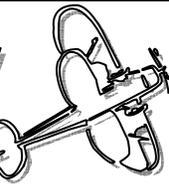




The Springfield R.C. Flying Club

# Airmail



Volume 20, Issue 02 - February 2008

Newsletter



AMA Charter #394  
IMAA Charter #292

## FYI for Futaba FASST Owners

This is from Futaba's website, a notice about a problem that has been discovered in a few of their 2.4 GHz spread spectrum systems: There is discussion on RCU which includes some of Futaba's support folks here in the states about another potential problem if you switch your tx on, then off again quickly (less than 5 sec) - there have been a couple of potential cases of this causing the unique identifier in the transmitter (the part of the equation that lets you fly several 2.4GHz radios at once) to be reset to a common identifier, so there is a possibility of having more than one transmitter at a field on that given "channel" so to speak - there have apparently been one or two planes "shot down" on 2.4 GHz using these systems.

### Futaba 6EX, 7C and TM-7 Service Advisory Posted January 17, 2008

This service advisory affects only owners of the Futaba TM-7 module and 6EX and 7C FASST systems. Each FASST transmitter contains a unique eight digit identification code, programmed at the factory to identify the respective transmitter and to allow a receiver to be paired only to that radio's signal. Recently we have learned that a very small number of the TM-7 modules, and 6EX and 7C FASST systems were incorrectly coded with a common code number during the manufacturing process. These units were subsequently sold prior to our awareness of the situation. If two or more units, utilizing this common identification code, were to be in use simultaneously, they may cause interference with one another. Please note: Units which utilize the correct identification code will not be affected by these units. We're extremely confident that this is not a widespread problem. We know of only one instance in the United States. However, to give you peace of mind that your system is not affected, we will soon be set-

ting up test stations at participating hobby shops throughout the country where you will be able to go to determine -- within a matter of minutes -- whether or not your transmitter is affected, at no charge to you. Or, if you prefer, you may send it in to our service center we will analyze it for you at no charge. If any problem is found, it will be replaced. We will gladly pay the postage for returning the unit and sending it back to you. If you have questions or concerns, please do not hesitate to contact our Futaba Service Center at: 217-398-0007 or via email at: [service@futaba-rc.com](mailto:service@futaba-rc.com). Our staff is available to you Monday-Friday, 8am-5pm U.S. Central Standard Time. Precautionary Measures and Information- As with all radio control equipment, we strongly suggest that you pre-flight your aircraft thoroughly prior to flying. When flying at a location with other FASST owners, prior to flying we suggest that all pilots briefly activate their systems simultaneously to check for any interaction between units. If any interactions should occur, do NOT fly. Return the unit to the Futaba Service Center for immediate replacement.

Each time that your transmitter is turned on, it is imperative that you allow the FASST system an adequate amount of time to thoroughly boot-up completely before shutting down the transmitter. We recommend allowing the system at least five (5) seconds prior to turning off the power to the transmitter.

If the transmitter and receiver have lost their binding which required them to be re-linked, we recommend returning them to the Futaba Service Center for analysis. This is not expected behavior and should be investigated accordingly.

## NOTICE!

Our club's membership renewal grace period will expire on January 31. After that date any member who wishes to renew will have to pay the \$25 re-initiation fee. Those who do not renew will not be allowed to fly at the field or vote in the meetings until they do so since their club membership will be considered lapsed according to our new bylaws. Our Treasurer, Bob Schwandt, will be taking renewal dues at the February meeting.

So if you haven't done so yet, you had better hurry or you will miss out on what looks like is shaping up to be a great year!



"DARN IT, I TOLD YOU TO KEEP YOUR FINGERS OUT OF THE COCKPIT!!!"

### Jeff Schmidt as a boy...



"IS THAT ALL HE DOES?"



## President's Corner

by David Campbell, President

I want to thank everyone who came to the January meeting as we had over half of the 2008 membership present. Thank you for making my first meeting as President an easy one. It had been a long time since I practiced conducting any type of meeting using Robert's Rules of Order but it came back fairly quick as we moved through the meeting. I was surprised to see that we got through most of the agenda published in the January newsletter. The remaining items are included in this month's agenda below.

