



95th Street Group Newsletter

Volume V, Issue I

February
2017

The President's Corner

Welcome to the year 2017 and I hope you all are having a reasonable winter and, at least, getting some model building or repair done. I have a couple of projects going on in the shop to pass the winter. I also have a couple of new planes ready for the maiden flights if the weather ever breaks a little. The "big brown truck" just delivered my Eflite Convergence airplane. It is a VTOL plane that looks like a jet, will hover like a drone and transition in flight like an airplane. Good luck to me with that one!

As your newly elected club President, I would

like to thank you for allowing me to represent the 95th Street Group and I'm excited to have Richard Abels join me as Vice President. We have a great club and great group of members and I'm looking forward to the 2017 flying season.

My thanks to all officers, present and past, for their time and hard work for the betterment of the club. Soon, Richard Abels and myself will be introducing ourselves to our landlord, Mr. Zimmerman and we will also be talking with Mike Brungardt, the Desoto City Engineer.

We are going to continue



having the grass mowing and fertilization contracted out. During the peak growing season, it might be necessary to cut the field ourselves in between contracted mowings. That is, if we would like the grass shorter. Loren Wenger is working on both riding mowers so we can do this if it is necessary. A huge thanks to Loren for this help. Ed Noulon will send out a team schedule for grass

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Special interest item:

95th Street Work Day

Some Saturday
During April
Bob Miller Field
De Soto, KS

Keep an eye out for a message containing the exact date and time!

Minuets of January 2017 Meeting

95th Street Group
Annual Meeting Minutes
Jan 4, 2017
AMA Club # 4274

I. Call to order

President Brad Carter called to order the annual meeting of the 95th Street Group, AMA Club # 4274 at 7:02 P.M. on

January 4, 2017 in Johnny's Tavern, 13131 Shawnee Mission Pkwy Shawnee, KS 66216. There were 29 members in attendance. Brad welcomed everyone to the meeting. He asked everyone in attendance to use the sign in sheet that was

being passed around to indicate their presence and to verify the contact information listed; primary phone number, secondary phone number (if any) and e-mail address for receiving club related e-mails.

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The Presidents Corner (cont.)



Richard Travers is working on a Club Website and he will tell us when it's up and running.

trimming and trash removal like he has done in the past. Ed and Elaine Noulin will continue to be a great asset to the club. Their work is much appreciated!

Richard Travers told me he is working on a Club Website and he will tell us when it's up and running. A big thanks to Richard. Having the club roster and bylaws online will be nice, as well as pictures from the field.

There wasn't much freezing at the Freeze Fly on Jan 1st. The weather was great with temps in the 40's. The hotdogs and chili were a nice treat. A big thanks goes to Dorothy Locklear for making the chili for the dogs. I did see a couple planes sacrificed to the RC gods. I won't mention names here but you know who you are. Thank you for the sacrifice but I hope they were repairable. It was a good time and I really enjoyed the flying break from the holiday craziness. Shelby Locklear took plenty of pictures and has written more about the event (see page 3). Thanks to all of you who attended.

I have several ideas about things to do for work day, and I will let everyone know the date as soon as it is established. It will be in late April or early May. If you have a suggestion of something that needs attention

please let me know.

Remember, it is very critical we do not fly over the Gun Club.

That sounds easy and with a 40 inch, or less, wing span airplane; however, one can barely see that size when it gets down towards the Gun Club. The problem is telling just how far the larger planes are going. From the testing some of us have done, it's much easier to fly a 70 or 80 inch wing span plane too far to the north and wind up over flying the Gun Club.

If you have any doubts that your depth perception is not exactly what you think it is, then by all means, have someone drive to the Gun Club entrance gate, call your spotter on a cell phone and let them tell you how far to the north you are flying.

When landing from the north be careful to shorten your landing approach! You just don't have the room to stretch out a long approach from the north. Depth perception is difficult with these models. I'm sure all of us, at some point, thought we were on the perfect approach and all of a sudden we were picking up our plane out of the soybeans or corn.

Per the recent bylaws change, a Full Member is officially allowed to bring a guest to fly at

Remember, it is very critical we do not fly over the Gun Club.



Per the recent by-laws change, a Full Member is officially allowed to bring a guest to fly at the field for 4 times.



Sometime the weather during early January can be rather miserable. Not so, this time around!



We're looking at late April or early May for the club's annual Work Day. Will let everyone the exact date well in advance..

