



# Flight Lines

VOLUME 2, ISSUE 1

JANUARY, 2011

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## Ken's Corner Club President

A new year is upon us and I want to wish everybody in the club a Happy New Year. I hope that you and your families had a Happy Holiday season. And hopefully Santa was good to everybody and left lots of nice toys under the tree for everybody.



As each new year starts it always seems to be a time for people to reflect on years past, things done, and about things to come. It's this time of year when people look at how they need to do things in the new year, and I think that for LAFFS it should be the same way. I think as the new year gets started we should take a hard serious look at being as safe as possible as we can when we are operating at the field. Now don't get me wrong, making up a long list of rules and regulations is the last thing that I want to do. But on the other hand I want to make sure that we are all safe. Lately I, and several others, have witnessed some actions at the field that are just downright dangerous. I'm not going to point any fingers at those person doing these actions, but I do want to make sure that everyone realize that we need to be safe when we are at the field. The biggest thing I want to impress on everybody is to get them to think about what they are doing. Things like announcing to pilots with planes in the air that you have to cross the runway are vital to ensure that everybody at the field stays safe. Never ever assume that everybody around you knows what you are doing. Also stay in constant communication with others at our field. While this is just one small example of what we are doing, but I wanted to point out what needs to be done. I have blocked out some time during the January meeting to talk amongst ourselves in order to get everybody thinking about safety. By all of us thinking safety we can avoid having to draw up a list of rules that need to be followed.

On other item that I want to bring up is the upcoming rules changes coming down from the FAA. While nobody knows at this time exactly what the rules are going to say, it's a pretty clear bet that they are going to affect everybody that flies RC airplanes. These rules changes are being prompted by the growth of UAV's that are utilizing the airspace over our country, but they will still affect us even though we are not UAV's. These rules will be announced later this year, and then a period will be allowed for comments from the public before the rules are enacted. It's very important that we all stay advised and informed so that we can be part of the process. As the year goes on I'll make sure that we keep the club informed on these changes.

Ken

The forecast on New Year's Day 2011 was for 24 degrees with a wind chill of 8 degrees and winds out of the north a little stronger than we would have liked. But President Ken Isaac had sworn to try to challenge the weather Gods again after the experience we had with 2010 weather. He had promised big pots of chili and hot coffee to ease the misery if the members would just come out and fly at least once. But the day was to surprise everyone. Our battered shelter was draped in plastic sheeting to break the wind, and a big propane heater was set up which became the center of our attention early that morning. Ken Rietsma drove up from Wichita Falls with the heater and a big pot of chili, continuing his tradition of feeding us well above the call of duty.



## LAFFS "Chilly" Fly 2011

By Clem Werner Photos by Clem Werner & Ken Isaac

Ken Isaac and Bob McFadden also brought chili giving us a wide variety of chili styles and degrees of heat. Wayne Crow brought lots of goodies to top it all off. All this must have worked to offset the forecast because about 28 members showed up, nearly every LAFFS members. The parking lot was so full that we had 3 rows of vehicles, more than we've ever seen at one time.



**Flight Lines** is published monthly by the Lawton Area Fun Flyer Society

P.O. Box 1372  
Lawton, Ok 73502

**President**  
*Ken Isaac*  
(580)512-1206  
webmaster@infinityok.com

**Vice President**  
*Ron Hipp*  
(580)351-4268  
rhipp@onlineok.com

**Secretary**  
*Larry Kruse*  
(580)510-0501  
aircats@lvcisp

**Treasurer**  
*Brent Brennen*  
(580)695-1118  
brentbrennen@mac.com

**Safety Coordinator**  
*Paul Phillips*  
(580)536-5575  
paul98p@swbell.net

**Newsletter Editor**  
*Ken Isaac*  
(580)512-1206  
webmaster@infinitykok.com

**Webmaster**  
*Kris Frost*  
(580)357-9098

**Website**  
www.lawtonareafunflyers.org

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# LAFFS Annual Chilly Fly 2011

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Then Clem showed up with the long-awaited unveiling of his highly wing loaded, wind penetrating, record breaking new design. He called it "the brick" for a reason, It sported a fuselage of a real house brick weighing 5 pounds, complete with a 42 inch wing from a 1965 Goldberg Sky-lane, and a tired old .020 glow engine, all coming in at 50 ounces per square foot. There wasn't enough wind in the northern hemisphere to make that thing fly, but it brought a good laugh and accusations that Clem must not have much to do.

