pit areas. The grass is being killed by spills so please use an overflow catch tank, or return hose. Mike Hausner is looking for volunteers to put on a program for the Boy Scouts on model aviation on Saturday the 13th from 1 to 3 PM. Paul Hanlon will organize a scrapbook on the club's history and highlights. Paul is looking for any information on the club's past to help fill the gaps of missing information. September 27th Open Combat meet at Bolling field.

Show and Tell: Don Ogren brought in props that were balanced checked by Master Airscrew. Don reminds us to keep inspecting props for damage that could throw them out of balance and cause excessive vibration.. Dave Hoffmann brought in his Great Planes Fun One powered by a OS-SX.32 that weighs 4 pounds 12 ounces. Dave says the plane flies great but that he did have a problem with a bellcrank nut coming loose. Don Steeb brought in his scratch-built, foam combat Messerschmit 163. Don had to adjust the wing washout to prevent tip stalls. See Don for details on this unique plane.

CLUB VIDEOS by Jerry Joseph

Here is a list of the videos that are available in the RCCR library. If you desire to checkout a video, give Jerry a call at 244-1981, and he will make arrangements to get it to you.

Air Show 6/2/90	NA 6
Attack Carrier Trilogy	NF 683
Aviation Heritage, Part I	NF 696
Aviation Heritage, Part II	WH 6
Aviation Unusual Highlights	BA 29
B29, A Plane for a Mission	
Battle of Britain	
Down to the Wire, Wings of Eagles/Gold	NA 34
Flying the AH-1G Cobra Gunship	
Fun & Float Fly; RCCR & Glider & Combat	1995
Kamikaze	CB 12
Mighty Warbirds	
Naval Aviation Action, Part 1&2	BA 62
Proficient Flying, Volume 1	
Proficient Flying, Volume 2	
R/C Video Magazine Volume 3	
R/C Video Magazine Volume 4	
R/C Video Magazine Volume 5	
R/C Video Magazine Volume 6	
RCCR Scale Rally & Fun Fly	1988
S-T-A-R-S Meet 7/11/92	
Shoot to Live Rear Gunner	BA 18
Story of Naval Aviation, Attack Carrier	NA 27



Striking Back, Byron Air Show	
Tailspin Tommy, "Stunt Pilot"	
The Navy Flies On	NA57
Threshold, The Blue Angels	
Vintage Wings	
Warbird Checkout Series	RS 7
Warbird Checkout Series	RS 9
Warbird Checkout Series	RS 17
Warbird Checkout Series B 17	RS 10
Warbird Checkout Series T-6/SNJ	RS 14
Warbird Checkout Series T-6/SNJ	RS 15
Wide World of Flying	

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RCCR WEB PAGE	www.frontiernet.net/~airflow

Academy of Model Aeronautics District II Web Site
www.amadistrictii.org



Brunner
Winkle Bird BK
1930
Columbia, CA



Trevor Ewell

Notes from the prez

As Summer has turned to Fall, it's now time to fly, fly, fly - before Fall turns to Winter. Both fields are in excellent shape. Just a few reminders about the fields - We will remove both port-a-potties by October 1st after a much-used season. Please remember to lock the gate when you leave Bolling Field. Someone left it unlocked one day last month. Also please re-lock the padlock to the chain when you open the gate since that will move the dials and make it impossible for someone to come up and steal the combination. And remember the flying boundaries at each field - not beyond the flag at the north side of Bolling, and not beyond the flag at the west end of Northampton.

In Dick Smith's newsletter from California, they are now limiting noise, at their field, to 98db at 9 feet in any direction from the plane. I hope we don't have to get into controlling noise like this. The best prevention is to keep the noise down before we get complaints.

I would like to thank Burke Oppenheimer, and Paul and Chris Weigand for the excellent food coordination and preparation at our August 31st Interclub Fun Fly. The 55 attendees all enjoyed it! And thanks to Don Steeb, Jim Warner, Dave Hoffmann, Paul Fieret, Don Ogren, and yours truly, for helping 27 Boy Scouts get a chance to fly our airplanes on Saturday, September 13th. Steve Fister even loaned his almost new trainer that he is learning to fly, for this event! Larry Root and Bill Eddy also helped in the background. The scouts and their fathers really paid attention for two hours and were lining up for more when they had to leave.