Continued on page 3



The Presidents Corner (cont.)

the field for 4 times. They must have a current AMA membership and present themselves for membership after the 4 visits. If you have someone you know that would be interested please bring them down as a guest and show them what a great field we have. Just remember to tell them the safety rules and make sure they follow them including "don't fly over the Gun Club". They are your responsibility! We need a few new members and hopefully this will encourage members to bring a guest to show off the field. Be sure to introduce them to other members.

I'm looking forward to seeing everyone at the field as soon as the temperature gets higher than my age...well maybe sooner, as that'd be getting pretty warm!



Freeze Fly—January 1, 2017

By: Shelby Locklear

Another **Freeze Fly** that turned out to be "Fun in the Sun"!!

Yup, the weather was great for early January. It stayed around 40 degrees throughout the day, with an easterly wind between six and eight mph.

We had a real good turn out this year. By my count, 14 pilots and 7 guests; give or take one or two.

Yes, I (Shelby) was once again the first and one of the last to crash...yup, managed to do it two times! My two crashes were; however, punctuated by Richard Travers dorking one somewhere in between my two mishaps.

The wind break installed on the shelter really did a good job. We had the west

closed off along with the north and south sides about half way closed off. Only one thing...the wind was coming out of the east! Thanks to Richard Abels we had a nice space heater, so we all stayed nice and warm.

My sweet spouse, Dorothy, fixed two big pots of chili and adding to that, we had hot dogs, buns and cookies. I don't think anyone left hungry.

In closing, I would like to thank Dorothy, Jerry Brown, Rich Abels, Richard Travers and all the folks who braved the "cold" January air to make this little gathering the success that I feel it was. **Lets do it again next year!**





Minutes (cont.)

II. Approval of minutes from last meeting

A motion was made and passed to accept the minutes from the last meeting as published in the newsletter.

III. In Memory of Members

Brad Carter reported that club member Jim Shoemaker passed away.

IV. Old Business:

A) Brad Carter thanked the members for attending the annual club meeting and asked them to welcome new member Rick Wynn to his first meeting. Brad said Ed & Elaine Noulin were unable to attend, but wanted to thank them for all the work they do for the club, including the newsletter, picture roster, mowing schedule and more.

B) Brad thanked Tony Stuckwisch for organizing the 2016 Annual Picnic. It was a great success and everyone had a good time. Tony thanked Chad Lynch for bringing his pizza oven and asked everyone to think about volunteering for the 2017 picnic.

C) Brad thanked everyone who organized and attended the club's freeze fly on Jan 1, 2017. He said about 13 flyers showed up along with about 13 family members.

D) Brad reported there were no major problems with the sprinkler system last year and that former member Henri Lemus winterized the sprinkler system for \$140.

E) He also wanted to thank Jerry Sanderson, Shelby Locklear and Richard Travers for serving on the nominating committee.

F) Brad said he replaced the fence cable with yellow rope from Harbor Freight for \$10. He said the rope is cheaper than steel cable and no one's trying to steal it.

Brad asked if there was any more old business. There was none.

V. Safety Report

Rick Donley reported that the club had a good year

for safety at the field for 2016. He complimented every one for a good job and encouraged everyone to keep up the good work. Rick wants everyone to think "Safety First!"

Rick reminded everyone not to fly over the gun club. We need to be good neighbors!

VI. New Business

A) Brad Carter introduced Craig Williams. Craig talked about the passing of Jim Shoemaker from lung cancer on Election Day. Jim's widow wanted to donate his RC collection to the club. Club members are working on organizing everything to get an idea of what's there. Everything will be priced and offered for sale, at Craig's house, with all proceeds going to the club. 95th Street members will be given first chance. More information on this will be sent out to club members.

B) Brad brought up the Gun Club next. There was a lot of discussion about the gun club. The gun club might ask our club to not fly a few times a year during their big events. The general consensus was to cooperate and be a good neighbor. There was some discussion of the gun club installing cameras on their fence to document any fly overs. Brad Carter reminded everyone not to fly over the gun club. We need to be good neighbors!

C) Brad asked if anyone had anymore new business. There was no response. Brad ended the new business discussion.

VII. 2017 Treasurer's Report

Treasurer Bill Alexander read the treasurer's report for 2017.

A) Bill announced that the club went \$400 over the mowing budget for mowing due to a wet summer and a long fall mowing season.

B) The proposed budget is based on 44 members.

