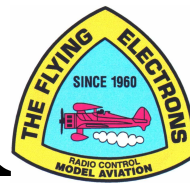


# FLYPAPER



Issue 572

February 2009

The official newsletter of the Flying Electrons, Inc. – Club Charter 667 of the Academy of Model Aeronautics

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Submissions to  
Flypaper are  
encouraged.  
Deadline  
is the 25th of the  
month. Contact the  
editor.

## **President's PreFlight** by Paul Hohensee

Ok, it is February and the days are getting longer, as it was actually still light out when I left the office last week. Soon we will be getting days in the 30's and 40's and the real cold days will be the exception. Of course, as I write this it is around 4° outside!

We had our first official Board meeting last month and it just confirmed what I was already feeling about the state of the club; the books are in very good order, we are strong financially and the club has a very strong Board! The members of your Board are dedicated and passionate about the hobby and the overall direction of the Electrons!

That being said, everyone is watching the news, reading the paper and hearing it from everyone around them, our local, national and global economies are in a state of disarray that has not been seen for decades. Businesses are scaling back, banks are scrutinizing their loan practices and people are re-thinking almost all of their spending and saving habits. One of the things we discussed during the board meeting was how all this could effect the Electrons? What would happen if we experienced a 20, 30 or 40% reduction in membership renewals? How much of our budget for the year is fixed and how much is dependant on the actual number of members? We discussed this at length and we are in pretty good shape. As of the January meeting, we had around 112 of our members already renewed for 2009, with another 39 still pending. It is expected that most of these will renew, so we should be in good shape fro 2009. By the middle to late summer we will need to be looking ahead to 2010 and how the state of the current economic conditions again, could affect the club.

I have been doing a lot of thinking about what the membership is doing and where the hobby is going and asking myself if the direction of the club is following the needs of the members? The trends of the hobby have changed considerably in the last ten years and I am not sure that club is changing along with them. I am not ready to get into the details of these thoughts now, as I have not shared them with all the board members, but we will be having these discussions in the near future.

As I write this I am getting ready for a business trip to LasVegas next week, for an 8-day trade show. I am looking forward to the desert weather and a little time at the Black Jack tables. Whenever I go to LasVegas I try to get a little time to drive out to the Bill Bennett Memorial Flying Field. For those of you that do not know, this was the home field of the *Tournament of Champions* aerobatic competition in the early nineties and it is a world-class facility. Urban sprawl has been creeping up on the facility, but it seems to stay open regardless. It is controlled by Clark County now, so I think that helps. There are always some nice airplanes at the field, regardless of the time of day, so I am hoping to make my annual stop at this facility, pending the weather conditions, of course.

I hope some of you are finishing up that winter project, that Christmas present or just getting your current hangers in order! Keep the CA off your fingers and I look forward to seeing you at the meeting!

Paul

Flying Electrons Monthly Minutes  
Board of Directors Meeting  
January 11<sup>th</sup>, 2009

Meeting Called to Order at 6:00 pm

Location: DiMarini's Restaurant, Menomonee Falls, WI

Attendee's: Paul Hohensee (President), Bob Lirette (V-President),  
Tim Becker (Treasurer), Todd Davis (Director), Mike Bohlmann (Director), Mike Dorna (Director); absent Ron Jans (Director)

Paul, Bob and Tim had a previous meeting on Jan. 4<sup>th</sup> to review the budget and be brought up to speed on the budget process and reviewed the 2008 and proposed 2009 numbers prior to the meeting. This was done in an effort to make the BofD meeting more timely. Thanks Tim.

A letter was received from the village in regards to a few responses to false-alarms in our building. They sent us the village regulations regarding private alarm systems and the fees and charges in providing responses to them. A report on this will be made at the February meeting.

The budget was reviewed by the board and there were no issues. Considerable discussion followed as to the breakdown of the fixed and variable costs within the budget. This was done in an effort to determine how exposed the club would be if there was a severe downturn in the membership as a result of the current economic conditions. In reviewing the current memberships renewed and the members still left to renew, it was felt by the board that the 2009 membership numbers should remain strong. This could be an issue as we move into 2010 and the board will monitor the situation.

The newsletter was discussed, as it is still one of the single largest expenditures. Even though a discount was offered to members who selected to receive the *Flypaper* online, there is still a substantial spend with mailing and printing costs. This will be discussed further by the board.

The 2009 Field Managers role was discussed, as the current manager has expressed his desire to step-down from the position after a number of years in that role. The field and the equipment have been kept in very good condition and the departure of Ron Jans in this position leaves some big shoes to fill.

There was considerable discussion on options for this role and how to keep the field well groomed and the equipment in good condition and still maintain good fiscal management of the expenses. After these discussions, a plan was put on the table and it seemed to have merit. Paul H will be detailing the plan for one more board discussion and if the board still agrees that it has merit, it will be brought to the club for discussion.