Our next club event is the Sunday picnic at the Ski Lodge on October 5th. We'll eat around 1 p.m. Bring a dish to pass and other meat you want to eat. Club will provide silverware, plates, beverage, and fire. The best part will be Ed Keck coming to tell us about his trip representing the U.S. free-flight team at the world competition in Czechoslovakia this past summer. Ed is a long-standing RCCR member and superb flier and builder - don't miss it. (And the food is delicious.)

A final reminder - build a catch bottle or return line to your fuel can so we don't kill the grass at the fields. Also, Tuesday evening training for this year will end on September 30. Call an instructor individually to set up times after then.

Fly safely and long,

Trev

District II October Column for Model Aviation by Wes De Cou, Vice President, AMA District II

Whoa! What a break for you loyal readers this month! I have been swamped with material from the field! I might not have a chance to get any of my own stuff into the column... which is fine. I really do have a lot of fun putting your contributions into print. (But I have to tell you I discovered two "Can You Top This?" items... a \$300 per month club, and a shop, at a home, where the builder hangs his completed airplanes from an 18-foot high ceiling!)

Gary Fitch, President of the Southern Tier Aero Radio Society, Inc. (STARS) wrote, "The STARS' origin dates back to 1935, and one of the founding members, Len Bosworth, is still active. In the 70's the STARS was one of the first clubs in the country to concentrate on the development of 1/4 scale model aircraft. Having built a squadron of Bristol Scouts, we attended meets in Rhinebeck, NY, and Kitchener, Ontario. It was there that we received national attention, with articles in Model Airplane News, Scale R/C Modeler, and Model Aviation Magazine.

Twenty years ago, our membership felt that in order to survive the urbanization taking place, we had to purchase our own flying field. We looked for fund-raising ideas, and decided to hold our own Scale Rally. Working with the city government of Olean, NY, we negotiated the use of the Olean Municipal Airport one weekend each year. From those humble beginnings, the event has grown to include 150 pilots and planes each year, and is our primary fund raiser.

Six years ago, after having saved many thousands of dollars, we purchased 14.5 acres of land, and our dream became a reality. After having invested some \$35,000 in mortgage payments, runway construction (100 ft X 1050 ft!) a building, spectator fencing, and maintenance equipment, we are a year away from free and clear ownership. We pulled together, and did it all on our own.

STARS recruits new members every month, and reserves each Thursday for the training of new pilots. Also, we have just developed a relationship with the Boy Scouts by forming an Explorer Group, dedicated tom building and flying model aircraft. We are also developing a program at our local school, Cuba-Rushford, in Cuba, NY, where we will be teaching classes about flight, and actually bus interested students to our flying site for some buddy-box time. Model Aviation arrives at the school every month.

Last year, STARS put on flight demonstrations in four communities, introducing the townspeople to safe R/C flying. We draw hundreds of local people to our annual Open House, where we also provide buddy-box instruction. This activity is a real hit with the attendees, and has a positive impact on our membership enrollments.

These are just a few of the things we are doing which have resulted in our being awarded the Gold Leader Club status on our first application. We are proud of where we came from, but even more excited about where we are going. We have secured our future, and look forward to continued growth."

Don Ogren, CD for the Radio Control Club of Rochester (RCCR) writes, "The annual Roy Edmunds Memorial Fun Fly, sponsored by RCCR, was a huge success, the biggest turnout ever. We had 65 registered AMA pilots and 105 aircraft, ranging in size from 1/12 scale combat ships to a 1/4 scale P51D We had trainers, sport planes, and a wide variety of scale ships in the air constantly, flying from four very active pilot stations. Each plane was safety inspected prior to flying. It appears that building skills and safety awareness are on the upswing. The weather was good on Saturday, and outstanding on Sunday. In addition to the continuous fun-filled air, spectators were treated to noon demonstrations of R/C combat on Saturday (no kills, cuts or mid-air), and a winch towed glider launch on Sunday. As is so often the case at these events, a great time was had by all."