As most of you know I suffered a Heart Attack on January 6<sup>th</sup> (Sunday) but I came through it just fine. I still have some follow up work to do in the next few weeks but I expect it to go just fine. Just in case you didn't know it, we have some outstanding people in this club! The phone calls and emails to check on me was very moving and I thank each one of you for making the effort. That leads me up to the thought that I want to share with everyone for this month's Presidents Corner.

(Continued on page 2)

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# January 1st Chili Fly Report

by Ralph Todd, Member



Brrrrrrrrrr ! One very cold and windy chili fly - even with the sun bright and shining. The wind-chill felt like zero, and the wind meter showed gusts of up to 40 mph. That cold, heavy wind was really bossy and made landing a challenge.

There was really a good turnout considering, but not many brave pilots. Ralph Todd and Brian Scott got the honors for the 1st and 2nd flights and first rough landings of 2008. Everyone huddled around 3 gas heaters as we had lots of laughs and fun visiting. The tables were full of great chili, cake, cookies, and hot coffee. We have had better flying with no wind, low temps, and snow on the ground, but all in all, it was fun and we have started out the New Year with determination. It is going to be a great year.

## Calendar of Events

February 2008						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	
<b>February 7th - Monthly Club Meeting, Main Library Room A</b>						



01/01/2008



01/01/2008



01/01/2008



01/01/2008



01/01/2008

## President's Corner (From Page 1)

When you're laying on the ground, as I was Sunday, thinking that maybe at any moment you might take your last breath you realize that all of the things that you did in your life for yourself at that moment wouldn't matter. No one really cares about all the things that you did for yourself nor would they remember you for all the things that you did for yourself. But what might be remembered are the times when you went out of your way to do something for someone else. It might be your spouse or child or it might be a family member but perhaps a total stranger. Dare I say it be something you would do for a new member or a friend at the flying field? It makes one stop and ponder, if even for just a little while.

### February's Agenda:

1. Set date for Float Fly (Sparky).
2. Set date for Night Fly (Needs full Moon).
3. Progress on sign work.
4. Discuss becoming an official AMA Intro Pilot Program participant.
5. Discuss having an Open House with other clubs. This one will need lots of participants to make it work. Suggestions were to have a set program of demonstration flights including people from our club as well as other clubs. First have a Pattern demo, Helicopter demo, 3D Demo, Sailplane demo, and stuff like that. Maybe a warplane demo or have Barry

Harper and Mark Copeland do a matched pair demo. Maybe make it open to the public for press coverage and sell food that we make and cook. Afterwards have open flying for everyone else. All just suggestions.

Please show up and help the club work out some of these details. If you have other ideas or suggestions come and share them with the rest of the club.

Oh yeah, there will be coffee and cookies right after the meeting. (Decaf of course) so we don't keep you up all night.

# Springfield R/C Club

(Black Sheep Squadron)

Springfield, Missouri

Name: \_\_\_\_\_

Name of significant other: \_\_\_\_\_

(Optional)

Mailing Address: \_\_\_\_\_

\_\_\_\_\_

**City:** \_\_\_\_\_

State: \_\_\_\_\_

**Zip:** \_\_\_\_\_

**Telephone: Home** \_\_\_\_\_

(Optional) Office or Cell: \_\_\_\_\_

Radio Frequencies You Will Broadcast On: \_\_\_\_ \_

E-Mail Address: \_\_\_\_\_

**AMA Membership Number:** \_\_\_\_\_

***Note: Proof of membership in the AMA is required for membership in the Blacksheep Squadron.***

All members are to complete and sign this form, mail a copy of your AMA card along with this form and include a check payable to SPRINGFIELD R/C CLUB to:

William "Bob" Schwandt, Treasurer

Phone: 417-268-0088

3638 W Driftwood St

Email: [treasurer@mchsi.com](mailto:treasurer@mchsi.com)

Springfield, MO 65807

***I agree to abide by the club's constitution and bylaws, club field rules and the rules and regulations of the Academy of Model Aeronautics.***

\_\_\_\_\_ Date: \_\_\_\_\_

Member Signature



## January 2008 Meeting Minutes

by Ray Niles, Secretary

The meeting opened at 7:05 PM.

A quorum consisting of 23 members was present.

The Club President declared the meeting official and open for business.

The treasurer's report was read and accepted.

Since the December banquet was not a formal meeting there were no minutes to be read from that meeting.

There were a couple of visitors present.

