

TO:



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The AERODROME News

MOSTLY USEFUL STUFF

MAAW Club Officers:

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Meetings: 3rd Tuesday of every month at 7:00 pm at the United Methodist Church in Valhalla, New York.

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The **AERODROME** News

The Newsletter of the
Miniature Aircraft Association of Westchester

October 2004

All the news that fits the print

Volume 9.10

Next Meeting is Tuesday October 19 -You Know Where

READ AND HEED

THE FIELD IS STILL NOT
OPEN FOR FLYING ANYTHING,
REPEAT ANYTHING. Anyone caught
flying before the field is officially
reopened will have their membership
summarily cancelled.

**FLYING WILL NOT RESUME
UNTIL AT LEAST AFTER THIS
MONTHS MEETING ON OCTOBER
19TH.**

September Meeting Summary

Cutting right to the chase about the last meeting, there seemed to be about as much discussion about the PROCESS of arriving at engine size limitations as there was about the size limitations themselves. The opinion was voiced from more than one member that at least an open forum discussion should have been held before any changes were made.

In order to clarify things and to make sure that EVERYONE will have a chance to be heard **Fred Penichet** developed and mailed out to all of you a survey form with several ranges of 4 cycle/two cycle engines to choose from. The form also provided for a proxy mail-in vote if an individual could/would not be attending this month's meeting.

This is your chance to be heard on this issue; either fill in your proxy and get it back to Fred or bring it to the meeting to be included in the tally. What the final results of the tally will be is anybody's guess. What the final size range (or ranges) will be

will still up to the Board to decide; but they will have the benefit of all of your input through this process.

As of this last meeting, the final steps in the necessary filings of the *license* (**Andy Gold** reminded us that it is a license and not a contract) had not yet been completed. Hopefully that has been done by now. Andy also reminded us that the parks Department has a "sole discretion" clause in the license with a 10 day notice to terminate provision. While this is basically no different than the prior license (before the re-capping project) it does underscore that we are basically guests of the Parks Department.

In the Board meeting that was held prior to the last meeting **David London's** offer to provide:

- New start-up tables (a la the ones featured in the AMA's Model Aviation magazine a couple years ago)
- Elevated Pilot boxes (for better viewing of the runway)
- New (a modified pre-fab) Transmitter Impound Shed.

was accepted. His charges will be for materials only as he will be donating his crews labor gratis. Multi merci's David.

Also in the name of progress **Steve Latus** has undertaken the job of providing a new Frequency Board for the field. And a merci to you too Steve.

One other decision made was that the re-certification of all club members would be done by the Officers and Directors that make up the Board. This should provide availability of someone to sign off on re-certification at almost any time once flying resumes.

Other Stuff

This is just a brief reminder that the Annual Elections are really not that far away. Officially nominations will begin with the November meeting.

However I can tell you of one vacancy right now – the Communications Director – in other words me. At the end of this year I'll have been in the job 4 glorious years (and 4 years is a gracious plenty). If anybody out there is interested in the position I'll be glad to work with them in any way I can help.

Swap 'N Shop

Contrary to what had been previously reported in this here newsletter there will NOT be a Swap 'N Shop this year. This is due to the inability to find an adequate size facility at an adequate size cost this year. Hopefully this is only a one year hiatus and it will be back bigger and better next year,

Show And Tell

For some reason **Froy Estrella** didn't want to bring this one to the meeting to show it off!



This is the e-mail info he sent to me on it:
This plane is dedicated to my daughter. It's the biggest plane I have owned to date and is the most stable. I intend to learn 3D with this plane. Living in an apartment building, I have to go thru 4 doors and one elevator to get it out of the building. It's like playing pinball trying to get out.

The particulars:

Plane: Jtec/Radiowave 35% Panzl

Engine: ZDZ 80 single gas

Prop: Menz 26x10 wood

Servos: (4) Hitec 5645 on ailerons on (2) matchboxes

(2) JR 8411 on elevators

(1) Hitec 5735 jumbo on rudder

(1) JR 537 standard on throttle

(1) JR 517 standard on choke

Radio: JR 8103 with JR 910 pcm receiver
Batteries: (2) 2200 for receiver and (1) 2200 for ignition li-ion with 6V regulators.
Carbon fiber wing tube, tail tube and landing gear.
Approximate weight = 26lbs.

No, there's NO expectation that we'll be seeing this particular giant in the skies in the Croton area. Froy, the best of luck with it and may all your landings be gentle ones.

