

Osceola Flyers Newsletter

November 2006



From The President

Hi Everyone,

As we are reaching the end of the year, it probably time to reflect back over time. The Osceola Flyers has now been in existence since 1992. I joined in 1995 when we merged the KVMC with Poinciana Fliers. Both clubs had issues with loss of flying fields. So with the joining of the two clubs, we had a grand total of 18 members very little money and dues of \$65 per year. We negotiated with the county and acquired the lease rights to use a small parcel of land located maybe 300 yards from our current runway. We immediately realized two issues; no money and low membership. This meant we could only mow a strip of grass and call it a runway. The entrance to the "field" was flooded during certain times of the year requiring 4-wheel drive or the "go-fast and hope" technique. Membership hung around 20 – 30 during this time, then without notice we lost the field due to road construction of Poinciana Road.

The club moved further south onto the property next to the dump at South Port Road. We set-up camp there and added a bit of shade (still not a lot of money). We got lucky and had access to an abandoned well-point and was able to pump water to our "runway". That site lasted about a year or so and then we were asked find another place to fly.

Next stop, for the Osceola Flyers, was back near our current site. As you pass the Fire Station at our entrance, we established a runway, on the right, in the open field. It was at this site, the club decided to make a concerted to increase the membership. So how did we increase? The solution seemed simple. Reduce the membership dues to \$40, improve the field facility, add marketing collateral in the hobby shops (brochures), partner with the hobby shop owners by improving the training process of new members, create a club a web-site, and create a newsletter. Did it work? Yes, in a big way. We went from 20 members to 130 members in less than 12 months. Our treasury grew and we never looked back.

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Club Fuel

Due to the huge increases in Hazmat charges, the Board has decided in future, to purchase pre-packed one gallon fuel containers, rather than the 54 gallon drums we were buying.

This has brought about an increase in cost, which with immediate effect, will be \$16 per gallon. Still cheaper than hobby shops and much more convenient for members. Dave Williams will still control fuel sales.



The Field

The field has recently had it's winter tune up. President Bob V took care of the following:

100lbs of winter rye grass seed (11/17)

Fertilizer (11/26)

Insecticide (11/26)R

Replace Scott's mower battery (11/26)

So we should be in very good shape for the next few months.

The Club

Just another reminder to all members, that Osceola Flyers is a private club.

It is not the test field for people who have bought models at the local hobby shops. Nor is it a place where new aircraft owners can be shown how to fly their models, drive their new cars etc.

For new aircraft owners, they must have AMA insurance, irrespective of if the model is IC or electric. The ONLY exception to this rule, is if the aircraft is being flown under the Intro Pilot scheme.

People who buy RC cars and come to use our car track, are also required to be members of the club.

Our lease with the county has very specific conditions regarding Insurance etc, as do our club by-laws. It would only take one accident or mishap, to have very serious repercussions on the club in general.



Park Flyers

We seem to be seeing quite a few young modelers coming out to the field, with electric park flyers.

Some are in the 72 MHz band, but quite a few are in the 27MHz band .

The 72MHz models certainly fall under our frequency rules, use of pin etc, but the 27MHz are currently not covered. This problem needs to be addressed as a matter of urgency, as most RC cars also operate in the 27MHz band, and it is only a matter of time before an RC car and an RC aircraft have a conflict.

The Impound Box

Please remember to place your club membership card behind the frequency number when you take the pin. (Visitors must use their AMA card).

Keys, cigarette packets, K Mart receipts are totally unacceptable. Or worst of all nothing placed on the number. This is a serious accident waiting to happen.

AMA Membership

Remember, AMA expires on December 31st. There is no grace period. After this date, if you have not renewed your AMA membership, you will not be allowed to fly at Osceola Flyers field.

Club Membership

Club membership is also renewable by Dec 31st. Pay before this date and it will cost you \$40. After the 31st December, the price goes up to \$45. But you must still have a current membership to fly after December 31st.

Pay our Treasurer Joe King, (3202 Hawks Ridge Point, Kissimmee, Florida. 34741. Tel 407-518-12330) or any Board member ASAP and renew your membership NOW.

Membership Cards

I was recently approached by some members, complaining that they did not have membership cards, despite having either renewed or enrolled in the club many months ago.