C) Bill warned that we have a tight budget and that an unexpected expense could cause a problem with the proposed budget.

D) Bill reminded the members that keeping the club



Minutes (cont.)

at full membership is the best way to keep the dues from going up in the future and maintain the budget.

Question: What will the 2017 dues be?

Answer: \$140 if approved. Make checks payable to: 95th Street Group

Brad thanked Bill Alexander for doing an excellent job on the budget and he also thanked Bill for continuing to coordinate the commercial mowing contract and handling the servicing of the port-a-john.

A Motion was made, seconded and passed to accept the treasure's report with \$140 dues.

VIII. New Business

A) 2017 Club Picnic - Brad announced that Tony had volunteered to organize the picnic again for 2017. Anyone interested in helping should contact Tony Stuckwisch. Chad said he might be able to get the pizza oven back out there again! Tony will be announcing the date.

B) 2017 Work Day – Please send all work day suggestions to the club officers. The 2017 work day time and day will be announced.

New Member Recruiting – Richard Travers spoke on the importance of recruiting new members to keep the club strong as well as fully funded. He said one barrier to new members is cost. He would like the club to consider changing new member procedures to allow the new members the option to pay the one-time \$300 initiation fee over a period of 3 years. Discussion of this idea included questions about the effect on the budget and the additional work for the treasurer as well as fairness to current members. If a new member leaves after the first year, not only would they get 1 year of flying cheaper than all current members, but the club would lose needed revenue.

Comment: Some new members have been surprised by the \$300 fee.

Response: It is the sponsors' responsibility to inform the new member of all fees.

Comment: Some of the club members weren't sure how the initiation fee got to \$300

Response: It was put in place after the club's 2nd location was lost. It was hoped it would build a cushion to help with any future relocation expenses.

Question: Can the membership limit of the club (50 members) be raised to increase revenue?

Answer: Club is limited to 50 members by the city of DeSoto.

Question: Can the initiation fee be lowered?

Answer: That would require a bylaw change and could not be done at this meeting.

Comment: RC Flying is an expensive hobby. At SMRCC when someone asks about the hobby, the expense is one of the first things mentioned. Most people coming in to the hobby know there are costs involved.

A motion was made and seconded to allow new members to pay the \$300 initiation fee over a period of 3 years.

The motion did not pass.

Question: Can we change the motion to say a new member could pay the \$300 initiation fee over the first year, instead of right away, if needed?

Answer: Yes

A motion was made and seconded to allow new members to pay the \$300 initiation fee later in the first year of membership or in installments during the first year, if needed. New members would still have to pay regular club dues on time.

The motion passed.

IX. Shelter Improvement

A) Brad introduced a group of members represented by Richard Travers who are requesting permission to put a wall on the west side of the shelter. During the freeze fly a tarp was temporarily fastened to the shelter to block the wind and help keep people warmer. It worked so well it inspired



Minutes (cont.)

the idea of a permanent solution. It would serve as a shelter on colder days and a sun block in the evenings. The members proposing this are willing to pay for it so it won't cost the club anything. Donations for the project will be accepted.

Question: Will it be removed in the summer?

Answer: It would be in place year round, but could be removed if needed.

B) Any design they come up with will need to be approved by the club officers.

A motion was made and seconded to allow the group represented by Richard Travers to go ahead with this project.

The motion passed

X. New Members

A vote by ballot was held to approve the two probationary members, Jack Morris and Temo Reyes, to full membership status.

Both members were approved for full member status.

XI. By Law Change

A) Brad brought up the proposed by-law changes, having to do with guests.

Article 5 paragraph 4a: - Full Member: (to include the statement)

A Full member will be allowed to sponsor a guest for four (4) flying sessions. The sponsor will be responsible for making sure the guest has a current AMA membership and be informed about the field rules before flying. The sponsor must be present at all times. Any guest utilizing the field more than four (4) times will be asked to present themselves for membership.

A Motion was made, seconded and passed to accept the by-law change.

XII. General Discussion about Field Maintenance

A general discussion broke out about field maintenance. Topics included saving money by ending con-

tract with mowers. There was some concern that if the club ended the contract it might not be able to hire the mowers in the future. There was discussion about weed and crabgrass control. The sprinkler schedule was discussed.