From Long Island, Emil Cassanello writes, "The month of June was a busy model aviation scene here on Long Island. Our "Scratch-built" show team, made up of members from the Suffolk Wings, the Skyhawks, and the Long Island Aero Radio Society, flew and held static shows at the Balloon Festival, held at the Brookhaven airport, "Wings over Long Island," held at Gabreski Airport in Westhampton, and at the opening of the Cusogue Beach County Park at Westhampton Beach. All the modelers had a good time, and the reaction of the general public was very favorable. Charles Terry, the air boss for the "Wings over Long Island" show saw our show at the Brookhaven airport, and asked us to perform at the Gabreski event.

The Cusogue Beach event was done at the last minute at the request of the Suffolk County Parks and Recreation Department. While we didn't have enough room to safely conduct R/C airplane operations, we were able to put on a helicopter demonstration, and taxi some airplanes. (My personal thanks to Emil for handling this last event on very short notice. Wes).

More from around the district next month.

FUEL SPILLS by Paul Weigand

A couple of things in the past few years have prompted me to find a way of preventing fuel spillage.....first is the fact that when you overflow the tank on a North Star you spill fuel all over the wing and raw fuel can really mess up any finish. next is the fact we water fly in one spot where the lady of the house does not want her lawn all bare spots. And last but not least you can save a lot of fuel if you recover the excess.....! Almost all fueling systems have a tube, or whatever, where you put the fueling line when not in use.....all you have to do is put another piece of fuel line on this, as long as your fill line, and connect it to your overflow (muffler line) and any excess fuel will be returned to your jug. NO waste, and NO mess.....! If we are concerned about the bare spots in the pit area, we'll have to learn not to start our engines there, because most engines give a good blast of fuel out the muffler when they are first started. It's much better and safer to start out near the flight line.....! Happy Flying, Paul

FUEL SPILLS by George Hartman

This is the system I have been using for about one year now. I bought a two oz. Sullivan round tank and put one brass tube in that reaches the bottom and one that just goes through the stopper. I put about 6 inches of fuel line on the one that goes to the bottom and a one inch piece on the other tube. I then hook them together with a short piece of brass tube and hang it on my fuel jug. When I fuel my planes I hook the long piece to the tank pressure line from the muffler and pump fuel into the tank through the carb line until the two oz. bottle starts to fill. I then reverse the pump until the fuel is just pumped out of the two oz. tank. Then just hook everything back up and your plane is fueled and not a drop is spilled.

The little tank is also handy if you are having trouble with an engine and wonder if the fuel tank system is the problem. Just fill the two oz. tank and connect it to your engine and the muffler and start the engine. If that cures the problem then the trouble is with the fuel tank system. If it doesn't cure it then the problem is the carb or glow plug or ??

George.

DOE To The Taildragger

Contributed by Mike Headrick, (CPT.CLOUD@AOL.COM)

Taildragger I hate your guts,

I have experience, ratings, and such;

But to make you go straight is driving me nuts.

With hours of teaching and the controls in my clutch,

It takes a little rudder, no less, a little too much!

You see I learned to fly in a tricycle gear,

With one up front and two back here,

She's sleek and clean and easy to steer,

But this miserable thing with wires and struts,

Takes a little bit of rudder, easy, that's a little too much!

It demands your attention on take-off roll,

Or it'll head towards the boondocks, as you pour on the coal,

Gotta hang loose, don't over control,

This wicked little plane is just too much,

Give her more rudder, oops, that's too much,

With a lot of zig-zagging, and the word obscene,

I think I've mastered this slippery machine,

In fact I think I'm going to like this thing,

It's not so bad if you have the touch,

Just a little bit of rudder, easy now, not too much!

I relax for a second, and from the corner of my eye

I suddenly realize with a gasp and a cry,

That's my own tail that's swinging BYE!

You ground looping wreck, I hate your guts,

Give her the rudder, Great Scott, that's too much!

Open Combat Contest, Bolling Field, Hamlin NY, Sept. 27 1997 By George Hartman

The day dawned bright and cool, a perfect upstate New York fall day. Contest Director George Hartman and Concession Stand manager Phil Slater arrived bright and early to get started with this popular event. Jim Carey Chief Judge and Jim Wagner Assistant Chief Judge were soon to arrive and the field and kitchen were quickly set up and ready for business. Six pilots registered to fly, Rodney Boatman with his veteran Zig Spitfire, Mike Daly from the RAMS with his lovely pink Zig Spitfire, Paul Hanlon with his SIG Wonder, George Hartman with his stable of 2 P-51D's and SIG Wonder, Jerry Joseph with his veteran Zig Zero and Dave Ottney from the RAMS with his well used Zig Zero. All planes met the 3 pound weight limit and .25 ci engine limit of the contest. Don Steeb volunteered to be the Chief Safety officer after Ed Dickenson reported in sick.

