



Flight Lines

Lakeland R/C Club Inc

September 2016



Next Meetings

Sept 14, 2016

Oct. 12, 2016

There will be a presentation at 7pm before the August meeting

Visit our Web-site:
www.lakeland-rc.com

All meetings held on the Second Wednesday of each month at:

Waukesha State Bank
1227 Corporate Center Dr.
Oconomowoc, Wisconsin

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Upcoming Events

9/17/2016 - 9/18/2016 -- Flying Electrons Tamarack Challenge

9/17/2016 -- Oconto, WI (C) 8TH ANNUAL EAA WARBIRDS SQUADRON 6 FLY-IN

August 10 meeting minutes

The Aug 10th meeting was called to order at 7:30 with 19 in attendance

Show and Tell

Patch brought an Ace Puddlemaster with a 10 amp ESC, brushed motor on a 900 Mah 7.4 Li-Po. Patch says it flies well, and he had flown it off the lake today. The CG is "approximate", but it still flies well. Rikk found it via a pebble creek member who had died and whose family wanted to get rid of his hobby stuff. This was one of 18 planes that came out of the basement. Rikk sold it to Dave Mohr, and Dave sold it to Pat for \$10.

Chris Kraco showed a photo of his friend Barret, who went flying after having a few glasses of wine. He managed to hit himself in the face with his FPV racing quad and had significant cuts (down to the bone). Luckily he was wearing his FPV goggles at the time. Chris' photo was a wake-up call to those of us who might tend to underestimate the potential damage from electric powered models.

Dan Kleckner: Dan sent his biplane (from last month's show and tell) into the corn, which it survived. He has since swapped out the Spektrum radio for Futaba. The model is extremely difficult to maintain ori-

entation on at a distance, and it is quite fast

Todd had some unpredictability issues with his Inspire, which had connection problems to his iPad. He flew it for the first time today in "ATTI" mode, without GPS or visual position stabilization. It flew very smoothly, but you have to pay attention, as it will not slow itself down when landing.

Chuck Hocking put a plane in the corn last week: He and Bob L had a direct line on it, so they sent Matt and Dan out into the field. The fail-safe...failed, so Dan heard the motor running, which made the plane much easier to find.

Rikk got an Extra foamie at a show for about \$60 with servos, motor, ESC etc. When he launched the plane, it pitched up significantly. He added down elevator, but flight characteristics were not improved. The model continued to pitch up, so he rolled inverted to descend. It turns out one of the aileron wires had gotten jammed in the gears of the elevator servo, so he had no elevator control

Per Dave Mohr, Phantom 3 quads will not hover on their own without GPS: Tom Schoeber was flying without GPS and he found he had to be on it all the time to maintain hover. He lost control and it wound

up in the water. He managed to resurrect it with the old heat and rice treatment.

Club VP Matt Teresinski appeared in an article in the Lake Country section of the Journal Sentinel about RC flying.

Rikk had brought. In several boxes of hobby material rescued from Jerry Reichow's basement, for any club member who can make use of any of the items. He also wound up with a few raffle-able items, and a model of an inter-war bomber.

Raffle

Secretary/Treasurer's Report

The balance stands at \$2602.32.

Old Business

Dan presented a breakdown of the fun fly profits, showing we had a net profit after all costs of \$23.94. All costs included paint touch ups, which cost #143.26. Dan suggested we drop \$100 from the cost of the paint and turn over \$123.94 (profit plus \$100 deducted from costs).

The breakdown of the profits was discussed and it was moved that we deduct the cost of the field upgrades from the total cost of the fun fly, and give the remainder, about \$250, to the counts. Motion was made by Dave Mohr and seconded by Todd Weiler. The motion passed 6 to 3.

Dan and Rikk took some time to recognize club members who turned out to help with the fun fly. Pat Murphy spent a significant amount of time and effort working up an 8 page plan to lay pavers in the shelter. Due to time constraints, this didn't happen yet this year, but Rikk wanted to mention Pat's Effort

Rikk also discussed the effort to move the fence. Dan K had engineered a way to remove the old posts and set up a jig to drill the new holes for the new fence location. Holger also painted pretty much every wood surface at the field: All the stands, tables, benches and the shelter. Dan Kleckner spent the entire afternoon until around 7:30 pm mowing, partially due to the rain early that morning. John S said running

the flight line went smoothly, no one caused problems.

Chuck H donated a beautiful Skybolt that he built to the raffle. Dave M set up and ran the simulator tent, and Rikk's family ran the raffle as they do every year.

Discussion turned to the re-working of the shelter floor:

John S suggested we lay down the new floor for the shelter, in a new location closer to the flight line, then move the shelter to the new floor.

A motion was made as stated above. Pat Murphy spoke up and stated that he had spoken to Bob Lindeman who has access to a small front end loader that could get under the shelter as is and scrape the ground flat. Pat also stated that he was willing to front the initial cost of the flooring, and if members liked the new flooring, the club could pay him back over 4 years.