Flying was well underway by 10:30, with the runway never being without a plane taking off or landing. As the day progressed the sun got brighter, the temperature got warmer, and the wind got lighter. It was turning out to be a great day! We flew all morning and into mid afternoon. We did have one casualty to mar the day, though. Mike Light had a fly-away which went about a mile to the South. A search party was sent out and retrieved the wreckage. Our condolences to Mike. Fortunately, the engine and radio seemed to be fine. By the time the food was nearly gone, everyone had flown a day's worth and afternoon naps were calling.

President Ken had outdone himself. Surely the weather Gods had to be overwhelmed by our show of strength of 28 members and our willingness to brave any weather. Nothing was to stand in our way on January 1<sup>st</sup>, 2011. It's going to be a good year for LAFFS. See you at the field.



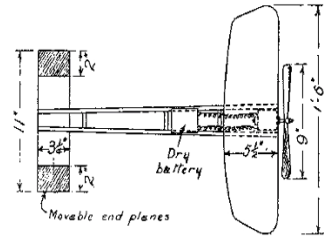


## The Way It Was

## The First Electric RC Model Airplane

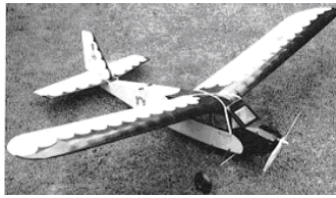
There was some debate about when the first electric-powered model airplane flight occurred. In 1909, an article in "Model Engineer", claimed an electric-powered airplane had flown.

Now, think about this--they said it weighed 2 pounds, had an electric motor turning a 9x7 wooden prop, used a small dry cell battery, was made of heavy cardboard, and flew for 8 minutes. By the way, its wingspan was only 18 inches! You make the call, do you think this could have flown?



DIAGRAMMATIC PLAN OF AEROPLANE.

Neither did Colonel H.J. Taplin, an Englishman, who 48 years later offered 100 pounds cash to anyone who could reproduce the 1909 model and make it fly. There were no takers. Taplin went on to make the first officially-recorded electric radio controlled model airplane flight in 1957.



His model was a high-wing monoplane with a 7-foot wingspan, weighed 8 pounds, and had a war surplus 30 volt motor pulling 8 amps. The battery was 25 silver/zinc cells weighing 28 oz. The receiver had a vacuum tube and was suspended in the fuselage by rubber bands. In those days, ANY vibration could de-tune the radio in flight and result in a crash. A rubber band-powered escapement activated the rudder, the only control. Interestingly, the model had a clockwork timer to shut off the motor if the radio link failed.

Col Taplin started it all over 50 years ago, and today almost every RC flyer has at least one



About 25 members and guests gathered together on December 15<sup>th</sup> for the LAFFS Annual Holiday Gathering. President Ken Isaac opened the event and then everyone enjoyed a fine meal and fellowship. Ken had prepared a slide show that ran during dinner with photos from this year's flying activities including the Boy Scout night and subsequent flying day, our fun-flys, and various days at the field. We were all reminded of how cold and foggy the weather was on New Year's Day 2010. It was hard to see airplanes at the far end of the runway. Photos showed a snow-covered Mt. Scott in the background. It was then that President Ken vowed to challenge the weather Gods again in 2011.

