

MAY, 2018

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## **Cincinnati Silent Flyers**

The ONLY all-electric RC club in Hamilton County

**President:** Steve Harness

**Vice President:** Craig Rouse (Deuce)

**Safety Officer:** Craig Eisentrout (Ace)

**Treasurer:** Kevin Krieg

**Newsletter Editor:** Jerry Biscopink

**Field Maintenance:** Jerry Biscopink

### **Editor's Note:**

**Be sure to read the "Meet a CSF Member" article in this issue to learn more about our intrepid CSF President -- Steve Harness**

**Also make plans now to attend our open house and swap meet on Saturday, June 2, 2018 (read below for more details)**

### **Message from the President**

The flying season is upon us. We have already had some great flying days!! As the Cincinnati Silent Flyers (CSF) goes into our 15th year as an AMA chartered club, I thought that I would take this opportunity to recap how far we have come.

The CSF received our AMA charter in the fall of 2003, which was 4-6 months before we began flying at our airfield. The airfield had sat idle for about 15 years after the Greater Cincinnati Radio Control Club (GCRCC) moved to Trenton, OH. They must have done a heck of a job installing the runway because it was still in decent shape in 2003!

When CSF began, you couldn't even see the runway because of waist high grass and weeds. Not that we thought it mattered as we used the tall grass as one of our

"landing spots".

With many hours of help from B. Dooley and T. Silver, we eventually managed to mow (and haul away) the grass from the northern end of the flight line to the runway. It was a small area but it was a start. Over the next few years we managed to get all the grass from the parking lot to the runway mowed. Fast forward and here we are today with 90% of the area inside the tree line mowed and looking good.

We then got tired of bending down (age related?) to work on our planes so we started building and accumulating workbenches. We added 3-4 benches a year until we finally got enough for a decent sized pit area.

Around this time we realized the lesser known boy scout motto "three trees back" wasn't going to work so we added the port-o-let. This humble facility certainly made life at the field more bearable.

After a few years of baking in the sun, we added canvas canopies. This provided a cool respite from the sun, but the canvas had to be taken down each time a storm threatened. About 8 years ago we constructed the current metal hangar, made possible by the generosity of our membership.

Along the way we added the fire-pit which we still enjoy on cold mornings. Five years ago, B. Dooley, O. Kinsey and D. Benedict designed and installed the current solar powered charging stations. No more lugging heavy batteries to the field. Another project that was funded almost entirely by member donations.

Last year we sealed the runway, but this time using a professional service. We filled the large cracks, applied two coats of sealer and striped the center line. Thanks once again to the generosity of our membership.

Over the next few weeks we will be expanding the number of charging stations across the entire west side of the hangar. This will allow us to spread out our battery chargers so that we not crowded into one corner. And yes, thanks once again to our generous members!

We can't predict much of the future but can predict the Cincinnati Silent Flyers will continue to grow and improve our airfield with the support of all of our members.

Happy Flying

Steve Harness  
CSF President



The good old days! This was the first of two canopies. Kept the sun off but didn't fair well during the storms!



Hey Pilots - Don't forget about our annual Open House and Swap Meet on Saturday, June 2. We will be at the field by 9:00 a.m. latest. Come out and renew old friendships, meet new members, and buy/sell some RC "Treasures" in the process. Oh - and did we mention that we will feed you lunch for free as well? I know, sounds almost too good to be true but one of the many benefits of belonging to CSF!

**Saturday, June 2**

Bring a friend too!

#### **Introducing New Members**

**We are happy to announce that Casey J. Morgan is the newest member of our CSF community. Welcome Casey! We look forward to meeting you at the field soon.**

#### **Field Maintenance Report**

Hi Pilots- just a quick note to say that the field has been completely cleaned up and is mowed and ready to use at your convenience. Special thanks to the CSF members who helped us remove the downed tree from the field a few weeks ago.

As has been our practice the last couple of years we are spraying "Roundup" to keep the runway and walkways edged and to keep weeds down along the driveway. Our goal is to keep our members time at the field focused on enjoying the hobby not on field maintenance. If you do have any old vegetation killer like "Roundup" that you want to donate then please feel free to sit it at the back of the concrete pad (by the BBQ grill) or if in a sealed container place it in the large storage box. We can always use it.

Also, just a reminder to always lock the gate, port-a-let and storage box when leaving and be sure to de-energize the battery charging station if it was in use. A good rule of thumb is to set the padlocks to OOOO after opening so that you don't forget to clear the combination when leaving.

Thanks to all for your support in keeping our field and equipment safe and in great shape.

Jerry Biscopink  
Field Maintenance Coordinator.



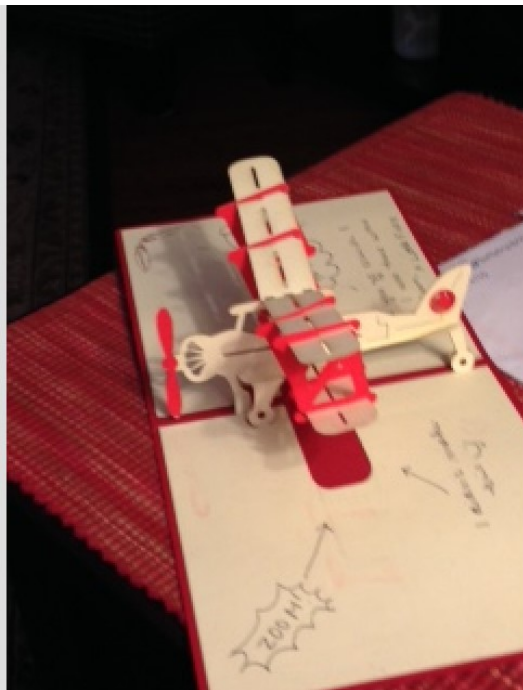
Now here is a classic! President Steve and Mike Baker on the buddy boxes. Who's training who?



