

Spring 2019



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

Be sure to read the member "Spotlight" article in this newsletter to learn more about club member Jim Carter.

President's Corner

HOORAY!!! The Vernal (spring) Equinox has come and gone (as of March 20th at 5:58pm), we've switched to Daylight Savings Time and the daylight is getting longer!!!! The weather is getting warmer and flying season has begun. I know a few have already had their "first flights" of the season – some on January 1st, some more recently. Here's hoping we all get a chance to "spread our wings" to the sky very soon!!!

As you're getting your flying skills back (may have lost some over the winter), how about focusing on learning the skills to become an instructor? I've seen all of you fly, and you have the knowledge and skills to help with our training program!

Historically, our training program has been the #1 way we get new members into the club. Being welcoming and helping new pilots learn to fly RC increases the chances of gaining new members. New members support our treasury and club growth. Being

an instructor is not tough!!! Pay attention to your plane, know where it is and what it's doing during the training flight. Most training flights only last 5-10 minutes – giving you time to relax and analyze your recent flight. It can get confusing when several similar planes are in the air (having followed the wrong plane myself) but it's certainly not overwhelming or complicated. Think of it as keeping the student in a “box” where YOU feel comfortable. Initially, that “box” is fairly small – keeping students “3-mistakes high”, in close and over the runway. Over time, as you feel comfortable with your “aircraft attitude recovery” skills and the student's progress, the box becomes larger. The only hard part is to stay focused on your plane and your student, and not allow yourself to start watching other planes in the air (like I've done).

As far as the equipment required, it's pretty much a trainer airplane that you are comfortable flying and a set of buddy boxes. Most of us have progressed from our first trainer plane to more advanced aircraft, so the old trainer now spends most of its time in the “hangar”. Dust that trainer off and re-familiarize yourself with the plane's flying characteristics.

Even the buddy box setup is simple. There are plenty of DX5s and even some DX6s that members are willing to donate to the training program, so you probably won't need to buy one. Depending on your Spektrum transmitter, you may need to purchase a buddy cord for about \$10-\$15. **SO PLEASE CONSIDER BECOMING AN INSTRUCTOR!!!**

By the time this is published, we will have gone to the Tri-State Warbird Museum at the Clermont County Airport. We hope to have plenty of pictures to post on our website and Facebook page.

Next, will be the official start of the training season on May 1st at 6:30 pm. (Did I mention about becoming an instructor?) Last year (2018) was not one of our better training years. It seemed the weather was uncooperative on training days with either rain or high winds. This year we are looking forward to better weather and many, many more productive training nights.

On May 4th we will be hosting our annual “CSF Open House & Swap Meet”. This is a great opportunity to get both new and experienced RC-ers out to our airfield. In addition to the demonstration flights and hands-on flights we offer free hot dogs and beverages to our guests and members. Bring some of your gently used equipment to sell or trade. If you frequent any of our local hobby shops (LHSs), I can provide a flyer to print out and drop off. You don't need to print a bunch – 10 or so is plenty enough – and all of our LHSs have been very supportive.

National Model Aviation Day will be on August 17th. This is another great opportunity for us to draw guests to our airfield and expose them to our hobby. And, like the "Open House" we provide free food and beverages for our guests and members. Again, we will have flyers you can print out and share around the tri-state area.

Saturday, November 30th is our annual Turkey Fly. This is a change from past years, when it was held on the Friday after Thanksgiving. With the date change, we hope to have more participation - both members and guests. Coffee and donuts will be provided to keep you warm and fed.

Finally, our annual "Freeze Fly" will be on January 1, 2020!!! Here's hoping for decent weather so we can kick off the new year with plenty of flying.

To warmer weather, blue skies and calm winds!!!

Steve Harness

President Cincinnati Silent Flyers



Trainers Needed! Please consider helping out by signing on as a trainer in 2019. Training new pilots has really helped to bring a lot of people into our hobby and it is fun to teach someone how to fly!

The Friendly Cincinnati Silent Flyers

See somebody at the field that you don't know? It may be a new member, somebody wanting information about the club, or just visiting to see what model aviation is all about. Please take the time to introduce yourself to anyone at the field that you may not know. A great first impression is one of our club's real strengths, so please help us keep CSF as a friendly and welcoming place for visitors and members alike!