XIII. 2017 Officer Election

Brad Carter introduced this year's nominating committee; Jerry Sanderson, Shelby Locklear and Richard Travers. Because of term limits Brad Carter was not eligible to serve another term as president. The nominating committee reached out to the club membership and contacted the current officers. Jerry Brown is willing to serve as president and Richard Abels as Vice President. All other current officers agreed to serve if nominated and if voted in. There were no nominations from the floor or any volunteers.

The slate of officers, presented by the nominating committee for 2017:

- Jerry Brown - President
- Richard Abels - Vice President
- Bill Alexander - Treasurer
- Rick Donley - Safety Officer
- Mike McNeill - Secretary

A motion was made and seconded to elect the nominees as presented.

The motion passed.

XIV. Adjournment

President Brad Carter addressed the club and asked if anyone had anything else for the meeting, no one did. He reminded everyone to make their check payable to 95th Street Group for \$140 and give them to Bill Alexander. It was agreed by acclamation that the meeting next year will be held, again, at Johnny's Tavern, 13131 Shawnee Mission Pkwy Shawnee, KS 66216.

At 8:28 P.M. a motion was made, seconded and passed to adjourn the meeting.

Minutes by: Michael McNeill – Club secretary

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Why Are Cockpits Called Cockpits?

Appearing in "The Vintage News" Apr 23, 2016

Submitted by: Don Oppliger

You know the answer to this, right?!

The first "cockpits" were actual pits in the ground constructed (to the extent that one "constructs" a pit) to house "cockfights" to the death between game cocks.

The term came to be applied to the rear part of the lowest deck, the orlop, of a fighting ship (orlop is from Dutch overloop, a covering). During a battle it became the station for the ship's surgeon and his mates because it was relatively safe and least subject to disturbance by the movements of the ship.



Like all lower-deck spaces, it was confined, crowded, and badly lit. During a battle, it was also noisy, stinking and bloody. All this reminded people of a real cock-pit, hence the name. About 200 years ago, on 21 October 1805, Admiral Lord Nelson died in the cockpit of HMS Victory during the battle of Trafalgar.

The first airplane with an enclosed cabin appeared in 1912 on the Avro Type F; however, during the early 1920s there were many passenger aircraft in which the crew remained open to the air while the passengers sat in a cabin. Military biplanes and the first single-engined fighters and attack aircraft also had open cockpits, some as late as the Second World War when enclosed cockpits became the norm.

The largest impediment to having closed cabins was the material the windows were to be made of. Prior to Perspex becoming available in 1933, windows were either safety glass, which was heavy, or cellulose nitrate (i.e.: guncotton), which yellowed quickly and was extremely flammable. In the mid-1920s many aircraft manufacturers began using enclosed

cockpits for the first time. Early airplanes with closed cockpits include the 1924 Fokker F.VII, the 1926 German Junkers W 34 transport, the 1926 Ford Trimotor, the 1927 Lockheed Vega, the Spirit of St. Louis and the passenger aircraft manufac-

tured by the Douglas and Boeing companies during the mid-1930s. Open-cockpit airplanes were almost extinct by the mid-1950s, with the exception of training planes, crop-dusters and home-built aircraft designs.

Cockpit windows may be equipped with a sun shield. Most cockpits have windows that can be opened when the aircraft is on the ground. Nearly all glass windows in large aircraft have an anti-reflective coating, and an internal heating element to melt ice. Smaller aircraft may be equipped with a transparent aircraft canopy.

In most cockpits the pilot's control column or joystick is located centrally (center stick), although in some military fast jets the side-stick is located on the right hand side. In some commercial airliners (i.e.: Airbus—which features the glass cockpit concept) both pilots use a side-stick located on the outboard side, so Captain's side-stick on the left and First-officer's seat on the right.

Except for some helicopters, the right seat in the cockpit of an aircraft is the seat used by the co-pilot. The captain or pilot in command sits in the left seat, so that he can operate the throttles and other pedestal instruments with his right hand. The tradition has been maintained to this day, with the co-pilot on the right hand side.

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Why Are Cockpits Called Cockpits?(cont.)

The layout of the cockpit, especially in the military fast jet, has undergone standardization, both within and between aircraft different manufacturers and even different nations. One of the most important developments was the “Basic Six” pattern, later the “Basic T”, developed from 1937 onwards by the Royal Air Force, designed to optimize pilot instrument scanning.

Ergonomics and Human Factors concerns are important in the design of modern cockpits. The layout and function of cockpit displays controls are designed to increase pilot situation awareness without causing information overload. In the past, many cockpits, especially in fighter aircraft, limited the size of the pilots that could fit into them.