## Holiday Gathering 2010

By Clem Wehner



After dinner, Ken thanked everyone for a great year and addressed members who deserved special recognition. The Outstanding Member Award went to Bob McFadden for his exceptional support and participation. Ken noted that Bob has to drive 50 miles each way to fly, attend meetings, and even to come to breakfast on Saturday. Next, Ken recognized Zack Gill for his flying skill progress by presenting him the Most Improved Pilot award. That followed with the president announcing that we should introduce ourselves so we'd get to know each other better. Clem was first up



to introduce himself and he proceeded to give some long-winded explanation of his ancestry, the fact that he was from Louisiana, and how his ancestors were Cajuns from Nova Scotia. Slowly, the attendees realized this introduction thing was all a ruse. Clem began telling Cajun stories about his Uncle, a monkey, a dead white mule, and a card-playing dog.

Too quickly the evening was over, everybody was stuffed, and our friendships had been strengthened even more. So ended a great year of flying and fellowship.

**Monthly Meeting**

Compiled and presented by Club Secretary— Larry Kruse

**Minutes from December 6, 2010 Meeting****Note:** Minutes have not been approved at this time**Members in Attendance:**

James Brown	Jerry Chinnow	Gene Elkins	Gary Fletcher	Kris Frost
Zach Gill	Ron Hipp	Ken Isaac	Steve Jakubiszyn	Larry Kruse
Mike Light	Bob McFadden	Donald Pflueger	Paul Phillips	Gene Wallock
Clem Wehner	Wayne Crow			

President Ken Isaac opened the meeting at 6:10 p.m. Since the minutes had been distributed by inclusion in Vol. 1, Issue 3 of “Flight Lines”, the club newsletter, President Isaac asked for their approval. Prior to the motion for approval, Secretary Larry Kruse asked that at the request of Chip Gibson the following wording be substituted into **New Business:** *Club officers selection*—found on page 3 of the newsletter:

*Chip Gibson announced he would like to step down from the position of Vice President because the nature and time required in the performance of his job conflicted with his ability to fulfill the demands of many club initiatives.*

The new wording and the approval of the amended minutes occurred unanimously upon a motion by Gene Wallock and a second by Ron Hipp. In the absence of Treasurer Brent Brennan, President Isaac reported the treasury balance to be \$3122.99. James Brown moved and Gary Fletcher seconded the approval of the treasurer’s report.

**Old Business:**

1. *Holiday get-together*—President Isaac reminded everyone of the annual holiday get-together to be held at the Golden Corral restaurant at 6:00p.m. on Dec. 16.
2. *Chilly Fly*—Plans are well underway for the club Chilly Fly to be held on New Year’s Day, irrespective of the weather. Chili will be provided by Ken Reitsma, Ken Isaac, and Bob McFadden. Festivities and flying will start at 10:00 a.m. If the weather prior to the event causes the field to be inaccessible, President Isaac will notify everyone.
3. *Spring Fly-in*—Ron Hipp had a brief report saying that he would be modifying the events to be included in the Spring Fly-in to make it move along faster and allow more flying time for everyone. Details will follow in subsequent club meetings.
4. *Building contest report*—Larry Kruse said he was still waiting on confirmation from Cameron University on the March indoor flying session date, but that he felt confident that the tentative March 19 date would be confirmed shortly. He said he would have the date firmly fixed by the January club meeting.
5. *Tipton Children’s Home activity*—President Isaac said he had met with the responsible parties at the Tipton Children’s Home and that they were in favor of the club establishing some sort of activity with their residents. Discussion will continue into the spring to finalize the type of activity and the schedule.

**New Business:**

1. *Club planning committee*—Larry Kruse mentioned that there was some discussion at earlier meetings about establishing an *ad hoc* planning committee to consider long term goals such as runway replacement, field up-grades, and possible club activities and other issues that might arise. President Isaac asked for volunteers to serve on such a committee. Gene Wallock, Clem Wehner, Steve Jakubiszyn, Kris Frost, and Bob McFadden volunteered to serve on the committee. The committee’s function and responsibilities will be determined by further discussion in the future.
2. *Protective pit barriers*—Bob McFadden continued the discussion about pit barriers to prevent errant airplanes from entering the pit area, and said he had some chain link fence that might serve well. There was general consensus that it was a good idea and should be pursued. Details of the exact type, number, and placement of the barriers will follow, and a work day will be set to install them. Club Safety Officer Paul Phillips endorsed the idea and expressed his appreciation.
3. *Scheduling monthly meetings*—Larry Kruse volunteered to schedule meeting at the Lawton Public Library, but due to the Library’s scheduling policy for outside groups, he said that meetings could only be scheduled two months in advance. Further, because of unforeseeable conflicts with other organizations, the meetings might not fall on the same day each month. Consensus was that this was not a problem as long as there was a two month’s advance notice. Accordingly, Larry said the next meeting would be on Tuesday, January 11, at 6:00 p.m. in the same room.