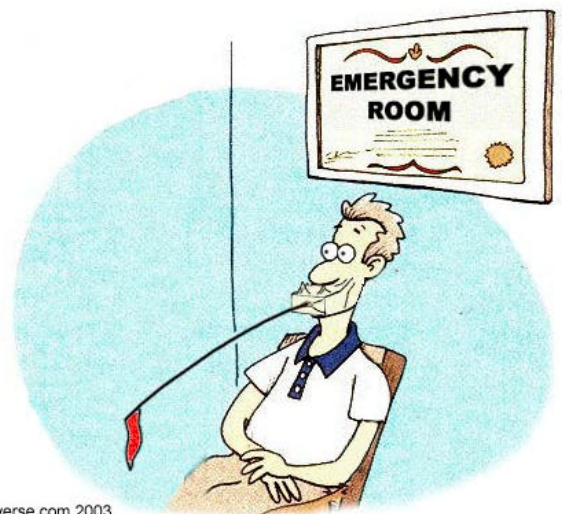
My response was to ask them why they had waited so long to mention this. Why had they not contacted the club secretary and advised him.

I did not receive a satisfactory answer, so here is some advise to all members.

As renewal season is here, and if you have paid your club dues, but have not received a 2007 membership within 4 weeks of paying, please contact a Board member. Do not sit idly by and do nothing. Then complain in 6 months time.

But, to immediately correct this problem, the club now has a new way of printing membership cards, eliminating any wastage.

The day Ernie learned not to yell "PULL UP!"
When Art was doing a low, inverted pass



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The New DX 7 Systems Are Here

Some of you may recall that a couple of months ago, President Bob V, brought a Spectrum system to one of our monthly meetings, and gave us a great report on it's capabilities. Followed by an article in the newsletter with more details.

As you may recall, JR were very specific in only recommending this system for Park and Indoor Flyers. Citing possible problems if flown in standard equipment.

Well at last a full blown standard system is now available.

This months AMA magazine has a very good write up on the system for those interested. Hence I will not go into all the technical details here.

However, as we will soon be seeing these at the field, remember, they make the Frequency Impound box obsolete, as no channel pin is needed.

Berg 7 Channel RX's

Also new to the market are the Berg 4 and 7 channel receivers from Castle Creations.

These really are wonderful pieces of equipment. Dual band, will work with virtually all systems (the RX decides if the TX is positive or negative shift), Transmitter recognition, will accept any frequency in the 72 MHz band, plus every channel has a programmable fail safe built in.

Weighing just 4 and 8 grams respectively, these RX are robust and practical.

Both are available at Bob's Hobby Center, at very competitive prices.

So these are a couple of ideas for your Christmas wish list

Brits Champs again

Just in case any of you missed it, and far from me to mention it, BUT:
Great Britain won the F2A control line championships AGAIN. This is their FIFTH consecutive win.....



From The President (Cont from Page 1)

The site was nice but a little close to the road (Poinciana) and limited our flight pattern to the west. This short distance and exposure to the road led us to our next problem: noise complaints from one of the neighbors to the southwest. We lost the flying site. Time to move again!

This time we were in a better position. We went back to the county and negotiated a new lease for the property we now occupy. We were given 5 acres and list of rules that we would need to abide by. Most rules were ones that we had always follow such as no alcohol, pets on a leash, etc... however, due to the noise complaint; we were restricted to no flying prior to 12 noon on Sundays and major holidays (Christmas, Easter, Thanksgiving, etc...). The club agreed to the condition and signed a written agreement. We have been at the current site now for 5 years. This last year, the board approached the county to see if we could get some type of relief on the Sunday flying hour's restriction. Most of the commissioners were in agreement, however one objected and the Sunday morning limitation remains in place. No flying before 12:00 noon.

So there is a brief history of the club, but you are probably wondering why I am writing about our history. The reason is the board has been receiving some questions, feedback and complaints that I would like to address. If you have not had the privilege to serve then you might not understand what it takes to manage a successful club. The officers and the board work hard for the membership and one must understand that not all of the functions of the board are obvious. So let's start with the comments and I will address them individually.

"Flying on Sunday": As mentioned above it is part of our lease agreement. It is a legal contract and as good citizens we will adhere to it. No flying includes gas, glow and electric.

(Cont on Page 4)

From the President (cont from page 3)

“The Board is ineffectual”: The status and standing of this club is a direct result of a few members and most of them are either current or previous board members. These are the people who seem to always show up at the work parties, club events and meetings. They maintain the membership listings, club licensing, corporation reports to the State of Florida, AMA members listing, “float loans” to the club for large dollar purchases, create websites, create membership cards, build the structures and field assets, spread the fertilizer (do not go there, I am talking about fertilizer for the grass!), seed the runway and the list goes on.