After a detailed pilot briefing the first round got under way, flying three planes per mission. In round one Rodney Boatman cut off seven feet of the lovely green ribbon that contrasted nicely with Mike Daly's cute pink spitfire. George Hartman managed a carrier landing for the final first round tally.

The second round also in missions of three planes gave the pretty pink Spitfire a chance to retaliate and cut off 12 feet of Rodney Boatmans streamer. Dave Ottney went down with engine failure in the last minute but survived the forced landing. George Hartman broke the tail off P-51D-2 trying for the carrier and had to bring out P-51D-3 for the next round.

Round three with three planes per mission found Rodney Boatman again on the attack cutting off 12 feet of Dave Ottney's streamer. Dave Ottney went down with engine failure again and suffered structural damage, putting him out of the final round since he lacked a back up plane.

The final round was flown with the five remaining pilots. Everyone fought hard but no cuts were scored and no carrier landings achieved. The light east wind seemed to keep everyone off the deck at the last minute. Jerry Joseph went down with engine failure in the last minute so was out of the running. Paul Hanlon lost his streamer due to mechanical failure costing him 54 points.

Final results were RODNEY BOATMAN first with 70 points for the final and 368 points for the three preliminary rounds. MIKE DALY flew his pretty pink spitfire to second place with 70/296. GEORGE HARTMAN managed third with 70/260. PAUL HANLON scored 16/210, JERRY JOSEPH 60/210 and DAVE OTTNEY 0/156. Jerry Joseph got a big hand for keeping his Zero in the air for the whole contest except for the last minute of the final round.

Once again we had no mid airs and no significant crashes. The flying was very professional and safe with plenty of hot pursuit on the part of every pilot.

All contestants and the spectators agreed that the meet was great fun and we should see more RAMS coming over next year to join the war. We should take note that Bolling Field is probably one of the best fields around for this activity because of the size of the cut area and lack of obstructions giving us the ability to set up for most wind conditions.

The contestants and the Contest Director say a big THANK YOU to all those people who come out to support this activity. We couldn't have had much of a contest without you.

PS: After the meet a few people flew for fun using Trevor Ewell's radar gun to check speeds. George Hartmans P-51D-3 without a streamer managed 101 MPH through the speed trap on the first try. Subsequent passes up and downwind averaged in the vicinity of 97 MPH. The same plane with a streamer averaged about 83 MPH. Rodney Boatman flew his Corsair without a streamer and was in the low 50 MPH range. Mike Daly flew his pretty pink spitfire and averaged in the low 70's without a streamer. This was an interesting exercise but I'm not sure the radar operators will volunteer to have little two and one half pound bullets aimed at them going so fast in the future. Thanks to all who participated. - George



Dave Hoffmann awards Daniel Ludington Solo Flight



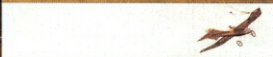
Dave Hoffmann awards Larry Neu Solo Flight



Excited Larry is looking for the correct answer to this final test. Can you spot the answer?



A banner "RCCR INTER-CLUB FUN FLY 1997" was towed by Dick Parshall's Taube



Mike Hatch and his beautiful Taylorcraft



Beautiful Art Terenzi and his Cub which was colored to match his cap.



Scott Miller and the RAPTOR

REMINDERS

November 12 RCCR Meeting - Dave Gerke - expert on 2-stroke engines - don't miss this one!
 November 15 Last date to postmark your ballot for the District II VP election

The candidates are: **Wes De Cou** Basking Ridge, NJ **Joe Beshar** Oradell, NJ **Ray Juschkus** Saint James, NY

