



The Wing Nut

A Quarterly Publication of the Arizona Radio Control Society Inc.



OnLine at WWW.ARCS1.COM

November/December 2008

Presidents CORNER

It's been a long, hot summer at the field and things are just starting to cool down as our "snowbirds" begin returning to the valley. Things have been relatively quiet at the field and no apparent moves from APS installing the power lines. The country's financial position has seemed to have slowed everyone and everything down.

Our end-of-year events are fast approaching and I look forward to seeing all of you there. Our next club meeting will discuss Club Officers, Financial status, November Nonsense and the Christmas Party. Club member participation in these events has been at the least, weak, and I would appreciate seeing more of you attend.

Let's all enjoy the rest of this year and make your time at the field festive for all, and, especially for you. Be Safe and keep em straight and level. I know for a few of you, that can be a challenge. (We just reviewed the potential winners for the Crash Gordon Award and it was ugly.)

Travel safely !
Jack Knuth
President

Current Officers—Club Contact Information

President

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Vice President

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Treasurer

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Scheduled Events

November Nonsense

Saturday November 1st, 2008

Lets all get together for this Annual Event.

Prizes and Surprises Await

Plus all the usual "NONSENSE"

Coming Events

Havasua Float Fly: November 7/8/9, 2008 - Lake Havasua City

Member Meeting: Saturday November 15th, 2008 9:00 A.M.

Christmas Party: 1st. Saturday in December - Still Planning this

Minutes
ARCS Membership Meeting, September 13, 2008
Mustang Field

Meeting called to order at 9:00 AM by Vice-President Fred Frost, 24 members present.

Motion to approve May Meeting Minutes as published in the Wing Nut, carried.

The second quarter 2008 budget summation was reviewed. Motion to accept carried.

Treasurer Jeff and President Jack will meet at Chase Bank next week to revise accounts to reflect a new Employee Identification Number. This will eliminate confusion regarding the Club's tax exempt status with the current E.I.N.

Discussion regarding the Club's dues policies as follows:

- proposed that dues for 2009 be cancelled for all members in good standing during 2008. This would essentially reduce the current Club fund balance.**
- consideration that the current Club funds may be required for needed field improvements once the power line issue is settled.**
- proposed that the original policy of \$150 joining fee and \$50 annual dues be reinstated.**
- recognition that the change to the current dues policy has not had the intended effect to attract younger members.**
- and, it should be realized that any change will require revising the Club By-Laws.**

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Motioned by Chuck W., seconded by Bob L., to return to the previous dues policy. Motion carried.

Appreciation expressed for the fine work done by Frank M. to publish the “Wing Nut” newsletter.

The F.E.A.R. is set for October 3, 4, & 5th. Event will be all electric with no open flying. Pilot fees are \$15 daily or \$25 for the total event. Night fly is scheduled for Friday and Saturday.

Motion to Adjourn, seconded, carried.

Submitted by: Dick Olin - Secretary

**November Member Meeting
ARCS Field - - Saturday November 15th, 2008**

Coffee & Donuts will be available

On the agenda:

Item:

**Nominations/Elections for three (3) Board Positions.
Volunteers are needed for at least one (1) position.**

There will probably be some discussion about the upcoming Christmas Party.

**The Fall Electric Aircraft Rendezvous
Aka: The F.E.A.R.Fly**

This years FEAR Fly was held over the weekend of October 3rd, 4th, and 5th. Myself along with my buddy Sterling had decided to use it as a shake down trip prior to the Lake Havasua Float Fly in November, so we hauled out Sterling's 5th wheel camper to the field Thursday afternoon. I was surprised that we were the 3rd. rig that arrived as Jerry Orme along with Bill and Bonnie Pienups , recently from Cottonwood were already there. Later in the early evening, Scott & Cheryl Adams along with Roy & Karen Hookey arrived and began setting up the Kitchen area for the weekend, and I want to tell you that they had this part of the operation well in hand. It looked like they had enough food and goodies to feed an entire army if necessary. Later in the evening after making the rounds and introducing ourselves we went back to the camper and cooked supper and then spent the evening gabbing and relaxing. Friday mornings flyers started arriving as I was just getting up and fixing coffee. Registrations were begun and flying for those that had registered were started and then after a 9:00 am Pilots meeting the real flying began.

The started handing out the door prizes almost as soon as the Pilots meeting ended and the first winner of the day was:



**Jim
Trovillion**

Who won a nice Hawker Sea Fury ARF. It came with the motor, ESC and a set of retract.

Looking up and down the flight line on Friday morning there were a variety of aircraft represented and the following pictures give a



sample of what was there, from the Piper Cub to the Ducted Fan Jet. And every conceivable Aircraft in between. And lets not



Forget the larger type of Civilian aircraft along with a large group



Of Military Warbirds. They came from WWI as Mono and Bi-planes and from WWII as Fighters, Bombers and then there was the Jet Set from the very early ones to the most modern. Flat foamies in all configurations from Slow Flyers to 3D capable to Jet Aircraft. They were all there. And then one of my favorites,



The P-38. Fridays registration was 22 and even though there

was some wind it didn't slow down the action terribly. They were flying into the afternoon and it only started slowing down after 3 pm. Saturday started out a good deal cooler than Friday and the temperature really didn't get that bad all day. More Pilots registered which brought the count up to 47 and they all flew many times each before the day was over. The Door prizes were given out through the day using a system that seemed very fair and equal to me, and it went like this. Your Pilot number was drawn and announced and then you drew another number from a bucket that corresponded to a prize on the table that you won. The prizes were varied all the way from really nice kits to sets of servos and down to bottles of glue. A new set of prizes were set out for each day, so if you registered for all three days you had three chances to win and most of the prizes were close to, or better in value, than your registration fee. A No Loose situation, and well carried out.