The 2009 Calendar of events was brought up next and the tentative schedule was laid-out. It may be listed elsewhere in this issue, if not; it should be on the web-page around the time of the February meeting. The list of events is staying the same, with adjustments for the new year. The April and May meetings will be on the first Sunday as a result of Easter and Mothers Day in 2009, these will be added to the Calendar as a reminder.

The Charity Event was discussed along with the Parades coming up this summer. Bob will be looking for volunteers and help in making sure the Electrons are well exposed at these important events. We are hoping to add the Memorial Day Parade to the list this year, based on our pleasure with the results of our participation in the 4<sup>th</sup> of July parade in 2008.

No other business was discussed and the meeting was adjourned at 6:50pm.

Respectively submitted by:

Paul Hohensee

## Attention, All Aircraft & Aerospace Modelers:

The **EAA AirVenture Museum** in Oshkosh will hold its annual Family Flight Fest on Saturday and Sunday, March 28-29, 2009. Come and display your aircraft or aerospace models at this popular event, 9a-5p on Saturday and 10a-4p on Sunday. Doors open for setup at 8 am on Saturday. All displays must be cleared by 5 pm Sunday.

There is no fee for exhibitors. You can come for either day or both days. We just need to know who is coming, when you're coming, and how many tables (30"x 72") you want. Exhibitors get free lunch tickets.

Register by March 1, and get free admission to the Museum for the event.

Standard admission rates are:

Adults (18+) . . . \$ 8.75

Senior (62+) . . . \$ 7.75

Students (6-17) . . . \$ 6.75

Children (5 and under), Free

Family Rate . . . \$22.00

EAA Members, Always Free

Family Flight Fest gets more popular every year and we could run out of tables early, so early registration is recommended.

To Register: E-mail David Sakrison, sakrison@charter.net with:

- your name, e-mail, and phone number
- the day or days you want to attend, and
- the number of tables (30" x 72") you want.

IPMS Chapters can register as a group:

- Contact person
- The day or days your group will attend
- How many people you'll bring on each day

## Member Notes:

### Renewals

We have turned from downwind to the base leg of our 2009 renewals. There is currently a \$5 late fee through the February meeting, and then it goes up to \$10. Members not renewing by the March meeting are dropped from the roster and must re-join the club as a new member.

### Looking for club documents?

The club secretary has them available electronically. If you would like a copy send Tim Becker an email at tim\_b2008@yahoo.com. The following documents are available:

Bylaws	Start Up Cost Estimate	Pilot-Instructor Checkride
Field Rules	Training Program	Sound Abatement
Flying Electrons Application	Field Manager Duties	New Member Orientation
Ground School	Criteria for Honorary Life Membership	

### Pilot Status

Attention student pilots! Once you pass your pilot checkride make sure you give me a shout so I can send you a key and update the club records. You can keep and use your Student (yellow) card with the club instructor's signature on the back or request a Pilot card with your key.

## 2009 Flying Electrons Calendar of Events

(Preliminary)

April 5<sup>th</sup>, 2009-Monthly Meeting, (changed from April 12<sup>th</sup>, Easter)

May 3<sup>rd</sup>, 2009- Monthly Meeting, (changed from May 10<sup>th</sup>, Mothers Day)

May 17<sup>th</sup>, 2009- Club Only Fun Fly (Mike Dorna, Joe Burzinski)

May 30<sup>th</sup> & 31<sup>st</sup>- Tamarack-Bud Weber Memorial Challenge (Joe Burzinski, C.D.)

June 21<sup>st</sup>, 2009- Fathers Day Club Only Fun Fly ( tbd )

June 28<sup>th</sup>, 2009- Electric Fly-In (Henry Hoelzer C.D. and Paul Daniel)

July 12<sup>th</sup>, 2009- Flying Electrons Scale Festival (Chris Milbauer C.D.)

July 19<sup>th</sup>, 2009- Club Only Fun Fly ( tbd )

August 8<sup>th</sup>, 2009- Charity Fly-In (Bob Lirette C.D.)

September 19<sup>th</sup>-2009- Swap Meet/Fun Fly (Todd Davis and Mike Bohlmann)

September 20<sup>th</sup>-2009- (Rain Date-Swap Meet/Fun Fly)

December 13<sup>th</sup>-2009- Christmas Party

*Looking Back*  
*By Paul Hohensee*

Today we enjoy tremendous technologies in our hobby/sport. Li-poly batteries have revolutionized electric flight, 2.4GHz radio systems have eliminated the need for frequency controls when used, digital servos can develop unbelievable amounts of torque to power larger and larger aircraft and we have true turbine power for the ultimate scale flight effects in jet aircraft!