In the design of the cockpit in a military fast jet, the traditional “knobs and dials” associated with the cockpit are mainly absent.

Instrument panels are now almost wholly replaced by electronic displays, which are themselves often re-configurable to save space. While some hard-wired dedicated switches must still be used for reasons of integrity and safety, many traditional controls are replaced by multi-function re-configurable controls or so-called “soft keys”. Controls are incorporated onto the stick and throttle to enable the pilot to maintain a head-up and eyes-out position – the so-called Hands On Throttle And Stick or HOTAS concept. These controls may be then further augmented by new control media such as head pointing with a Helmet Mounted Sighting System or Direct voice input (DVI). New advances in auditory displays even allow for Direct Voice Output of aircraft status information and for the spatial localization of warning sounds for improved monitoring of aircraft systems.



What’s Up With the Red, Green and White Lights?

By: Ed Noulin

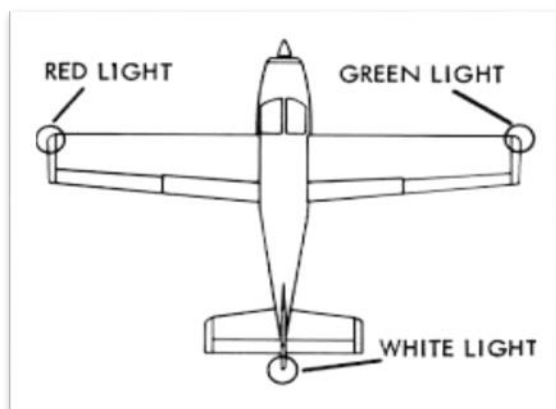
While thumbing through some R/C catalogs looking for some parts, I spotted a picture of an ARF that just didn’t look right. Something about the picture kept bugging me, but I just couldn’t put my finger on it. Finally it hit me...the navigation lights are on the wrong wingtips!!

More than likely, something got flipped during printing and was missed by the proof readers. That got me thinking. How would anyone whose not familiar with flying (or boating) know the standard configuration for NAV lights? Heck, schools don’t teach cursive writing and longer; they sure aren’t going to spend time delving into the art of keeping ships and airplanes from running into one another!

Fortunately, during the late 1800s, the powers to be settled on an international standard for ships that seems to have worked out pretty good. That is, unless there is heavy fog, clouds or icebergs! That standard was later adopted for use in aviation.

The rules are simple: Aircraft navigation lights are placed in a way similar to that of marine vessels, with a **red** navigation light located on the **left** wingtip leading edge and a **green** light on the **right** wingtip leading edge. A **white** navigation light is as far aft as possible on the tail or wingtip.

For you wine connoisseurs, just think “ruby red port” and if you can remember what side “port” is, then you’re home free on figuring out the rest! Hint: port = Left.





The Buzz Around the Field



Just a reminder:
The KCRC is
planning to
hold their annu-
al **"Swap-N-Shop"** on Saturday,
February 4, 2017.

The event will be held in the
Pavilion at the John Knox Vil-
lage, 520 NW Murray Rd, in
Lee's Summit.

You can get additional infor-
mation is available from the
club's internet site:
<http://www.kcradiocontrol.com>.

According to their flyer, the
doors will open to buyers begin-
ning at 9:00 AM.



Spotted at the field
during NOVEMBER!
Yup, the fall weather in
Kansas this past year
(2016), actually saw
some short-sleeve, sun-
ny and zero wind flying
days. On this particular
day, that's (left to right)
Ed Noulin, Jim Kifer,

Charlie Swain and, in the back-
ground, Bill Alexander. Even the
grass cooperated this past year!
Right through November the runway
remained in pristine condition.



*Wow! Remember when? ...It was
way back during October of 2004
when this particular ultralight
dropped in simply to say "hi" and
see what we were all about.*



We don't get to see very many twin-
electrics at the Kaw Valley Airdrome.
However, that's Harold Emhardt's great
looking, e-powered, PBV that he flies
from the turf runway sans the landing
gear. Harold says, "It's kind of like fly-
ing off water!"



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The 2017 Club Officers Are:



Pres.
J. Brown



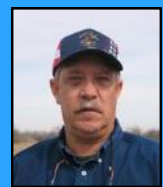
Vice-Pres.
R. Abels



Sec.
M. McNeill



Treas.
B. Alexander



Field Marshal
R. Donley