2019 Club Dues

Just a friendly reminder that your club dues should be paid immediately to keep from losing access to the field. Field lock codes will be changed in just a few days. So, don't miss out. Send your 2019 membership dues to CSF club treasurer, Kevin Krieg. Go directly to the club website <https://silentflyers.com> if you need more information.

Field Maintenance Report

Hi Pilots!

I am very happy to report that our airfield came through the winter in good condition. The runway is still in great shape and the seal coating from two years ago is still in good condition. A few asphalt cracks still need to be sealed but this will not be a problem for anyone wanting to fly now.

We have purchased new chairs for

Club Safety Officer Update

I sometimes watch the Smithsonian Channel's "Air Disasters", not for any vicarious reason, but to understand why mistakes happen. After you watch a few episodes you realize that most of the accidents were not caused by weather or mechanical failures. Most were caused by not doing things by the checklist, or not communicating. Even many of the mechanical failures were often caused by not following standard practices.

the shelter and will be installing a new upgraded windsock over the next couple weeks. As I recently noted in my email to members, the field is open for use and I encourage everyone to get out and start flying as soon as they can.

A few very simple reminders for everyone that will really help in our field maintenance.

1) Please take home any trash that you generate when you are at the field. Whether it is beverage or food containers, shipping cartons from your new aircraft or even (dare I say) crash debris, it really helps if you take it with you when you leave. We have only one small trash can at the field and that is intentional. We don't want to leave trash or any kind of waste at the field that could become litter that needs to be picked up by someone else or hit with the lawnmowers. We really do try to keep our field in excellent condition so your support is appreciated.

2) The last club member leaving the field is responsible to lock up everything. We have five locks at the field. These are located on the storage box under the shelter roof, on main charging electrical boxes (2), on the Port-o-let, and on the front gate. It takes only a minute to check them all but it is important that this is done. We each have to do our part to assure the security of our field and it is simply by making

The point of this column is that even though our "air disasters" are of a much smaller scale, many of them are avoidable. We don't intend to make mistakes, but we often don't avail ourselves of ways to prevent them. Most of us use Spektrum transmitters and all but the most basic of these have a pre-flight checklist built in, but we rarely enable it. Give it a try.

As for communication, let's make this flying season one where we clearly communicate our takeoff's, landing's, or problems in the air. Try to avoid getting distracted. If you see something that isn't safe, speak up -- respectfully. The responsibility for field safety belongs to all of us.

Have a fun and a safe flying season!

Craig "Ace" Eisentrout

Club Safety Officer



sure that you lock up when you leave. Even if you didn't unlock it or use it, please secure it before you depart.

3) One of the more time consuming tasks that we have at the field is keeping all the sticks and small tree limbs picked up that fall off the trees lining the field. This is mostly around the shelter and the fire pit area. Please take a few minutes and help us keep these picked up as this really helps out when we are having the field mowed. If everyone helped out just a little with this it would really be appreciated.

So, just following these few simple yet important requests will assure a better flying experience for everyone.

Finally, we try to keep the time we ask members to spend on field maintenance to a minimum. Last year we sent out only one call for help and that was to remove a tree that had fallen on the field. We will probably have another request for help at some time this year but please know that we really try to keep these requests to a bare minimum.

Thanks as always for your support-

Keep Flying!

Jerry Biscopink
Field Maintenance Coordinator

Why Pre-flight Checks Matter

Go to the link below to see what happens when even very experienced RC pilots skip their pre-flights or fail to conduct them carefully! Ace clearly points out the need for this in his article above but click the link below to see a recent real life example. Pilot Ryan is certainly not a novice but even he paid the price when he failed to properly pre-flight his new "bird".

<https://www.youtube.com/watch?v=5nPnlhZ8PTI>

CSF Apparel

Just a reminder that some really nice CSF logo apparel is available for our members. See somebody with a CSF logo hat, shirt or jacket at the field? This is where you can order it:

<https://silentflyers.qbstores.com>

Retrieval of "Treed" Aircraft

Oops! Got a little too close to the tree line and the tree monsters grabbed your plane or multi-rotor? Don't panic! Contact Bryan Dooley aka "The Golden Retriever". Bryan has a 100% recovery rate so before you panic let him know where your

Featured Project

Hey Silent Flyers - if you are working on a cool RC project then we would like to feature it in our newsletter. If you are interested then please contact newsletter editor, Jerry Biscopink, at his link at the footer of this newsletter.

aircraft is located and he will try to give you a hand getting it back to earth. I have watched Bryan in action and he is relentless when it comes to his recovery work and the protection of his perfect recovery record.