“No Board Members at the field”: Most of us have jobs, personal commitments and limited recreation time. Personally, I can think of no better place to be than at the field with all of you, however that is not my reality. We only have so much time to dedicate to recreational activities and we choose to give that time to the functioning of the club. I personally value every one of our board members and the contributions they continue to make.

“Members are fed up with having to advise people how to contact individual officers”: The easiest way to contact an officer is by email or phone; both are posted on the club websites. I have a new gadget on my waist for work (Blackberry) and I also receive my personal email on this device. So, I am able to respond back very quickly now. As far as the “fed up”, be patient with the new members and help them as much as possible. Remember, they are friends you have yet to make!

“The club is coasting along”: This was an interesting comment; I believe that this is a good thing. Are we coasting... to some extent yes, we have been at the current site for 5 years, membership levels are strong, the treasury is more than adequate and we haven't had to deal with hurricane damage in two years (yes, I forgot to mention that issue above). We continue to deal with the issues as they arise, but one must remember that this is a hobby and our goal is to have fun, friends and a good facility.

“The surrounding area is not bush-hogged often enough”: We generally bush-hog the surrounding area 3 times per year. Recently we have persuaded the county to provide this service at no cost to us, however when contracted out the cost is about \$200 per mowing. That gets pretty expensive and we feel 3-times is adequate. We highly recommend that you try to land on the runway anyways!

“Why can't we have a second runway at 90 degrees”: We have addressed this issue a few times before? The simple answer is one of size, noise and safety. Size – there is not enough room based on the 5 acres as outline in the lease agreement. Noise – airplane over flights will place noisy engines much closer to the two housing developments north and south of us. Safety – again flight direction would mean a flyaway has a better chance of hitting a residential area. The previous question (#6) actually is related to this issue. Most non-runway landings happen to our west (in the trees) and east (in the water). That is why some want frequent mowing to the treelike west of the runway. Rotate the runway and guess were the “extended landings” happen. Also, a crosswind runway would eliminate our helicopter area. For those uncomfortable with crosswind landings, contact me and we will provide some additional help with different landing techniques.

From the President (cont from page 3)

“Why can't we float fly off the lake”: We tried this once however found a couple of issues with it. First, the person tied up a frequency for an hour or more due to being on the other side of the lake and holding the frequency pin. This actually may change with the release of the new radio DX7. Second, airplanes flying from the runway were passing over the person flying the float plane which is a violation of the AMA guidelines. We, as a club, felt that thou a few might enjoy the opportunity it would be an inconvenience to many.

“Impound box has yet to be replaced”: That would be correct, though it continues to serve us well; I have been planning on replacing it with a slightly larger one. It is a simple case of time and priority. We will eventually complete this task. Be patient I will get to the task in the near future.

“There are no instructors at the field”: This is probably the best question/criticism in the list. Quality instructors for a club is a critically issue that can cause long-term problems. We need to double our efforts on providing a listing of qualified instructors. Posting of an instructor list with phone numbers at the field bulletin board and on the club website will help. Providing an instructional package will also assist the newcomer and is planned to be completed in the near future. The loss of our chief instructor has set us back and we will get this issue resolved very soon. You can help by volunteering to be an instructor.

“Newsletter not informative enough”: Well, I am on my 3rd page with this column, so how is that for instant improvement? A newsletter is an important part of the club, the website provides another communication tool, but nothing really beats a printed newsletter. I did a newsletter for 3 years and found it to be rewarding when it was complete and in the mail. However was a very demanding task when trying to meet monthly deadlines by providing all the content, printing, folding, postage and mailing? Again, I am looking for a volunteer to assist with this task. We might want to consider a quarterly newsletter thus reducing the effort and utilize the website for the monthly communication

So to summarize, being an officer or member of the board, is a commitment of time, effort and sometimes personal funds. This is a serious commitment requires many hours and dedication. Most members of the board serve more than one term which helps provide continuity. It takes patients, skills and leadership ability. I have been in the hobby for 35 years and seen many different styles of leadership and the impact to their clubs. You have a great group of officers dedicated to providing the membership a quality experience. Yes, there is always room for improvement, however remember to keep it in context. The board serves as a volunteer that receives no monetary rewards and very few accolades. If you have the time, talent and commitment to serve, I highly recommend it. The club will be better for it.

As the holidays approach, I have some time off and plan on getting out to fly (yes, despite the rumors, I can fly).

Have a safe and enjoyable holiday, and wishing you many “on the runway” landings.