Old Business: There was one item of business from last year concerning visitors. A motion was made and accepted to allow a visitor field privileges subordinate to the priority of paid members.

New Business: The present secretary, Ray Niles, presented his resignation to the board of directors; effective at the end of the January meeting. A new secretary, Lanora Campbell, was appointed by the Board.

A new gate lock combination was authorized and will be appropriately announced.

Changes to the event schedule were voted on and are as follows: There will be only one Float Fly this year with new Date TBA. There will be a Pattern Contest on September 13-14. Night flying for electric only will be held on a moon lit evening; no dates set yet.

Estimates for mowing and trimming the field grass were sought. Forrest Wilhite offered to submit a quote to mow at the same price as last year. A motion was made and passed to accept Forrest Wilhite as the new contractor to mow the field.

A motion was made and accepted to rename the flying field "The O D Fine Memorial Field". Russ Rhodes offered to assist in the change to the field sign. Additionally the final Top Gun Award was bestowed upon O D Fine where upon, the award was retired in his honor. The Top Gun statue will be passed to the President each year to hold as a keepsake.

The safety rules were gone over one by one and each one approved or changed by the club. The entire slate of safety rules was voted on and approved unanimously by the members present and are to be published in the February newsletter.

Dogs in the pits was discussed and those who own dogs took note of the discussion.

There will be no "POP" supplied for sale at the field this year. If you want drinks you will have to bring what you like.

Other items discussed were throwing out the two old chairs with exposed springs, the need for a no-alcohol sign, the need to move the bleachers back or not, not was the decision.

Cookies and coffee were served at the close of the meeting.

The meeting was adjourned at 8:10 PM.



## General Rules of the Springfield R/C Club (Updated 01/03/2008)

1. All pilots must be members of AMA. The rules and regulations of the AMA govern the operation of the aircraft flown here.
2. Only Narrow band (Gold Sticker) transmitters, 2.4 GHz transmitters or any other AMA approved frequency transmitter are permitted at this field. This does not apply to transmitters operating on ham frequencies.
3. **All** pilots must take a frequency pin when available and insert your membership card on the frequency board according to the channel you will be flying on. 2.4 GHz pilots take a Spektrum pin from the Right side of the board and insert your card. If you are a guest your current AMA card should be placed on the frequency board according to the channel you fly on if available. If another pilot has the frequency pin then each pilot should rotate the frequency pin. **If you do not have the frequency pin then no transmitter is to be turned on. Synthesized radio owners need to be aware of the frequency they are on and the one they want to switch to before turning on transmitter. You will need both channels clear!**
4. Consumption of alcoholic beverages while anywhere at the field whether flying or not is prohibited.
5. No Flying before 9:00 A.M. or after 8:00 P.M. with exception to Electrics after 8:00 P.M.
6. Minors (under 16) have to be accompanied with a Parent.

## Flight Line and Pit Safety Guidelines (Updated 01/03/2008)

1. Do not taxi in the pit area. (You may taxi out and in if you are at the ends of the runway)
2. Do not fly west of the runway (This means a line for the whole length of the property North to South)
3. The pit area is for pilots and guests accompanied by the pilots only.
4. Start all aircraft engines with the nose of the aircraft pointing towards the runway or into the wind but never to the WEST.
5. Be sure other pilots and spectators are clear of the propeller arc before starting engines.
6. Prolonged full throttle tests of the engines should be done on the flight line or to the west of the restrooms if braking in an engine.
7. Announce to those on the flight line your intentions to approach the runway (**on the field**) take off (**taking off**) or land (**landing**). When you are clear of the runway announce (**clear**). *When your engine is dead and you are landing announce dead stick (**dead stick**).*
8. Any pilot who declares they are **dead stick** has the right of way. All pilots should clear the runway immediately, and any landing approach that can be safely aborted should be done.
9. Glider and hand-launched aircraft must take off from the flight line / runway area, preferably from the north or south ends.
10. **Do not fly over or near the houses located on the south or north ends of our property boundaries. Do not fly west of the runway at any time. There is a house in the woods to the east of the runway, so avoid flying over the woods to the east.**
11. Each pilot should use the stations that have been positioned between the protective fences on the flight line. This permits only 3 planes in the air at any time.

Note: Those comments in italics are editorial comments and seem appropriate since the last revision of the **Flight Line and Pit Safety Guidelines**.

## 2008 Officers

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