

Winter Newsletter 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 our spotlight article featuring long time CSF member, Bryan Dooley, in this edition!

President's Message

The calendar year is quickly winding down and along with it our flying season. When the cold winter winds blow, it becomes a challenge to pack up and head to the field. Some winters have been quite mild and conducive to flying, some have not. Only time will tell, since the weather forecast folks seem to have trouble predicting tomorrow's weather, let alone next week's. I tend to lean towards optimism and the expectation we'll still have a few milder days with low winds!

All is not lost! Winter is a great time to repair those aircraft from less-than-perfect landings, or even take on building a new one. I have several planes needing a little over-the-winter TLC, as I'm sure most do. If not, how about tackling something new? There are many vendors who sell kits to assemble -like *Flite Test* and *Radical RC*. Most of the kits are straightforward and require only a modicum of skill. Even if you get into a tough spot, there are ample members in the club more than willing to help. Or maybe you are ready for an even bigger challenge by taking on a "stick" kit. Even those are not beyond the skills of most – just a little time and patience.

Winter also seems like a good time to reflect on what the club has accomplished and to start planning for the new year. We held several successful events since January

of 2018. The success of these events was due to our members' participation.

The Open House held in June was well attended by current members and also brought out several visitors. The current members enjoyed being at the field, flying, and talking with each other. The visitors seemed amazed at the variety of aircraft, the pilots' skills, and the FUN we were having. Several of the visitors expressed interest in learning to fly RC and signed up for our training program. There was plenty of flying, food, and camaraderie during the annual Open House!

The AMA Day/ Swap Meet saw a growing number of current members in attendance, as well as folks from other RC clubs in our area. Many of the visitors from other clubs used to fly at the CSF field when it was GCRCC years ago. We were even fortunate to meet Father Ric, the original founder of the airfield many years ago! Father Ric seemed pleased with the condition of the field and how closely it resembled his recollection. He entertained us with stories of getting the runway installed, and getting the concrete for the pit area donated. It gave the Executive Committee great pleasure to present Father Ric with an Honorary Member certificate. He knows that he is welcome back anytime! There were quite a few planes changing hands as part of the swap meet. I think some folks went home with more than they came to sell!

The Turkey Fly in November saw great flying weather with plenty of sun and low winds! Again, we saw more members flying and chatting than we've seen in a long time. Maybe it was the free donuts, coffee, and pizza?? Whatever the reason, it was enjoyable to have so many participating!!!

Throughout the year, we enjoyed many great Saturdays and Sundays flying. It seemed as each rolled around, there were a few more members joining in on the flying and fellowship. The only downsides I can think of were the frequent rain and winds hampering our training program. And, the "Yellow Baron" continued to plague our airspace (Sorry, Field Boss, had to throw that in).

While we had lots of great weekend weather, we were not so fortunate come Wednesday evening training nights. The weather was so uncooperative we only had 4-5 nights where training actually took place. In past years, training being cancelled due to weather was a very rare occurrence. In those years we were averaging 15 or more successful training nights.

And for those who watch our Facebook page, I am sure you saw the recent photo of a VERY happy "Yellow Baron". While his tactics (which I won't go into for now) may be "questionable", he still can claim victory over the skies - this year.

Until we meet at the field again,

Steve "Prez" Harness



For those who may be interested in taking on a "stick build" project over the winter, I recommend that you take a look at the Stevens Aeromodels website (www.stevensaero.com). These are great kits for a first time builder that all but guarantee a successful project. Several members have built these kits and all have enjoyed the great results. Want to learn how to handle balsa building and learn covering techniques? These are perfect kits for developing building skills. These are affordable laser cut kits that can be enjoyed by first time builders and veteran builders alike.

Jerry Biscopink



Field Maintenance Report

Hi Pilots!

Just a short update on our flying field for our last newsletter of the year. First, a big thanks to everyone who helped out in so many ways during the year. We continue to improve the field and this is where the old slogan "many hands make light work" really is true.

We were able to keep the field in good shape all year even though it was one of the wettest in many years. The runway is holding up well from the sealing project that we did a couple years ago and any major cracks in the asphalt were sealed in October.

The spraying and trimming of the weeds around the driveway and the wooded areas bordering the field are a constant challenge, but with help from our vegetation spraying (special thanks to Prez Harness)



One way to stay warm at the upcoming January "Freeze Fly"!

Club Safety Officer Update

For the most part, our flying season is "behind us" — or more optimistically "ahead of us". Hopefully you have put your squadron through a good season. Here are some tips to get ready for our next flying season:

- 1) Store your batteries properly. That means storing them at 3.8 V per cell (11.4 for 3S, 15.2 for 4S, etc.). Most chargers have a storage mode setting that will automatically take your batteries there. Storing at these voltage levels will make your batteries last longer and increase their reliability for next season.
- 2) Make sure that your transmitter software is up to date.
- 3) Rebind you planes to your transmitter -- especially if you follow number two above.
- 4)Recheck the integrity of your control surfaces. I lost a plane last season when an aileron just fell off .

and some strategic weed eating, the field looked great all summer.

Thanks to Denny Wortman for his mowing efforts which we really appreciate. Denny is our next door neighbor who we contract to mow our field and as you have seen, he does a really nice job for us. Denny also keeps us informed of any problem areas that need to be addressed.

We have purchased a new windsock and frame (airport quality) that we will install next year. We will replace the old chairs in the spring as well.