This was just Saturdays prize's on display and they had an equal amount for Friday and Sunday that they gave away. But you had to be registered for each day to win. Registration was \$15.00 per day or \$25.00 for all three days. I had preregistered for all three days.

Cont.

As well as the usual aircraft that you see at a meet of this type there were a few of what I would call unique. Here's a few of them. First up is a Parasail? Type of plane. The Sail/Parachute part had two panels with tubes sewn into the panels and a vent on the front leading edge that had to be inflated by forward motion to act as a sail in order for the plane to lift off. It was interesting to watch the



pilot taxi slowly until the panels filled and then to bring up the power for take-off. It flew very well all weekend and didn't have

very much trouble even in windy or cross wind conditions.



This looks exactly like a hawk circling the field doesn't it?

It's not, it's a rather unique powered

plane that was brought to the field by Mike Thomson. I understand that he has been chased by real hawks that thought it was a stranger poaching on their territory

Cont.

The P-38 shown previously is Nitro Models 90” ARF. I was happy that it flew around very well as I had one delivered just a couple of days before the FEAR Fly, but it’s going to take some time for me to put it together. After questioning the owners of this one I may have to revise my Motor/Battery/ESC and prop choices. They were running 2400 to 2600 watts of power into a 15 pound plane and I was planning on using 1100-1200 watts in what I hoped was going to be a 12 pound plane. More later on this. But here’s a shot of theirs in flight.



Friday night and Saturday night there were four to six pilots that were brave enough to stage a small night fly event. The lights ranged from the GloWire that I had on my EZ Star to strings of LED’s that blinked different colors to solid lights built into the plane as was in one Senior Kadet. Sunday dawned as another wonderful day for flying, it was even cool enough in the morning that I was wishing that I had brought some warmer clothing for an hour or so. It wasn’t as crowded as it had been on Saturday but there were plenty there to fly for the day and one more registration brought the total up to 48 for the weekend. I managed to fly several times during the weekend and only damaged my Capricorn a little when I had to dump it into the ground as the wind was pushing it towards the pit. There were several sets

Of collapsed landing gear and a few more severe accidents with Richard Bonnardel from Hawaii taking the “Most/First Severe Quack Up Award” when he put his Cub into the ground and tore off the nose, damaging the plane beyond repair on Saturday. After the Award was given out it was announced that there was only ONE of these awards to be given, so don’t try for another one. The plane in question was the one in the second photo in this article or one just like it anyway.

Sterling and I started packing up the RV about 11:30 for the trip back home and I noticed that several others had started packing also. I arrived home about 1:00 pm.

The bottom line on the event was that there was a lot of fun to be had, a lot of flying that was done and that the event was very well organized and carried out. The kitchen was manned from early morning to late afternoon/evening. You could get breakfast and lunch and even an early supper on most days. I enjoyed the whole weekend.



**One more picture just to round things off.
Yes, I like P-38's**

Frank Mattox



ARCS



Arizona Radio Control Society Annual Christmas Banquet

We had lots of fun last year
Come join the fun this year!

WHEN: Saturday, December 6, 2008

Social Hour starts at 5:30pm (Cash Bar)
Dinner served at 6:30pm

WHERE: **GREAT EAGLE GOLF CLUB** at Happy Trails Resort,
17200 West Bell Rd. Surprise, AZ.

Dress: Casual

MENU - Choice of:

Steak Dinner - \$13.00 or Chicken Dinner - \$12.00

Both meals include salad, rolls, dessert and drink (excluding bar drinks)

DOOR PRIZES DRAWINGS AWARDS

Tickets available from Jack Knuth, Jeff Lambert or John Cyr

Tickets will be available starting at the "November Nonsense"

All ticket purchases must be made by November 30th.

ARCS Renewal Procedures

Club dues are due by December 31, 2008. If I have not received them by that date, you will be dropped from the roster and subject to a \$25.00 reinstatement fee should you rejoin the club.

Receipts are not sent out. Your cancelled check is your receipt unless you pay your dues in cash, in which case I will give you a hand-written receipt.

The new roster is made up on January 1st. I normally get the membership packet printed on the 2nd. The packet is put together and mailed to the members on the 3rd or 4th.

The membership packet consists of the following:

Roster

Membership card with gate number for the year on the back

ARCS sticker to be placed on your AMA card

Year-end budget statement

Proposed budget for the following year

Newsletter

**Jeff Lambert
Treasurer**

MWD Gate

Maricopa Water District Gate at the west end of Greenway.

Temporarily the MWD gate at the end of Greenway has a combination lock on it that matches the ARCS field gate.

Here's the drill:

WEEKENDS and HOLIDAYS:

Using the same combination that the ARCS field gate has, you may use the gate at the end of Greenway under the following conditions.

Open the gate, pass through, and then close the gate behind you.

NO EXCEPTIONS

WEEKDAYS:

On weekdays the gate is usually open from about 6:00 am until the afternoon. On weekdays you are not required to open or close the gate behind you, UNLESS it is already closed. Then follow the weekend/holiday procedure.

**The Club has been granted this privilege on a
TEMPORARY BASIS.**

**IF WE DO NOT FOLLOW THESE PROCEDURES
THEN THE PRIVILEGE WILL BE
WITHDRAWN.**