Bob Vanderbrook
President
Osceola Flyers

Flight School and Flight Tips for beginners and park fliers :
by Doug Scott

Here are a few tips to keep you flying safely. If these tips are followed, your flight is sure to be a success the first time!

- 1. Don't fly in high winds.** Most radio control park fliers and light r/c airplanes cannot handle high winds. This is because the engines are not powerful enough to overcome the wind and the park fliers like the Scout, Firebird II, Commander, and Sky Surfer do not have up and down (pitch) control. In high winds if you add power the aircraft can climb quickly and you usually don't have any way to make the aircraft point the nose down. The Aerobird Challenger does have pitch (up and down) control but it still cannot fly safely for beginning pilots in winds over 10-15mph max. Try to fly in winds less than 10 mph unless you are flying the Aerobird Extreme. The Aerobird Extreme can fly in winds of 10-15 mph without any problem at all. *This tip is especially useful if you are a beginning pilot.*
- 2. Keep the airplane upwind and close enough to see.** If you fly an R/C airplane too far away, it becomes difficult to see which way it is headed and it is easy to crash when this happens. Keep it close enough to see it and try to keep it upwind on your first few flights.
- 3. Fly where you have enough room.** If a sudden gust of wind comes up you may find yourself on a collision course with the pit area or even worse the shelter houses, remember to fly the "pattern" and not reverse directions as this confuses others taking off and landing especially on calm days and have caused mid air collisions.
- 4. Don't fly to high!** Keep your airplane low enough so that if high winds or other trouble develops, you can descend and land quickly. If you fly too high you could go out of range and lose your airplane, or loose visual contact with the aircraft.
- 5. Maintain your airplane.** If you crash your radio control airplane, it is time to check everything over before taking to the skies again. Radio Control airplanes can handle a great deal of abuse, but they often cannot survive a high impact crash into the ground or an object. If you crash the airplane then check for loose parts. Park fliers need to check to ensure that the tail boom and tail is straight. Make sure the control surfaces on the tail move free and correct. If you are in doubt, contact your hobby shop for help or call the number in your owner's manual for tips on repairing the tail boom. You will know you have a damaged tail boom because when you launch your aircraft it will not climb and usually flies straight into the ground.
- 6. Select the right plane for your experience level.** For beginning pilots consider an electric ready to fly airplane such as the Firebird Commander 2. High wing trainers are always the correct choice for your first gas powered RC plane.
- 7. Don't spiral!** Keep your turns gentle and shallow during your first few flights. A spiral is probably one of the top causes of r/c airplane crashes. In a steep turn/spiral an r/c airplane will descend rapidly and quickly. If you find yourself entering a spiral take these corrective actions **IMMEDIATELY**: 1. Remove all throttle so the engine will idle or stop. 2. Apply rudder briskly in the opposite direction the airplane is turning and level the wings. 3. With wings level add power and resume normal flight. **DO NOT**: "pull up" or add up elevator if you are flying an airplane with elevator pitch (up and down) control. For some pilots it is a natural reaction to pull up to gain control. Just as in a real airplane, this will accelerate the turn/spin and make the plane descend even faster and possibly stall the wings if they are not stalled already.
- 8. Do a range test.** Before your first flight of the day, have a flying partner hold your plane or radio and walk at least 100 feet away and make sure there are no problems with radio reception aboard your aircraft. Also check to make sure there are no debris trapped between the tail, and the moving control surfaces verifying that they each move in the correct direction and the throw (deflection) is not excessive. Check to make sure your propeller is securely fastened.
- 9. Don't duplicate channels!** Make sure you grab a frequency pin for your radio before you turn it on. The channel number is on a sticker on the radio controller. Make sure you are not flying on the same channel as another pilot in the area, or a crash will be guaranteed.



Osceola Flyers Club Membership Application

Annual Membership Dues

Membership Type	Initiation Fee	Annual Dues
Juniors (Under 16 by Jan 1)	\$0.00	\$0
Standard membership	\$20.00	\$45.00

Please note: The Osceola Flyers require its members to maintain a current [AMA Membership](#).

Name _____

Address _____

City _____ St. _____ Zip _____

Telephone (_____) _____ - _____ Email _____

AMA # _____ Applied for: _____

Frequencies Used _____

I would like instructor assistance. _____

I have read and understand the flying field regulations of the
Osceola Flyers, Inc I agree to abide by said.

Signature _____ Date _____

Make checks payable to: **Osceola Flyers**

Mail to:

Osceola Flyers

c/o Joe King

3202 Hawks Ridge Point

Kissimmee, FL. 34741