



Flight Lines

Ken's Corner Club President

Wow!! This year is disappearing on us in a hurry. It seems like just a few days ago we were braving the cold and fog to fly on New Year's Day in hopes of appeasing the weather gods and get good weather for the new year. And now here we are at the start of June, which puts us half way through 2010. I know our New Year's Day offer seems to not have worked because the first half of this year has been some of the worst weather we have seen here in Southwest Oklahoma, but hopefully we've turned a corner and we'll get to start flying now. As we all get back into the swing of things I want to take a moment to remind everybody to remember safety first as we get back into the swing of flying. Of course the obvious comes to mind of not putting your hand in a prop (been there, done that), watching for flying planes at the field, safe charging procedures for batteries, and safe handling of gasoline and fuel. But there are the not so obvious that we all need to take into consideration as well, and those include using sunscreen when we're out at the field, drinking plenty of water to avoid dehydration as we're out flying, fire safety at the field, and watching out for dangerous snakes and spiders at the field. If you see something happening don't sit and watch, but step up and stop what is going on. It's up to all of us to keep each other in the club safe.

I want to apologize for missing last month's issue of Flight Lines. I got tied up doing The Toledo Show, SEFF, and Top Gun and the month just disappeared on me before I knew it. This month's issues may seem to be a last minute thing, but I held off putting it out for a reason. We were trying to get to the field with the Boy Scouts to get them flying on the buddy boxes and I wanted to hold off the newsletter so that I could report how that went. Make sure to read Clem's article from the event as he did an excellent job of reporting the event. I would like to personally thank Larry Kruse, Clem Warner, Owen and Chip Gibson, Paul Phillips, Don Flueger, Gene Wallock, Ron Hipp, Dan Nicar and everybody else that helped to get the Boy Scouts in the air for that weekend. We will have one more event with the Boy Scouts as they have been invited to attend the June 19th Indoor flying. I would like to encourage everybody to attend this event with your indoor planes to help with getting them some airtime.



The wind sock was standing straight out, straining against the 23 MPH wind gusts. The scouts were there, with their leaders and some parents waiting for the big show. The good news was the wind was right down the runway—how often does that happen? With Ken Isaac and Chip Gibson braving the winds with their 40 powered Kadets, taxiing out was the first challenge as planes flipped over repeatedly. We were starting to look silly having to restart engines over and over, so Ken and Chip, assisted by Larry Kruse and Owen Gibson, put the planes on the runway lined up into the wind and off they went. What a climb angle! The planes zoomed up at about 45 degrees and were high in the air while still over the runway. Then the turn to downwind and the planes about went supersonic. Now, it was time for the scouts to get on the sticks.

They had some idea what to do, because Chip had given them an excellent pre-flight briefing on how to handle the sticks, what to look for, and important details like how to add back stick in the turns. Ken and Larry had also reminded them that unlike video games, you don't slam the sticks around to the stops, but move them

An RC Adventure For Boy Scouts By Clem Wehner



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An RC Adventure For Boy Scouts Continued



just a little. Chip had also given them a safety briefing and joked that it was our job to stick our hands in the prop, not theirs. Now with the planes safely (?) in the air, the buddy boxes connected, and Larry and Owen acting as instructor's helpers, Ken and Chip showed the scouts how to fly. Back and forth, up and down, bouncing around, crawling upwind, zooming downwind, the instructors fought to keep the planes near the field and out of the dirt.

Each scout got about 15 minutes air time before the instructors brought the planes back for landings. Amazingly, these excellent pilots landed the Kadets smoothly despite winds at 14 gusting to 23, as measured on Clem Wehner's wind meter. Round after round of scouts tried their hand and succeeded. The strategy of an instructor and a helper with each student worked great. The instructor would fly and keep the plane safe while telling the student what to do, and the helper would keep the student pointed in the right direction and help them to make small inputs on the sticks.



With the winds blowing like crazy, throttles had to be kept high to penetrate the wind, so airspeeds were high, making the planes sensitive to control inputs. This was not a leisurely deal. And then it happened--splat! Chip's Kadet was in the dirt, way over the hill out of sight, and Chip and Owen and a couple others made the "walk of shame" to find it. The Scout was worried that it was his fault, though we all reminded him it wasn't. Of course, his buddies ragged him relentlessly. Clem told them to be careful what they said—any one of them could be next! They quieted down—but only a little. Amazingly, the recovery team came back with the plane and only the tail was broken off, and a hole was in the belly where the nose-wheel had gone when it "landed". The main gear was sprung almost straight back, but obviously had taken the shock. Chip's excellent airmanship had gotten the plane level before impact.



The scouts wanted to know how much it was going to cost to fix. Chip assured them that this was no big deal—we do it all the time! Larry rushed off to get some CYA, and Chip and Owen began evaluating the damage. The plane could be fixed on the spot and this would be a great lesson for the scouts. Some bending the gear, some peeling the broken wood, some shaking the dirt out of the belly, and some supergluing the stab and fin back on, and the Kadet was air-worthy again. Chip flew it first and wrung it out to make sure it wouldn't fall apart in the air and cause another scout emotional scarring for life. Soon all the scouts and even the leaders and parents had flown. Then, Ron Hipp braved the winds and gave a helicopter demonstration that wowed the visitors. He even did some aerobatics and high speed maneuvers that made them gasp. Of course with the this wind, almost any maneuver turned into a high speed one.