For anyone visiting the field over the winter, please make sure to secure the four (4) locks that we have installed when you leave. There are less members visiting the field over the winter and therefore less opportunities to spot anything that is unlocked. Please make sure that you secure the facility if you are the last one using it. Please take a minute to check the locks on the storage locker, the battery charging station, the Port-a-Let and of course the main gate.

Thanks again and just "Keep Flying"!

Jerry "Field Boss" Biscopink

Field Maintenance Coordinator

My bad!

5) Consider keeping some type of log on each of your aircraft listing:

- Location of CG for each of your aircraft
- A list of the batteries you use in each plane and their location to achieve CG.
- Transmitter switch settings for special functions (such as SAFE, Gyro Rate setting, etc.)

6) And this is the time to try a building project and to get your repairs completed.

Hope RC Santa is good to you. See you at the Freeze Fly!

Craig "Ace" Eisentrout

CSF Safety Officer



This picture depicts the highly contested victor of the Black Friday Fun Fly combat- "The Yellow Baron".



Bryan Dooley

Long Time CSF Member

(Note: This section of our newsletter spotlights a CSF member and their path to enjoying the RC aircraft hobby. Bryan shares his interesting history in the hobby and a few of his many contributions to our club.)

Like many folks, at least us "older" folks, my first introduction into the hobby was with Cox balsa control line planes. But unlike most folks in the hobby, my interest only lasted one summer, maybe two.

We quickly tired of trying to keep those little motors running and rebuilding broken airplanes. So my interest in flight was satisfied with those little balsa free flight gliders that you could buy for about a dollar.

In 1977, I was newly married, out of college and starting my career with The Cincinnati Gas & Electric Company. It was there that I met a GCRCC member who was heavily into flying helicopters which were not very prevalent back in those days. But it was because of him that I was bitten by the RC bug and began going to the GCRCC Flying Circus which at the time was held at our current field.

Back then, the defacto trainer plane was the Sig Kadet. So I bought a radio and Kadet kit and began the stick build. No laser cut parts so lots of cutting, sanding and balsa dust. Monokote either was so new or didn't even exist yet, so the plane was covered with silk and painted with dope. What a smelly mess! But, I actually did a pretty good job and was very proud of my work. So proud that I had my young bride model the plane as I took pictures. Very much like all the covers the RC publications did back in those days with great looking women holding the featured plane. Ahhh, the good old days!

It is a good thing I took those pictures. Being newly married, money was tight. And back then entry level RC gear was not nearly as affordable as it is today. So I made the mistake of not spending money to join a club that could teach me how to fly. And you guessed it, my Kadet did not survive the first flight. Undeterred, I repaired the Kadet and tried once again --- without the assistance of a club. Failure again! I can't remember if it was that second flight or a third but my Kadet eventually met its demise. And by now, I could not afford to spend any more money on the hobby. So my interests turned to playing softball with my friends from work. I continued to go to the Flying Circus for several years but flying was not my hobby.

Fast forward through about 20 years of raising three kids. In 2001, my softball career was over and all three kids were away at college. I was looking for something to do with all of my newly found free time. My wonderful wife said

"Hey, why don't you build an airplane?". So I jumped on that opportunity. My wife actually supported the idea of me spending money on airplanes!

Much to my surprise, I found that the hobby had changed drastically. ARFs had become very popular and the gear was more affordable. Money was still a little tight with three kids in college but I was determined not to make the same mistakes from the past. So, I started looking for a club to join and get training. That is when I found out that Steve Harness was looking to revive the old GCRCC field into an electric-only flying field. Being an Electrical Engineer that sounded very enticing to me. So I gave Steve a call.

Seventeen years later, I am proud to have been a part of the early beginnings of this club. The club has gone through many changes through the years and it has been a great ride - lots of great camaraderie and flying!

Steve has chronicled stories of the early years of the club in the past so I won't repeat them. But there are two contributions to the club that I am most proud of. First, someone (I think it was Craig Eisentrout) dubbed me as the Golden Retriever. Through the years, I have retrieved a lot of planes from those nasty plane loving trees. I am proud to say that "no plane has been left behind" when I have been called in for a rescue. Admittedly, the planes don't always come down in a condition that they can be repaired but at a minimum, the electronics have always been retrieved. My second contribution is the solar battery charging station. I cannot take full credit for this because many people contributed time and materials to the project. Many thanks to all of those folks! But I am proud to have had a leading role in bringing the project to fruition.

I feel like it is probably the second best addition to our field through the years - the hanger roof being the first. Thankfully, many of the newer members can't appreciate what a pain it was to drag a generator or marine battery to the field for charging!

One thing I do miss are the trips to Toledo for a weekend of fun while attending the Weak Signals Show. Another thing I miss is sitting around the camp fire at the Camp and Fly telling stories and shooting the breeze until the early morning hours. Please understand that I am not suggesting doing the Camp and Fly anymore - I have zero interest in ever again sleeping in the bed of my truck on a freezing night!

Now that I am not traveling to Charlotte every week, I am hoping to spend much more time at the field again. Although now that I have my Part 107 license, a fair amount of my interest has shifted to drones.

Thanks to all of you for a great ride through the years!

Keep the canopy up and the wheels down (at least while landing),

Bryan "The Golden Retriever" Dooley

Mark Your Calendars

January 1, 2019 "Freeze Fly"

Mark your calendars for the January Freeze Fly, also sometimes known as the "Numb Thumbs Spectacular". Prez Steve will be leading the charge on this event that will be held at the CSF field on New Years Day 2019. What a great way to start the new year — flying RC airplanes!

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

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