A Long Overdue Inclusion



This is a picture of **Don Cook's** Electric Sig 1901 Demoiselle that he sent to me a LONG time ago. Sorry for the delay Don, it just plain got buried on my desk.

It is equipped with a Micro electric motor, 2 Hitec Feather Micro servos, 1 7 cell 800 Mah Ni-Met battery with ESC/BEC. As yet un-flown (at least of that long ago time he sent it to me) Don was waiting for a windless day to give it a go. Hopefully by now you've had many successful flights with it.

The Not So N.E.A.T. Fair

I didn't make it there the last two years but I did get there this year. So did a lot of other guys in spite of the rain forecasts of the residue from hurricane Frances. There wasn't much flying at all on Friday due to the heavy rains. I stayed in a cabin right on the East Branch of the Delaware River that night but checked out in the morning as the river "she was arising". By noon Saturday the cabin floor was under water, most of the vendors and participants had left or were trying to leave (all the roads were closed out of the area for several hours). Like the Giants always say, "Wait 'till next year"

The Democratic process...it's a wonderful thing. Back in early October I mailed out the very first survey (to my knowledge) of its kind to all members (let me know IMMEDIATELY if you did not receive one) in the club, so that everyone could let the Board and Officers know their preference with regards to engine restrictions at the field, for the immediate future. Yes, I'm aware that even the concept of further engine restrictions and any related time frame for its implementation does not sit well with some of my fellow members. That will be remedied, one way or another, at the October meeting. However, the idea of a survey hopefully will address what appeared to be a key complaint (if the last meeting was any indicator) of a number of you, who were upset at not having been directly consulted with regards to the Board's and Officers' initial decision to implement restrictions.

It will be interesting to see the results of the survey. It will be even more interesting to see what will be **done** with the results. What happens if no majority is indicated for any given choice? What happens if folks want something other than what is offered? What is going to be considered "realistic" by a majority of you? How many of you will actually **return** the survey? (As of this writing, approximately half of the membership has returned the survey). Will everyone accept the final results, and work with the decision / action taken by the Board and Officers based on same? I hope some of you out there don't cut your noses off to spite your face...

Had a great time at the Mid-Hudson RC Society's Rhinebeck Jamboree. Missed the NEAT Fair, however, due to a long standing commitment that typically falls on the third weekend in September, so it looks like I won't have the opportunity to see the electrics for a while- rats! It was great to see a few of you up at Rhinebeck, however, enjoying the action. Personally, I hope the woman announcer they had for the Saturday full-scale show stays with whatever full time job she has, and never utters another word over the microphone on top of the tower at midfield again.

In addition to flying my modest 1/6 scale Bristol M1 (the kit from Balsa USA) and Fokker D-VII ARF by Model Tech (sadly, now discontinued) I did spotting duty for Stan Kulesa, long time contributor to RCM, Model Airplane News and Flying Models magazines. He'd brought up two ¼ scale ARFs by Arizona Models that he'd been working on for over a year- the Fokker DR1 and D-VII flew very well and received many kudos. Stan and I also spent some time with Gary Yarrish, senior tech editor for Model Airplane News. Gary is a font of info on RC flying and a nice guy to boot. All in all, a great weekend, especially when you throw in some great cheese steak sandwiches (with malt vinegar on the French fries) and you come back home with everything more or less intact!

I regret to say that my immediate recollection of History is not what it used to be, but I remember that a while back the folks widely considered to be the inventors of "democracy"- the Greeks- discovered a problem with what was, for many of them, a part of their religion. The loose collection of individual Hellenic city-states, such as Athens, Sparta, etc. which was called "Greece" constantly squabbled amongst themselves, arguing (and fighting) for their own agenda, beliefs and preferences. All of this deeply rooted under their belief of "one man, one vote" (unless you were a slave, a woman, or not "of age"). Even the influence of people such as Socrates, Plato, Ptolemy and others could not overcome the stubborn tendency for the **all** "Greeks" to **all** have it their own way **all** the time (no, it's not true that they invented something called "Burgos Kyngos"). Of course, this was just fine by the Romans, who came along and **conquered** each city state, one by one, while they were busy arguing amongst themselves.

Of course, if the Greeks had all compromised, listened to Plato, Socrates, etc. and supported their suggestions as to **what size horses to put in front of their chariots from the very beginning...**

See you October 19th - until then...fly safely, but FLY!