Cost of reworking the floor with pavers would be around \$700. Rikk and Pat have volunteered to front the cash for the work, although some of the members felt the club should fund the project. Chuck moved that we table discussion for now. Dan asked when we would do the work this year, and many members suggested early October, when the weather is a bit cooler.

A motion was made and passed that we would table discussion until next meeting, and Rikk would put together a communication for the membership to fill them in on the plans

Committee Reports

Fun Fly: Todd Weiler counted around 94 cars at noon, we had room for around 120. Putting the longer cars against the flight line worked out "very very well".

Dan's pit layout worked very well also.

Dan suggested next year, we add about 20 feet to the east end of the pits.

Rikk brought up that our fun fly is not sanctioned by the AMA. This means it is not published in model aviation. Now that Rikk is a contest Director, it would only cost us \$20 to register, and makes some new paperwork for Rikk. This would also add a bit of insurance margin for the field owner as well.

There was some discussion regarding the additional spectators that this might bring to the field, and whether we could handle the capacity.

New Business

Wings over Waukesha: Announced that it would be Aug 27th. This is not accurate, however the confederate Air Force is doing static warbird displays. There will be no Aerobatic show.

New Members voted in: Todd Orvedahl, Jim Mertes and Chris Kraco.

All were voted in unanimously, with one non member voting against Chris (his daughter Anna).

Bob Lindeman had an accident at his house last Friday, which resulted in about 50 stitches to the inside of his arm. He missed all arteries and ligaments, fortunately. He had been working on his Zero. He was working on the landing gear, accidentally bumped the throttle and got his arm caught in the prop. The moral of the story is if you're working on an electric in your house, take the prop off.

Chuck brought up his accident at the field, and while he has lost sleep over it, he feels something useful may have come out of it: His post flight procedure was interrupted by someone wanting to make way for another pilot, and the interruption added an unnecessary layer of risk to the field.

Rikk had a closing anecdote: He had gone camping last weekend and en route, passed by a super guppy on the side of the road at the Don Q Inn. AFte pressing buy a couple of times, Rikk stopped and got out and walked up to it: The plane is buried up to the wheel wells in the dirt. He was able to climb up into the cargo area, which is configured for military operation, There are photos in the cargo area of how it came to be there: The plane was sold to a missionary group when it was 21 years old. It was bought form them in 1967 to be used for Lincoln Cadillac commercials featuring Farrah Fawcett(who's signature is on the side of the plane). You can sit in the cockpit and grasp the t bars, which still move control surfaces.

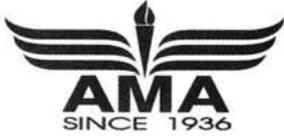
AJ added that the hotel there is like stepping back into the 1970s. Shag carpet, old bar, etc. There was some further discussion of dubious dealings associated with the place and a previous owner. This soon petered out and the meeting was adjourned.



Patch presents his Puddlemaster



Chris Kraco brought a photo of his friend who suffered from a face full of Quadcopter



Application for Membership Lakeland RC

Club

Name: _____ AMA Number: _____

Address: _____

City: _____ St: _____ Zip: _____

Birth Date: _____ E-Mail Address: _____

Phone: (Home): _____ (Cell): _____

Junior Membership Probationary Membership Associate Membership (Flying Privileges)

With the completion of this form you become a Member of the Lakeland R/C Club in the category that you applied for. As a member you are allowed, on a limited basis, to participate in Club activities and use of the Club flying field facilities under close supervision. Prior to engaging in flying activities you must be a member of the Academy of Model Aeronautics (for insurance purposes).

A copy of the Lakeland R/C Club By Laws and Field Rules are attached which explain in detail the privileges and responsibilities of your membership category. Safety and courtesy are the utmost importance when using the flying facilities. Bylaws and Field Rules can be found on the Lakeland RC Site:

http://www.lakeland-rc.com/Pages/Application_and_Bylaws.aspx

Note: Lakeland does not use Channel 20 at field because of radio interference

How did you hear about us?

Friend Lakeland R/C Website Online Group Other: _____

As an applicant for membership in the Lakeland R/C Club, I hereby acknowledge my complete understanding of the above requirements. I also agree to comply with all field rules (and their accepted intent) through-out my association and contact with the Lakeland R/C Club.

Member

Date

Club Officer

Date

checks Payable to: Lakeland RC Club, inc. Note: 2016 Dues: \$75

Mail to: Lakeland RC Club
 C/O Dan Kleckner
 2010 Milwaukee St
 Delafield, WI 53018-2006

You must register with the FAA to fly your aircraft - <https://registermyuas.faa.gov/>

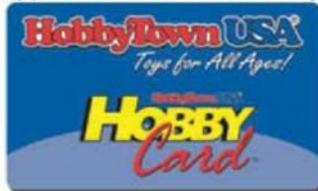
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