It was a festive day. Gene Wallock had brought a cooler of iced drinks. Gene Elkins, Dan Nicar, Don Pflueger, and Paul Phillips had also come, visited with the Scouts, and showed off a couple of other airplanes. Despite the wind, the temps were nice, and the sun was shining. Everyone had a great time and I'm betting that our visitors will remember this day for a long time. Who knows, we might have sparked an interest that will last some of them for a lifetime. When the morning was gone and the flying was done, our visitors left with big smiles on all their faces. We had achieved our objective.

More Pictures on Page 4



Minutes from May 4, 2010 Meeting

Compiled and presented by Club Secretary—Larry Kruse

Members in Attendance:

Guests: Santos Rubio; his wife, Iris; and daughter, Corina

Brent Brennan	Jerry Chinnow	Gene Elkins	Kris Frost	Chip Gibson	Owen Gibson
Pete Gonzales	Ron Hipp	Scott Hottois	Ken Isaac	Larry Kruse	Mike Light
Bob McFadden	Dan Nicar	Donald Pflueger	Paul Phillips	Ken Reitsma	Gene Wallock
Clem Wehner					

President Ken Isaac called the meeting to order at 6:15 p.m. Minutes from the April meeting were approved on a motion by Gene Wallock and a second by Chip Gibson. Brent Brennan gave the treasurer's report showing that the current balance was \$2891.03 as of the meeting date. Ron Hipp moved to accept the treasurer's report. Bob McFadden seconded and a unanimous vote followed.

Old Business:

1. *TAG event with Elgin Scouts*—Chip Gibson reported that the Elgin Scouts had open dates on May 15 and May 22. Some discussion followed relative to acceptable weather. Gene Wallock suggested that the Scouts be invited to the next indoor fun-fly in June in case the weather did not cooperate. The general agreement was that May 22 would be best for all concerned, given the field maintenance and mowing that needed to take place. Larry Kruse suggested that irrespective of the weather, the Scouts be invited to the next indoor session, as soon as a new agreement was worked out with Cameron University. Gene Wallock volunteered to have soft drinks available for the Scouts for the outdoor event.
2. *Club fun fly update*—Ron Hipp reported that everything was ready for the club fun fly set for June 12 from the standpoint of the events, but that we would need a count of anticipated attendance to allow Ken Reitsma to estimate the amount of food needed. Ron volunteered to send out an e-mail asking club members how many from their respective families would attend. Those numbers would then be finalized at the June 1 meeting.
3. *Shelter repair*—President Ken Isaac led a discussion on the need for repairing the shelter which had been damaged by the Christmas blizzard and the February ice storm. Ken asked that members meet at the field on the following Saturday, May 8 to make some repairs and determine what specific things need to be done to repair or replace the roof.
4. *Indoor sessions during the summer*—Larry Kruse reminded members that due to low turn-out last summer, he had only scheduled indoor sessions through the month of May this year with Cameron University. After some discussion, the consensus was that since activity had picked up, indoor flying sessions should be continued throughout the summer. Accordingly, Larry will meet with officials at Cameron to schedule monthly indoor sessions for the rest of the calendar year. Since some members had requested that the sessions be scheduled later in the month due to work conflicts, consensus was that the sessions be as close to the third week of the month as possible.
5. *Club photos*—Clem Wehner invited those who had not had their pictures taken for the members photo gallery on the web site to stay after the meeting to get themselves included.

New Business:

1. *Warbirds Over Oklahoma*—Several members expressed an interest in attending the annual "Warbirds Over Oklahoma" meet in El Reno on May 14-16. Discussion centered around whether the date had actually been moved to June, although no one had specific information to that effect. Club members will have good reporting representation at the event. Ken Isaac will be covering it via video for "R/C Universe", and Larry Kruse will be doing a feature article on the event for *Flying Models* magazine.

Raffle winners and adjournment:

This month's raffle winners were:

Gene Wallock—EZ Bender (club purchase)
 Don Pflueger—Thermos and pens (Spektrum donation via Ken Isaac)
 Ken Isaac—Dynaflite Standard Hi-Start (Kruse donation)
 Owen Gibson—Power strip (club purchase)

The meeting adjourned at 7:05 p.m. The next scheduled meeting is at the Lawton Public Library on June 1, 2010.

More Pictures From The Boy Scouts Flying





Lawton Area Fun
Flyer Society



Upcoming Events

June Club Meeting

June 1, 2010. 6 P.M.
Lawton Public Library,
Meeting Room #1
110 SW 4th St. Lawton, Ok 73501

June Indoor Flying

June 19, 2010. 6 – 10 P.M.
Cameron Student Fitness Center

July Club Meeting

July 13, 2010. 6 P.M.
Lawton Public Library,
Meeting Room #1
110 SW 4th St. Lawton, Ok 73501

July Indoor Flying

Jun 17, 2010. 6 – 10 P.M.
Cameron Student Fitness Center

For More Information Visit Our Website
www.lawtonareafunflyers.org

Covering open wing tips

By Laarry Kruse

Covering open wing tips can be a vexing problem because of the tendency of any iron-on covering to attach itself unevenly to the outer edges of the tip. When that happens, the results are often puckers or wrinkles at the point where the tip meets the leading or trailing edge. A sure cue is to build up the tip with a balsa strip (both top and bottom), as shown in the photo. The strip gives the covering an even surface to cling to and results in a smooth, taut covering job. Additionally, you will have better success if you cover the wing tip before covering the main panel. Any unevenness in attaching the wing tip covering to the tip rib can be hidden with a nice straight trim line on the main panel covering.