**Show and Tell:**

Larry Kruse brought his newly finished and yet unflown Balsa USA “Thunderbug 40” built from an out-of-production kit he purchased on e-Bay. He said he was inspired to find a kit and build the plane because of the high praise of club members who had built the plane in years past, and by Paul Phillips “Thunder Wonder”, a .60 size version of the design. Larry’s model was covered in UltraCote and powered by

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a Magnum .52 4-stroke. He said the kit was a delight to build and that the covering was a joy to use compared to Mono-Kote. First flights will occur as soon as the weather allows.

**Raffle and adjournment:**

This month's raffle winners were:

Jerry Chinnow—epoxy Gene Elkins—charging plugs  
Gene Wallock—"Handy Hand" Bob McFadden—hobby knife set  
Gary Fletcher—fuel dots Wayne Crow—CA glue  
Larry Kruse—self-contained starter (Chinnow donation)

The meeting adjourned at 7:15 p.m. The next meeting is set for Jan. 11, 2011 at 6:00 p.m. at the Lawton Public Library.

**Meeting Agenda - Lawton Area Fun Flyers (LAFFS)**

**January 11, 2011**

**Lawton Public Library, 6:00 pm**

Raffle. Tickets will be sold prior to the start of the meeting. Drawing will be held as the last item of the meeting. Raffle tickets are \$1 each.

Welcome Members /Call meeting to order – Ken Isaac

Approval of minutes from previous membership meeting – Club Secretary, Larry Kruse

Treasurer Report –Brent Brennen

Previous Balance - \$3125.99

Income

Raffle - \$77

Overage from Indoor Flying - \$50

Two memberships - \$200

Paid Out

\$53.73 - Raffle items

Current Balance - \$3499.26

**OLD BUSINESS:**

- Holiday Get-together Wrap-up – Ken Isaac.
- Chilly Fly Wrap-up – Ken Isaac.
- Spring Fly-in – Ron Hipp??
- LAFFS Building Contest Update – Larry Kruse
- Any old business not on agenda

**NEW BUSINESS:**

- Field Safety Discussion – Ken Isaac/Paul Phillips
- Member contact lists on website – Ken Isaac
- New FAA regulations out soon – Ken Isaac
- New AMA Oklahoma AVP, Bill Holland – Ken Isaac
- Club Post Office Box – Brent Brennen
- Purchase tarps for shelter at field – Ken Isaac
- Any new business not on the agenda

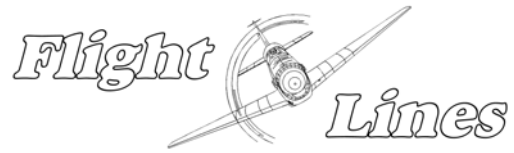
Class/Demonstration – Electric basics – Christian Akryod

Raffle Drawing.

**ADJOURNMENT**



Lawton Area Fun  
Flyer Society



## Upcoming Events

February Monthly Meeting  
Tuesday February 6th, 6 P.M.  
Lawton Public Library, Room #1  
110 SW 4th St, Lawton, Ok 73505  
For More Info Contact:  
Ken Isaac, (580)512-1206

January Indoor Flying  
Saturday January 15th, 6-10 P.M.  
Cameron Student Fitness Center  
For More Info Contact:  
Larry Kruse, (580)510-0501

**For More Information Visit Our Website**  
**[www.lawtonareafunflyers.org](http://www.lawtonareafunflyers.org)**



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