The CSF Editor



Bryan Dooley whispering to his beautiful Albatross before it's next flight.



Help us keep our field looking great for everyone's enjoyment!



Several Cincinnati Silent Flyers shown during a recent visit to the Tri-State Warbird Museum. These club members enjoyed breakfast at Bob Evans and then an interesting tour at the museum.

Left to right Ben Quast (guest), Joe Pomeroy, Steve Harness, Jerry Biscopink, Jim Carter, Craig "Deuce" Rouse, Tim Silver.

Special thanks to Steve Harness for organizing this visit.

Photo provided by Joe Pomeroy



"Prez" Harness (left) giving refresher flight training to Jim Carter (right) - this edition's "Spotlight" member.

Jim Carter

CSF Spotlight Member

As a young man growing up I was always fascinated with airplanes. My dad bought me my first control line plane when I was a kid and he helped me fly it. It wasn't long before I built my first gas remote control plane. This was a stick build and although I was a newbie, it did actually end up flying ---- for about 10 mins. I kept it for quite some time just hanging

in my bedroom before I found an RC club, GCRCC, that said they could help me learn to fly it.

Unfortunately on its maiden flight it disintegrated in the air plowing into the ground. At that time, I didn't have the money to build a new plane. I had 4 kids and was working at St Elizabeth Hospital as a telephone operator trying to get myself through college. Money was tight, RC equipment was expensive. So the hobby was put on hold.

Finally, after 8 years of working my way through college I got my associates degree in data processing and then, with the support of my wife, a bachelor's degree in Information Systems. I worked at US Bank and Western & Southern as a computer programmer and now my wife and I were focused on getting our girls through college.

I finally ended up working at Ohio National on Pfeiffer road. My son is now working on his college education. He is working and supporting himself (with a little help from us). He's very interested in my drone so maybe I can get him involved in the club eventually.

My Uncle in Dayton OH was a competitive RC glider pilot who had won a lot of awards. Too many years later, I asked him if he could help me fly a glider. I purchased a Park Zone Radian and I took some lessons with him. The Radian got pretty banged up but at least I was learning. Not long after taking lessons with him, he got sick and passed away. It was a rough time and I took a break

for a while. But, my Uncle had previously told me to find a club closer to me and continue learning to fly. I had also acquired a drone and loved getting footage with it but I still wanted to learn to fly an RC plane. The drone was cool but way too easy to fly. Just a camera in the sky.

I was on the AMA website renewing my AMA membership and I saw the video *AMA Welcomes You to Discover Flight*. After seeing that video it triggered a lot of childhood memories and reminded me of my passion for airplanes. I said to myself, "what are you waiting for? ".

I have a lot more free time now and I'm getting closer to retirement. I'm also getting older and knew that the hobby was passing me by. My kids are out of the house, I'm a software engineer and I probably can afford this now. I wasn't sure how supportive my wife would be at first. I had already had the drone and just got a new puppy the year before. But, she also knows that getting me off my butt and out of the house would be good for me.

I started looking through the AMA website for local clubs and found Cincinnati Silent Flyers. They were listed as electric only and also provided training. I looked up their website and found there was an AMA Day event so I showed up. When I arrived, Jerry welcomed me and offered a hot dog. Steve Harness gave me an introductory flight and I was in heaven. He said all I had to do was sign up for training and show up. Everyone I have met at the club are wonderful and instant friends. There is so much to learn and everyone eager to help. My wife saw how happy I was and said go have some fun.

The weather for the next few months was simply horrible. Rain, rain and more rain. I think Wednesday training was cancelled every other week and sometimes more than a week in a row. But I finally got through the training and soloed. I asked a lot of questions and did a lot of research and settled on buying a Mini Apprentice. I've got well over 30 flights on this thing through the winter and it's still going. I always say a prayer to the "tree gods" and hope for the best. I had a rubber band post snap and a small mishap but the club gave me advice on how to make the needed repairs. It turned out to be an easy fix with a wooden dowel. I loved Jim Ryan's quote: "CSF Help Line: Skilled guesswork, provided by trained professionals. :-)"

I hope to be flying a lot more this season and hope to make even more new friends. I am happy to admit that with all the support I have gotten from the CSF club members, I have jumped back into the hobby with both feet!!!

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

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