

THE WRIGHT STUFF

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NEWS CATCH UP!

As most of you have already heard or experienced for yourselves. Your club hosted the 6th Annual Vernon Haynes Old Timer Fly-in . We had 24 registered pilots and lots of friends and spectators. This event is growing slowly but surely. Annual events do not just triple in size over night. They have to be groomed and grown with patients. The weather was in our favor. The early morning was quite cold but manageable. The approach to noon gave us mild temperatures and a beautiful blue sky. The attending birds were 50/50, Old timers and WWI Warbirds. There were a few Fokker DR. I's that were detailed out to the max. These birds had the weathered paint, fabric covered with the pinkish shear marks around the perimeter, rib stitching, exhaust stains in the painted. Dan Haynes

brought one of his original designs and new completed Old timer. This was a twin boomed, single engine aircraft that tracked through the sky like a pattern plane. The name of the plane was the Benzin Flugmodell. Dan was awarded Best of Show with

this plane. Boots Blanton manned the controls for the maiden flight and put it through its paces. Tam won the Best Old Timer award for his beautiful Quaker. Steve Parsons won the Best Warbirds category with his Fokker



Steve Parsons
Fokker DR.I



Dan Haynes
Benzin Flugmodell



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DECEMBER MEETING

The December meeting was held at the Residence of David and Karen Powers on January 5th, 2007. 15 members present.

The meeting was opened at 7:45pm.

?? Old Minutes were read which stated that canister mufflers are to be used on all aircraft 75cc's and larger. The open discussion of grass cutting at the field on the alternate weeks that the County cuts.

?? Dana Bryant made the motion for the club to get quotes on having the grass cut by a professional service. John Roland seconded motion and it was unanimously passed.

?? Dana Bryant nominated John Roland and Callin Offnic to find the quotes for a grass cutting service. Lee Allen seconded motion and it was unanimously passed.

?? The floor was opened for discussion on the financial status of the club. The summation of the discussion was that we need to get a bid picture of our annual operating expense. We need an updated list of active / paid members. After evaluation of this information the club will need to decide if we can maintain operating at or current dues rate of \$48 / year.

December Meeting minutes continued:

- ?? John Bloom made the motion to continue the sound enforcement task force that was instated years ago. This task force is to test and document each aircraft of the club members. This rule is based in on the standards set by the IMAC Sound task force which states:
- ?? The maximum ground sound level for all aircraft shall not exceed 96dBA over soft surface and 98dBA measured on hard surface. The measurement shall be taken with a sound meter set to the "A" scale, slow response. The meter will be placed down-wind 25 feet from the aircraft centerline and positioned in line with the prop arch at 24 inches in height above the ground
- ?? The sound testing will be done on the first and third Saturday of the month on a quarterly schedule. The first testing will begin Saturday February 3rd. Then the normal quarterly schedule will resume the month of March. This motion was seconded by John Roland and unanimously passed.
- ?? David Powers made a motion to vote in Grey Benton into the club. This motion was seconded by Callin Offnic and unanimously passed.
- ?? There was an open discussion on improving the clubs public image / interaction. The ideas brought to the floor were: Public school presentation during technology week, Invite Boy Scouts of America, work with Civil Air Patrol, Mall Shows and participate in the Adopt-A-Highway program.
- ?? John Bloom made motion to adjourn, seconded by Dana Bryant and unanimously passed.
- ?? No treasury report at this time
- Meeting adjourned at 9:00pm.



PRESIDENTS CORNER:

I certainly hope that everyone had a wonder Holiday season. I also want to express my thanks to David and Karen Powers for hosting our meeting at there lovely home. We are going to start the New Year on the right foot and with the members and support that we have, this won't be difficult. This is a list of the changes ahead of us.

- ?? We will be holding and recording our meetings in a parliamentary fashion.
- ?? We will keep all members informed by means of e-mail or U.S. Postal service regularly
- ?? We will immediately compile an active members roster so that we can all keep in touch with each other.
- ?? We will start testing our planes beginning February 3rd. I would think that all plane can be tested and documented by September. The biggest reason for this testing is to hold us all to the same standard.
- ?? We need more exposure to the public for two reasons:
- 1- The public exposure opens channels of meeting people and introducing them to our sport which will in turn boost or membership.
 - 2- The exposure to the public and giving back to our community gives us a stronger foot to stand on when our club comes under scrutiny by the public or county government

Best Regards,
David Mays

ON THE BUILDING BOARD

- ?? Lee and Kyle Allen are Scratch building a 1/3 scale J-3 Cub
- ?? David Mays is completing a 36% Bob Godfrey Extra 260
- ?? Tam Splawn is resurrecting and heavily damaged Puppeteer.
- ?? Grey Benton is completing his Great Planes PT-40
- ?? Callin Offnic has a new Align T-Rex SE. (Bad little electric helicopter)

Let me know what you guys are build or are up to, with pictures if you want, so that I can let everyone else know.