Aug. 30th & 31st Bolling Field

Since it was the RCCR's turn to host the inter club fun fly this year, the Terenzi's, Allart's, and Weigand's decided to turn it into another camping weekend. We arrived Saturday morning and Art & Barb and the Allart's were already settled in. That afternoon we were joined by Lynn Bowerman and Judy from the Skyrovers, and Jason Franz and Tricia, all of us camping on the far east side of the parking area. As the evening's flying progressed, Mike Hausner even paid us a visit, flying in with his ultralite. After dark both Ron McGrath and I did some night flying. The next day was overcast and we had a few light showers on and off but the wind was light and the flying was great. We had an excellent turn out of club members, and about a dozen or so members from the Skyrovers and Honeoye club. I counted 40 or so planes in the pit area, and there were 3 or 4 in the air at once most of the day. *I think we owe a great deal of thanks to all the club members who do the mowing and the upkeep at Bolling field.....this was the first time we've invited the neighboring clubs to this facility and by all the positive comments, they were really impressed with the flying site.....!* Many stated we should hold our June meet here. *I would also like to thank my wife, Christine for organizing the picnic, and all the other wives who helped and prepared dishes.....a special thanks to Burke Oppenheimer for Cookin' all the hots!* We flew till it was too dark to see and then decided to stay another night and enjoy another camp fire...our first outing at Bolling field was a great one.....!

Sept. 6th & 7th Kitchener, Ontario, Canada

The Flying Dutchman's Scale Air Show, is becoming to the north east modeling circuit, what Oshkosh is to full scale flying. If you don't get there by Thursday, not only are the prime camp sites gone, but so is any room to set up a dining fly on the flight line. Luckily some of our camping group always gets there early enough to reserve the needed area. From the RCCR, the Quinlan's, Terenzi's, Weigand's, Miller's, Franz's, Pajek's, and Bob McClure were all grouped together in the campground along with the rest of our weekend families. Mike Hatch and Dick Brooks, motored it for the weekend.



ON THE ROAD

by Paul Weigand



Photos by Steve Pajek



Airflow 10/97



On Saturday no matter where you looked it was a sea of airplanes, people and campers. Well over 200 models in the pit areas....pilots and spectators everywhere, and many manufacturer's booths and hobby shops set up behind the flight line. It was quite windy, but several of us managed to get a few flights in and the show went on all day. After the official flying was over they had their traditional wine and cheese party, which attracts a bigger crowd every year. Then after dark the usual night flying, Ron McGrath sent his Kadet night ship up with Mike Hatch, so it wouldn't miss any of the fun, even though he had to work the weekend. Sunday the wind went down and the wait at the flight line went up.....we were all treated to a spectacular flight at the air show - Mike Clemmens flew his half scale Extra 300, which weighs 76 pounds and done up in the Patty Wagstaff scheme. He put this giant model through a flawless flight doing many beautiful aerobatics, including perfect tail slides and torque rolls....!



Photo by Steve Pajek

On a sad note I have to report that one of our weekend family members, Larry Bowerman had a heart attack on Saturday afternoon and was rushed to the hospital.....after spending the week there he is now back home and feeling much better. He will be getting angioplasty this week.

Sept. 13th & 14th Burlington, Canada Fall Float Fly

Laddie Mikulasko, designer of the North Star and many other models, puts on a small fun fly for float planes in the Christie Lake conservation area, near Burlington, Canada. This park is a beautifully kept place with a river widening to make the lake. There is no official camping there but as long as you have only a tent camper or a tent they have been gracious enough to let us camp at the flying site. The Miller's and the Weigand's did so and had a great weekend. The weather was just perfect both days....Scott and I both did a lot of flying, Scott with his cub and I with both North Stars, and the Skybolt. Laddie put on some great demos with his new delta seaplane. In the afternoon Matt, Scott and I got our boats out and did some sailing up and down the river in perfect breeze. That night we watched videos that Scott had taken of the meets all year. Sunday, several electric seaplanes showed up, including two Canadair water bombers, with twin 05 electric's, each were capable of 6 to 7 minute flights with great performance. Scott and I flew till the meet was all packed up, we just didn't want to stop. This is a beautiful flying site and its a great waterfly.

Sept. 20th & 21st

Home writing this column and with the weather outside glad to be here.....!
Next weekend Greenwood waterfly....Hope to see ya there.

FAIL SAFE - Option on PCM radios that allows a pilot to choose whether to crash near him, or a long way away.

ELEVATOR - Device to prevent level flight.

ENGINE - Device that doesn't start when you want it to, and cuts your fingers.

MOTOR - Electric device that starts when you don't want it to, and cuts your fingers.