



BARNSTORMERS NEWS

AUGUST 2009



Barnstormers News is a publication of the Vermont Modelers Club Inc. providing ideas, information and news about models, model building and Club activities. ©8/02/09
President-Robert Doyon; Vice President-Michael Flickory; Treasurer-Alan Zaur; Safety Coordinator-Mike Pecue; Secretary/Newsletter Editor-Dennis Benjamin
To learn more about the VMC, see pictures of Club activities and find maps to our flying sites, visit www.vtmodelers.com

MONTHLY MEETING NOTES

The July meeting of the Vermont Modelers Club was held at the flying field on Airport Road in Barre town.

New President Bob Doyon called the meeting to order at 7PM with 9 members in attendance. A reading of minutes from the previous meeting was waived and past president Rich Cairra provided a brief financial update. Bob thanked Rich for the information and expressed the appreciation of the entire membership for the past 8 years of excellent service Rich provided, keeping the club in good shape through numerous challenges and changes.

Old Business: Secretary Denis Benjamin advised that membership renewals are nearly complete and we gained 5 new members this spring. We currently have the highest percentage of youth members in club history (9 of 48 members 19%) and that we ought to consider organizing at least 1 youth oriented event. There are 7 members still overdue.

New Business: Rich Cairra advised that he received an announcement that the Rutland County R/C flyers (www.rcflyers.org) are holding a Fun Fly event at the Fair Haven State Airport on July 25th. It was noted that the date is the same as our next float fly. Dennis provided a quick review of our upcoming schedule including the August 8th Fun Fly and the Annual Cookout Fun Fly on Aug 22nd and Float Fly on Sept 5th. Bob thanked the members for their confidence in selecting him to be President of the VMC. He advised that he will be very eager to get input from all members about the future of the Club or any other subject. Bob believes that fellowship and growth are very important goals for the Club and that he plans to promote both as a means of making our club stronger; "More members mean more potential friends and more people to help achieve our goals." Bob encouraged the members to visit the Club website more often and make use of the internet to improve communication. The website is a very

important tool for promoting our hobby to the general public and the internet is a great tool for building fellowship. Therefore a Club Roster will be sent to every member in the next newsletter with complete contact information including internet addresses. Bob believes we would all benefit from "really getting to know our fellow members." He reminded the members that "Our flying field is a great treasure and we should spend as much time there as possible." Besides the obvious pleasure of flying in such a wonderful environment, conversation at the field is one of the best ways to share hobby tips, learn new things, discuss ways to improve the Club and develop fellowship. Every member, new or old, gets his most meaningful experiences with the Club at the Flying Field. The way we each conduct ourselves and communicate with fellow flyers at the field affects everyone else sharing the space. Each of us needs to keep fellowship in mind, especially when visitors are at the field. Today's visitor could be tomorrow's new member. Bob reminded the members that the AMA requires every club to have a Safety Officer. Bob announced that Mike Pecue has accepted appointment to be our Safety Officer. Mike has excellent flying skills and has been a well respected member of the VMC for many years. He has served the club in many ways, including several terms as president. Mike will be studying the AMA guidelines for Safety Officers and will also review our club rules and training guidelines with recently retired Safety Officer Paul Gauthier Jr. Mike's primary duties will be to ensure that members comply with the AMA Safety Code and VMC Site Rules and to coordinate flight training for new (and old) members. Mike made a point of reminding every member that "Using a preflight checklist for EVERY flight is absolutely the best way to prevent crashes." and that a simple flight plan is a very effective way to practice. Bob would like to keep the members talking about models and safety on a regular basis. "Helpful advice and safety reminders from fellow modelers should be appreciated not resented because it could save your airplane." Bob observed that keeping track of all crashes and trying to figure out what may have caused a crash can be very useful information for every member to share. He suggested keeping a chart in the shed for that purpose. Bob reminded the members that safety should be on their minds at all times. He strongly encouraged the members to try to fly with at least one other member present at the field. Having a second set of eyes available to spot equipment problems, flying

(802) 479-0788
Fax (802) 479-5453

COINS & HOBBIES
Central Vermonts great little hobby shop.
Collectibles, modeling & much much more.
OLD TOYS
Bought & Sold