PROJECTS:

This project is of a flight box that is being built by Jim Billups. It has been designed to suite his needs. Below is the description of the project as well as a few photos

Field box on wheels

The idea for a new field box came about one day when I was offloading everything at the field and realized that it was getting to be to much of a hassle and there had to be a better way. What was needed was something that was compact, portable, and practical. Compact in that everything should be in one container. Portable meaning wheels and an extension handle like the ones on luggage. Practical in that it doesn't have extra stuff, such as drawers, that will not be used; but does have what is needed to prepare a plane for flying.

The old Field box was emptied out, the contents sorted out, and what was needed grouped together for the new Field box as follows:

Fuel (gallon jug), cleaner jug, paper towels, and fuel pump on the right. Battery is in the bottom center rear. Trash box is in the bottom center front.

Starter is in the bottom left pocket.

Above the starter is a drawer for a tachometer, meter, and glow plug leads. The next two drawers are for transmitters so both a glider and a tow plane can be flown at the same time.

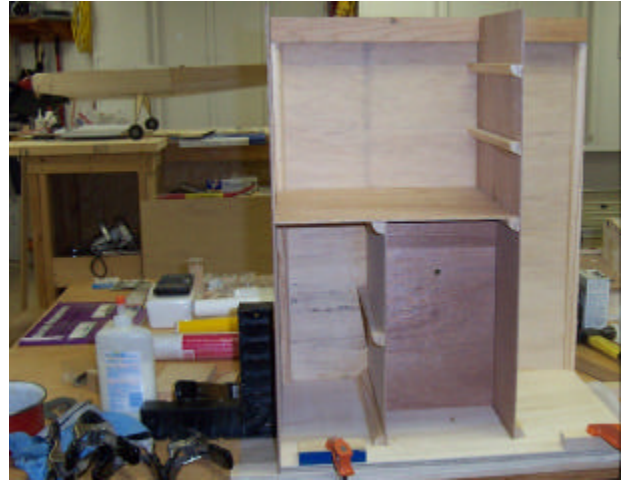
The topmost drawer is for tools, glow plugs, etc.

Weight was a serious consideration. That meant standard 2X4 construction was out. Door skins, quarter round, and glue were in. Cost was also a concern so gold plate was out and the "3 M" (minimum material, minimum labor, minimum cost) method was in.

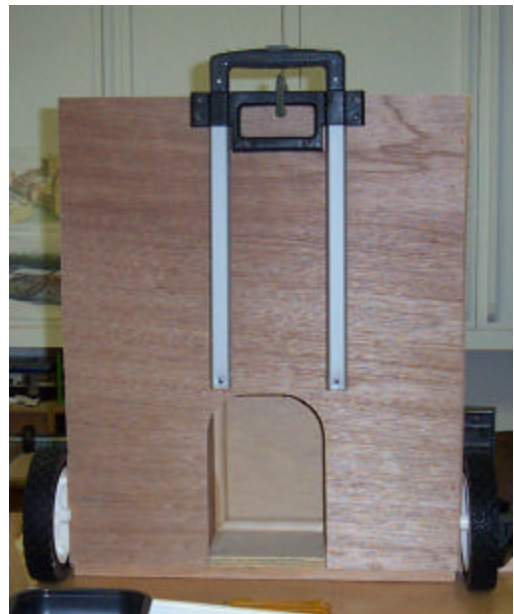
Construction is going along nicely. A piece of left over 1/2" plywood is serving as the base. Some left over 1X2 red oak is being used for a brace at the top and also to hold the axle which is 1/2" round bar, and two 7" Lawn mower wheels. The extension handle is from a portable plastic box. The door skins and quarter round make up the rest of the structure. Wood glue, screws, and brads hold every thing together.

Cost so far has been less than \$50.00.

Note: If you have a special project that you are working on and think that your ideas maybe benefit some others in the club, please e-mail or send to me to be included in the newsletter. Send by email or US Postal Service.



First picture is a front view. The box is under construction here. The various compartments can be seen in this view. In the background is the "Stork" which is up on the landing gear.



This picture shows the rear with both the extension handle and the wheels, which will be at the bottom. The battery compartment is shown at the bottom center.





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