Those that are new to the hobby, say in the past 2-3 years, know nothing else but this technology. Then there are the older groups, which would include me, that have been able to experience this explosion in technology. I thought it might be interesting to take a look back in time, to what the hobby was like years ago, look at some of the "leading" technology from the 60's and 70's, as I think it will make all us appreciate how truly amazing some of these breakthroughs are and what spawned the technology.

This gave me the idea to write a brief monthly article on this topic and see if it generates any interest? I hope to find some pictures in the archives of the internet, maybe on the AMA website and some old magazine ads. If I can, I can most likely share some of the history that is our hobby, sport and passion!

As I have mentioned in the past, I was able to see a lot of this technology un-fold through the 60's, 70's and 80's, as my father worked for Midwest Model Supplies, which was a fore-runner to Tower Hobbies and Horizon Hobbies. He always had access to the latest gadgets and usually was given items to try out. We spent a lot of time in the Chicago area and this was a Mecca for some of the best flyers of the era, names like Norm Page, Jimmy Greer and Dave Platt.

I will look for some feedback from you on this article and see if it has merit, and if the remarks are positive, I will start covering one or two items a month. I may also call on some other long-term modelers in the club to shake their memories and get them to recall some of their recollections of this era.

Just a little tidbit that may be news to many in the club, while we usually gain technologies that are developed for other uses, there is one area in which our hobby is driving the technology; the area of high-performance batteries!

Everyone is familiar with the Li-po battery boom that is expanding the capabilities of almost every type of model known. From micro-flyers to helicopters and boats to electric-ducted-fans, Li-Po batteries have really solidified the electric power system for almost any type of model. If you go into the catalog for one of the leading suppliers of these cells, A-123, you will see their pages full of RC aircraft! The production volumes for these cells are so high for our uses, that they are driving development at a very high level for a company like A-123!

The next biggest technology driver for battery technology will probably be in the application for Hybrid and electric powered vehicles. Hopefully, there will be some "trickle-down" effect for our uses as this market develops as well.

Anyways, enough rambling for this month, feel free to drop me an e-mail to let me know if this article sounds interesting. If I do not hear anything from anybody, we may have to re-think this idea. I just feel this history should be shared with the next generation of modelers.

Paul  
*phohensee1@yahoo.com*

## What Is "Pattern" And Why Fly It?

*By Joe Burzinski*

In the early days following my pilot check-flight, I noticed that the best flyers in the club all shared a common trait. They could put their plane into a predetermined attitude, at a specific spot in the sky, at will, all without running into the ground. I enjoyed flying, but never felt like I had that level of control over my plane. It always seemed like I would try a new maneuver only when things looked “just right”. I’m not the kind of guy that likes leaving things to chance, so if I was going to stick with the hobby, I had to get something more out of it. That's when I decided to take up pattern.

"Pattern" is the common name for precision aerobatics. Pattern flying is usually very graceful and free flowing with a predefined set of maneuvers within five classes: Sportsman, Intermediate, Advanced, Masters, and FAI, each increasing in difficulty. Pattern flying is not the same as 3D flying; however, many successful 3D pilots have their roots in pattern. Pattern is like graceful figure skating whereas 3D is more like hockey (but with less violence).

Each pattern maneuver is given a "K-Factor", also known as a degree of difficulty, similar to what you see in Olympic gymnastics or diving. Each maneuver in the sequence is scored on a scale from zero to ten, which is then multiplied by its K-Factor. You are then ranked according to the sum of your scores for each round against the other pilots in your class. Your scores are then normalized, which is just a fancy term for grading on a curve, where the top scorer in each class gets 1,000 points and the others get a percentage based on that. The winner in each class is the person with the most points at the end of six rounds, throwing out your lowest two rounds.

I can say without a doubt that flying pattern has improved my piloting skills far more than they would have had I limited myself to simply flying the “race track” and throwing in an aerobatic maneuver here and there. I’m still not where I want to be, but pattern gives me a framework within which to measure my progress toward my goals. So, I challenge you to give it a try. Take a couple days and practice some simple maneuvers, like loops, immelmans, and even straight and level flight. Practice over and over, and again and again. It might seem boring, but with each successive pass, you develop critical flying skills. When you practice, try to hook up with someone who knows what the maneuvers are supposed to look like. Having another set of eyes really helps. As you improve, you'll find yourself looking forward to the challenge of flying in a 20 mph crosswind on those not so perfect days, just to get some practice using the rudder.

Our annual pattern contest is scheduled for the last weekend in May. As we did last year, we are offering a club-only “Club Class” event. The maneuvers in Club Class are no more difficult than those used during your pilot check-flight and will be published with complete descriptions in the next newsletter. I would be more than happy to help jump-start anyone interested in getting started. Send me an email at [jburzinski@wi.rr.com](mailto:jburzinski@wi.rr.com) and we can set up a time. I’m close to the flying field, so it’s no problem shooting over there on short notice.

For more information about pattern, check out the National Society for Radio Controlled Aerobatics website at: <http://www.nsrca.us> .

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