DAVID AUDET
Manager

219 N. MAIN ST., P.O. BOX 357
BARRE, VERMONT 05641

conditions or safety concerns will go a long way to avoiding crashes. And in the event of a crash a second set of eyes and hands can help ensure recovery of valuable equipment as well as information to prevent recurrences. Bob suggested that members should use their membership roster information to contact each other and "buddy up" for flying sessions at mutually convenient times. Bob believes that communication and fellowship are going to be major keys to improving the Club. "Use the telephone, email, etc. to keep in touch, get to the field, and get involved." Bob suggested that we incorporate at least one or two simple contests in each Fun Fly activity. He observed that simple little contests are a good way to spur interest and encourage members to practice flying their airplanes with better control and precision. "No need for major competition, just some simple 'fun fly' activities." Bob advised that members interested in being flight trainers should coordinate with Mike for guidance and to ensure consistency in training. He suggested that members interested in training could consider coordinating use of their personal equipment along with Club training gear, if equipment shortages arise, to make training possible. Mike will be assessing the condition of the Clubs training gear. Bob asked if the members would be interested in sharing in building and/or repair projects. Several members have expressed interest in a mutual building project and many have expressed interest in learning how to do specific things or make difficult repairs. It was observed that Bob Bray has conducted several how-to demos and has worked on models for several members. Charlie Sjobeck indicated that he would also be glad to help any member who needs assistance with a repair. Bob observed that communication and fellowship are again the keys to getting more enjoyment from your membership in the Club and that he wants to hear everyones ideas and suggestions. There being no further business offered for discussion the meeting was adjourned at about 8:30PM.

***** DUES REMINDER *****

If you have a big red OD on your newsletter envelope it means you have not paid your dues. Please fill out the member information form that was mailed to you and send it and your dues to the Club Secretary ASAP.

HOBBY HINTS & TIPS

At the July meeting our new Club President made a suggestion that has subsequently made an impression on me; so I figure others might benefit from my experience. I was recently enjoying my second flight with a new model when I slowly began to realize that things were not going well. The batteries had checked fine, the controls were functioning properly on the bench and the engine had been tuned up during a maiden flight session with help from Charlie Sjobeck. This was to be the first flight of some duration. There was no strong wind or other distractions, the take off was normal, and all seemed fine. I climbed for altitude and proceeded to adjust the trims. As I've done many times before, I was flying a very large high pattern. As I flew and fiddled with the trims and made numerous corrections my plane began to drift further and

further to the north. Soon I began to experience more and more issues; unexpected flight attitude changes requiring some effort to correct. Suddenly I realized I had a serious problem; Tex came to my aid and we tried valiantly to regain control of the rapidly disappearing ship, but to no avail. My partner David and I were soon scouring Mr. Booth's sugar woods peering into tree tops and scanning the forest floor for any hint of red covering material. No luck. As the setting sun cast phantom red color into the trees we left the woods and took a drive down Jensen Road, which is north of the woods, not really expecting to see anything and I resigned myself to the complete loss of my Four Star. At the July meeting President Bob Doyon had suggested that we start a "Crash Report Chart" to include brief descriptions of: what, when, where, (and especially, a good guess as to) Why! Such info could help others to be aware and avoid similar mistakes. Well, I hereby volunteer to start the list. I will put it on a clipboard in the shed at the field. The bottom line for me will read-"likely cause of crash: multiple pilot errors. Error #1-failure to follow Charlie's advice to do a range check; #2-flying too far outside reasonable flight patterns; #3-failure to recognize intermittent loss of signal in a timely manner; #4-failure to ask for help in a timely manner." Net result lost airplane. Fortunately fate sometimes smiles on a fool. The day after I lost the airplane I got a phone call. It seems a nice young lad was outside his grandparents house on Jensen road and witnessed the final moments of the lost flight. His grandad knew that Cedric Royea was a model airplane pilot and called him to report that he had recovered the remains of a model from a nearby hay field. Cedric advised him that he would forward the info to the club and Tex in turn called me with the news and contact info for the kindly folks who salvaged my crashed bird. To my amazement the recovered model may actually be repairable and the engine even survived it's nose dive plunge, deep into the dirt, with just a broken prop and rear mount point for the remote needle valve. I expect to receive the replacement part and fresh plywood to rebuild the crushed nose this week. Yaaaaay!!!

CALENDAR OF ACTIVITIES

A **Fun Fly** is scheduled for Saturday **August 8th** at the Flying Field on Airport Road in Barre Town commencing at 8AM.

The **August Meeting** of the VMC will be held on **Wednesday the 12th** at the Flying Field on Airport Road in Barre Town commencing at 7PM.

The **Annual Cookout Fun Fly** will be held on **Saturday August 22nd** at the Flying Field on Airport Road in Barre Town commencing at 8AM.

A **Float Fly** is scheduled for Saturday September 5th at the boat launch at Wrightsville Dam on VT Rte. 12 in **Middlesex commencing at 8AM.**

The **VMC Dawn Patrol** assembles every Thursday morning at the Flying Field on Airport Road in Barre Town.