

# The Aerogramme

Official Publication of the NorthEastern Drone Society

June 15, 2011

**AMA Club**  
**#187**



## **Officers:**

**President:**  
Greg Watson

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**Field Marshals:**  
Don M.  
Al G.

## **FLYING FIELDS**

By Don MacDougall

After our Honeymoon trip to the Penn Pocono's in 1972, we were driving up Rt. 209. This route also follows the Delaware water gap through the eastern part of the Pocono's.

Driving this route was the first time I saw a field dedicated to R/C flying. We saw planes from the road and turned around to find the field and see what it was all about. As they were at the base of the Pocono Mountains they were heavily into gliders. They launched by using a battery powered cable winch. They also had r/c fuel engine airplanes. This was way b/4 electrics.

As I had flown control line planes when I was a kid, behind Vernon Elementary school, I fell in love with these new different modes of flying. Even though I still had my control line engines, several 049's a few .29s, a few small planes and other stuff, the R/C sport eluded me for years except for several other stops at that field in the Pocono's.

Around the late 80's or early 90's a co-worker at Pratt & Whitney brought in photos of his model R/C airplanes. This returned the urge again to see what it was all about. I went to the Salem Ct. field, Prop Busters, where he was a club member and watched them fly (and crash) and wished that I could afford the models and the sport. Again the hobby got put on hold.

In the fall 2001 my wife Wendy and I were riding through Coventry Ct and happened to see models in the air. We had no idea that there was a field anywhere around there so went looking for the field. After finding the Yellow gate, we drove in and watched for a while and asked when they flew. I returned the next Saturday and met Robin Luce. He was club president at that time. He was getting ready to fly his Sig LT40 trainer and he took it out to the runway and took off with it. Flying around he asked me if I wanted to try it. Yipes, no buddy box, he hands me the transmitter. Wow, what a rush. Some how I made 2 circuits of the field and thankfully gave it back to him. I had no idea of what I was doing but it was the start of what we love about this sport. It gets into your blood.

I put it on hold for another year while we prepared for and did our 3 month Alaska trip and point west destinations in 2002. That fall of 2002 I returned to the field, Truman Meadow, and met Leon Peck and his weekday flying group. They told me to get an AMA and club license and what to buy for a plane and transmitter and receiver and other stuff necessary for the sport. My first r/c plane was a Sig LT25 which still flies. Having Leon as my instructor it took 8 hours flying time on the LT25 and after many months was able to solo (to be able to take off, land and other stuff it takes to be safe).

Though we mainly use Truman Meadows; our club has 2 flying fields, #2 being in Mansfield by the Mansfield dam. We all know of the other clubs flying fields in Connecticut, such as Ellington's NCRCC, Glastonbury, Windsor, Salem and Woodstock's club on a full scale size airplane runway. But how about out of our state? We have members that venture Top Gun and other events around the country but how about the small fields of which there must be thousands.

When we go on a trip, I am in constant search of local flying fields in the area of where ever we stay. I have found many in Florida, North Carolina and even Alaska.

(In the next issue Don talks about the many fields he has discovered on his travels.)

## REPORT ON THE FLOAT FLY

By Jim Knox

The summer Float Fly was held at Mansfield Hollow on Sunday June 5th. About 25 people attended, 10 of them from other clubs. Many hikers and families stopped by to watch. Because visitors were expected, a pre-flight startup area had been ribboned off for safety. Flying conditions were good. The weather was cloudy and a bit cool, and there was little wind.

Bob Plankey volunteered his aluminum boat for rescue missions. Bob went out on about 7 retrievals, including one for his own plane. Most crashes were made by visiting pilots, none of whom put a cash contribution into the new tip bucket!

A potentially serious problem arose with a large turbine jet owned by John Flecka, a visiting pilot. Even though the club had previously decided that jets should not be allowed to fly, an on-site decision was made to allow him to do some taxiing tests before the event at 9 AM and then again at 2 PM, when fewer people were around. In the afternoon taxiing test, the jet lifted off the water while heading in the direction of our grass area and then sharply turned, obviously out of control, toward some people on the big sand beach to our right. The jet finally crashed into the water edge bushes before reaching the beach area. It was later discovered that Mr. Flecka failed to sign in and did not pay the landing fee.

Photos by Dave McChesney



Photo left is a portable starter & battery setup by Ray. It's just the starter fastened with tape to the battery Simple & effective.

July 7<sup>th</sup>: NEDS meeting at Coventry field.

July 16<sup>th</sup>: Fun Fly Cookout (rescheduled from the 10<sup>th</sup>) at Coventry.

August 14<sup>th</sup>: Fun Fly Cookout, Sunday, combined with monthly NEDS meeting at Coventry field.



Flight line table built by Greg for Coventry



Out of the woods plane rescue



Ray Shedrick flying at Coventry

## Minutes of the NEDS meeting of June 2, 2011

A short meeting was held at the Buchanan Center in Mansfield at 7:00 pm with 15 members attending.

### Treasurer's Report for May:

Income \$351.00 (Dues \$144.00, Donation \$40.00, Raffle \$157.00, Hat sales (\$10.00))  
 Expenses \$189.50 (Building Contest \$28.00, Porta-John \$26.00, Raffle prize \$135.00)  
 Net gain \$161.50  
 Total (cash and checking) \$2815.06

### Announcements and New Business:

It is necessary to reschedule the July Fun Fly in Coventry from the 10th to the 16th (Saturday). The regular first-Thursday date will be used for the July meeting, rather than make it coincide with the Fun Fly.

The new pre-flight table is being built by President Greg Watson and will be ready in a week or so. Several volunteers are doing the mowing, and a signup sheet on the web site will be used for scheduling.

The summer Float Fly will be held at Mansfield Hollow on Sunday, June 6. The landing fee will be \$10. A "Tip" bucket will be provided for contributions by flyers who must have their plane rescued by our boat crew. A pre-flight area will be roped off for engine checks. After some discussion, it was decided that no jet turbine planes will be allowed for safety reasons.

### Show and Tell:

Don M. demonstrated his progress building his raffle prize from last month, a flying lawnmower "Sky Cutter" ARF. He will use an old .46 engine.

Greg w. showed his HobbyKing L4 military cub ARF. The wing span is about 80 inches. He plans to use a 20cc engine.

### Upcoming Events:

NEDS Float Fly at Mansfield: September 18.

Fun Fly Cookouts in Coventry: changed to July 16 (Saturday), and August 14 (Sunday, combined with monthly NEDS meeting).

Recorder: Jim Knox

## NEDS MEMBERSHIP APPLICATION FORM

1. Complete form, include a photocopy of your AMA membership ID card and return to Treasurer.
2. Dues are \$18 per year if you are under 18, otherwise the cost will be \$48.

NAME: \_\_\_\_\_

STREET: \_\_\_\_\_

CITY, STATE, ZIP: \_\_\_\_\_

PHONE: \_\_\_\_\_

E-MAIL: \_\_\_\_\_

FREQUENCIES USED FOR FLYING: \_\_\_\_\_

**Applicant Certification: I agree to abide by the club rules, by-laws and AMA Safety Code.**

SIGNATURE: \_\_\_\_\_

Mail to: Gary Warzocha, PO Box 83, Storrs, CT. 06268

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First Class Mail