I mean *really* Koril- you don't get enough helicopter time on your day job?



Bryan Dooley setting up his beautiful Albatross for the first flight of the new season.



A unique birthday card from the daughter of an RC pilot to her Dad

## Safety At The Field

Our club has demonstrated a continuous record of safe operation and every member is to be congratulated for this. One way we achieve our excellent results are by constantly reminding ourselves and kindly reminding each other of the safety rules that we have at our field.

The club safety rules are clearly posted near the flag pole by the walkway to the "hangar". It is each members duty to read and abide by these rules. If you don't understand exactly what a safety rule means then please ask another member to explain it to you. Craig Eisentrout is our safety officer again this year and he or any CSF member will be happy to answer any questions you may have

Finally, be sure to do a pre-flight check on your plane before EVERY flight. This is especially important after your planes have been in storage over the winter. Performing a thorough mechanical review of your plane before flying can save your aircraft and also prevent an accident from an out-of-control aircraft. Many of the newer transmitters allow you to develop a customized checklist for each of your aircraft.

Have a great flying experience at the field. Be Safe!

## CSF Featured Member

### Club President Steve Harness

Editor's Note: I was thinking that we all know Steve already but what we probably don't all know is how important he has been to CSF. Without him there would be no CSF today so it is fitting and overdue that we proudly spotlight him in this edition.

"My fascination with aviation started when I was about 8 years old. My grandparents had taken me down to southern Kentucky to visit relatives. One of them had a successful salvage business -- and a runway next to his home. He had a bright yellow Piper J-3 two-seater and asked me if I wanted to go for a ride. I am sure that my eyes got large as I said, "Heck, Yeah!" I recall lifting off the runway and looking all around the hills of southern Kentucky -- seeing Lake Cumberland and Dale Hollow Lake. From that point on, I was hooked!!

Fast forward a few more years (OK- maybe more than a few) and my fascination with aviation got me into RC in the late 1970's. My first airplane was a Goldberg Eagle 50. I spent all winter assembling and gluing, sanding, covering and installing the engine and electronics in that aircraft. Back then, it was common to spend almost \$1,000 for a plane kit, covering, servos, engine and TX/RX. It pretty much ended up in splinters when I tried to fly it myself without an instructor to guide me. Undaunted, I purchased and built another Eagle 50 - this time determined to get help learning to fly RC.

I joined the Greater Cincinnati Radio Control Club - located where the CSF airfield currently stands! With the assistance of their instructors, eventually I was able to make a few laps around the airfield without the instructors having to grab the transmitter in order to keep the Eagle out of the trees. That plane also ended up in splinters after a few flights. Engine vibration interfered with the FM crystal in the receiver. Time to build another plane!

Time demands at work forced me out of the hobby for many years, but my attraction to aviation continued. Traveling for work allowed me to experience many various commercial aircraft - from twin piston engine commuters to large jetliners.



Jump ahead to the year 2002, I was watching a program called "Radio Control Hobbies" hosted by Chris Chianelli. The program involved new, lightweight ELECTRIC POWERED airplanes. After a little searching on the internet, I found an aircraft called the "Indoor Flying Object" or IFO for short. This was basically a "flying kite" with a brushed motor and a NiCd battery.

I asked "Mrs. Claus" to get me one for Christmas that year and she coordinated my request with the "elves" in our family.

I put the kit together and couldn't wait for a nice, calm day to try the IFO out! When the day came, I headed out to a school playground, connected the batteries, checked the controls and hit the throttle! I took off, rolled over and smacked into the blacktop. "OK, so this is probably not a beginner's airplane", I said to myself. I still have the IFO and even fly it on occasion. It is a true testament to the IFO's durability.

More searching on the internet yielded the "Wingo"- a basic 3-channel foam trainer. Assembling the Wingo was pretty easy and consisted of installing motor, ESC, servos and applying decals - with a little epoxying along the way.

At the same time, I recalled the GCRCC runway was abandoned and I was able to negotiate with Stonebridge for use of the airfield. One nice spring day, I headed to the field, connected the flight batteries and hit the throttle. That flight lasted 30 seconds before an unscheduled tree landing. Home to get the ladder and pole to retrieve the Wingo! Fortunately, repairs were minor and I was ready to head back to the runway for another flight.

Second flight lasted about 1 minute- I had doubled my flight time! A few more repairs, back to the airfield and another attempt! This time, I was able to make it around the field a few times before making a landing in the tall grass. "Cool", I thought, NO DAMAGE to the plane! A few more attempts (and more minor repairs) and I was finally getting the hang of it! Still had some unplanned landings, but repairs were decreasing. Eventually, I became proficient enough to use the Wingo for training others, so they didn't have to experience those unexpected landings. That

Wingo was later lost in a mid-air during training but I found and purchased another one which I still have!

I've seen many changes and improvements in RC over the years. Planes come and go, but the friendships and camaraderie this hobby delivers will always stay with us!!"

Steve



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Questions and comments can be directed to  
[Jerry Biscopink, Newsletter Editor.](#)

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