



President - Walter Greene
Secretary - Dave Johnson

Vice President - Dave Frew
Treasurer - Pete Sipe

Useful Links



wunderground.com



Club Reminders

Flight Times:

- SUNDAY - 12:00
Noon until dark.
- OTHER DAYS -
10:00 A.M. until
dark
- For quiet electric
park flyers or
unpowered aircraft
only: Permitted
Flying Hours - 8:00
A.M. until dark,
seven days a week.

Flying Event

In case anyone is interested, we'd like to bring to your attention:

3rd Annual Summer Solstice Fun Fly

When: June 17, 2017 (rain date June 24th)

Where: Indiana Flyers Club Field

See flyer on next page for more info.

May's Monthly Meeting

REMEMBER, this month's meeting location is changing to the flying field for the warmer months. Please attend the meeting and bring something to fly. Folks tend to gather a few hours before the 7:30 pm start time to take advantage of the flying!

As a reminder, the field location and flying rules are presented on pages 4 and 5 of this newsletter.

Next Monthly Meeting

When: **May 11, 2017 @ 7:30 pm**

Where: **Saltsburg Flying Field**

*** Meetings held 2nd Thursday of each month ***



Where?

Indiana Flyer's Club Field, located off Snyder Rd, Indiana, PA, GPS coordinates: 40.553319, -79.100860

What?

This fun fly is open to all pilots with AMA membership, no landing fee, all types of aircraft (Including turbines) and rotor craft are welcome. Come join us celebrate the beginning of summer with a day of open flying and fun. Refreshments will be available. Accommodations are primitive with overnight camping available. Last year's event was attended by 42 registered pilots, please help us make this year's event bigger and better.

When?

June 17, 2016, Pilot meeting at 9:00 am, but come when you can, it's all about fun.
Rain date June 24, 2017

Who?

Sponsor: Indiana Flyer's Club, AMA Number 937, Contact Mark Diulus – CD; iPhone: 412 779-0245, Mark's Hobby Warehouse (412) 687-2386; markshobby@aol.com;
Tony Hallo (724) 274-4164 ; tony.hallo365@gmail.com

A Message from the President

J&C Hobbies owners, Chuck and Betty Pusateri have retired and closed their shop. I am one who will miss them very much. No longer will we be able to run to their shop and get that one part we need to get a brand new or repaired plane in the air.

While scratch building a plane, we will have to plan for all contingencies when ordering from a mail order shop, to get all supplies needed, and wait days for delivery, if in stock, weeks if not. Convenience and knowledgeable help are now gone. Yes those who are close to Tailspin Hobbies can still run there for something, but it is a half hour drive for me, I will have to make sure they have what I need by calling first.

I can remember going to Chucks home back in the 80s to buy a transmitter and receiver and servos set, it was the first thing I purchased from Chuck. Since then I have purchased many other items, from engines, kits, radio sets, glow plugs, glue, coverings, fuel, you name it I bought it at J&C Hobbies.

I would go to the store to buy something which should take me 15 minutes and I would spend a lot more time just standing and talking to Chuck back in his office. I would talk to Chuck and Betty and their staff about the RC hobby, both electric and fuel based. Over the years a lot of knowledge was extracted during those talks.

They and their staff were always friendly. I would walk into the store and everyone would Say "Hi Walt, how are you". Their Golden Retrievers would greet you for a pat on the head, sometimes carrying something from the shelf in their mouth, like a good salesperson. First it was JC, and most recently Jancee.

The Murrysville Area Radio Control Society club members wish Chuck and Betty a long and happy retirement. We thank you for the many years serving the hobby in the area.

Note: There is a nice article regarding J&C Hobbies written by Joyce Hanz in the April 13, 2017 issue of the Penn Hill Progress as well as other local issues of Tribune Review publications.

Walter R. Greene, President

Location of Downes Field:

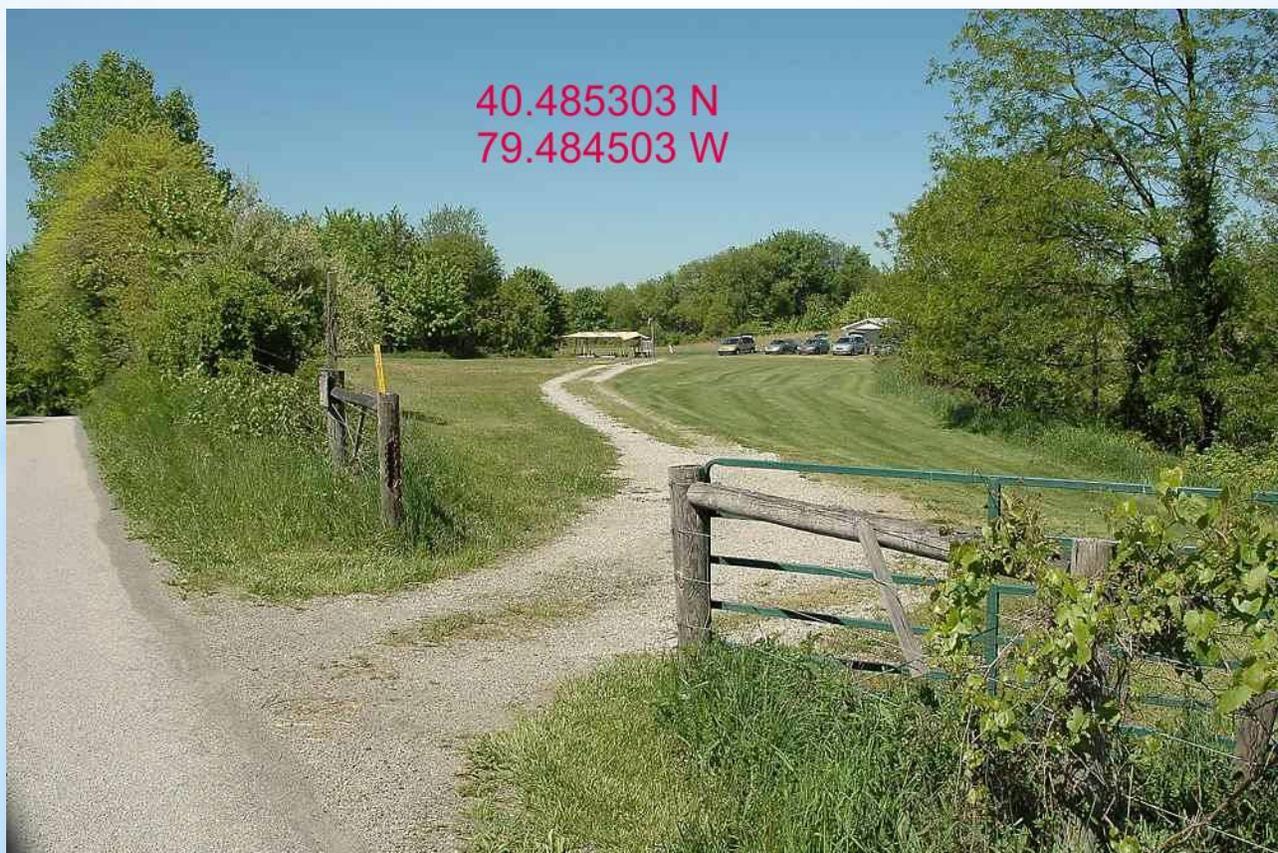
Our flying field is a full-scale private airport, where we're allowed to fly our planes with permission of Dennis Downes, the owner.

In our Flying Rules, you will find some special protocols needed to ensure your safety and most importantly, the safety of any full-scale aircraft which might be using the field or making a low pass over the field.

Parking is in the area just inside the gate. Ridge Road runs SSW to NNE roughly parallel to the grass runway. Model flying may be taking place from either side of the runway, depending on time of day. **Driving across the runway is prohibited.**

Should the pilots and flight stations be located across the runway (west side), it is important to wait until waved across. These model aircraft may be flying low at speeds ranging from 25 mph to over 100 mph. The pilots will be concentrating on the planes, and most likely will not see you. Crossing without permission leads to the possibility of being hit by a low-flying plane and must be avoided.

Below is a view of the gate off Ridge Road facing west along with the geographic coordinates.



MARCS FLYING FIELD RULES:

**DRIVING MOTOR VEHICLES OF ANY KIND ON THE RUNWAY IS FORBIDDEN.
VIOLATORS SHALL HAVE THEIR MEMBERSHIPS PERMANENTLY SUSPENDED.**

FLYING FIELD BOUNDARIES

- No flying East of Ridge Road
- No flying west of tree line (Visible as you look over the hill West of runway) except beyond the North end of the runway.
- No flying over Route 286.
- No flying behind the West flight line on Sunday except beyond the North end of the runway.

FLIGHT LINE USE

- SUNDAY - West flight line all day.
- OTHER DAYS - Flight line least affected by sun location
- West flight line after 4:00 P.M.

FLIGHT TIMES

- SUNDAY - 12:00 Noon until dark.
- OTHER DAYS - 10:00 A.M. until dark.
- FOR QUIET ELECTRIC PARK FLYERS OR UNPOWERED AIRCRAFT ONLY: Permitted Flying Hours - 8:00 A.M. until dark, seven days a week.

FULL SCALE AIRCRAFT OPERATIONS ALWAYS HAVE PRIORITY.

1. Full-Scale Takeoff

1. The field owner's Super Cub & other ultra-light aircraft are flown from the field. Before takeoff, they will taxi to the top of the hill (at the center of the runway), turn perpendicular to the runway and rev the engine.
2. **It is important to wave to them** to acknowledge that we are aware of their impending takeoff.
3. They will then taxi back to the South end of the field to prepare for takeoff.
4. **All model pilots flying at the time must land immediately.** There will be time to do so after the full-scale plane taxis away from the top of the hill.

2. Full-Scale Landing

1. Before landing at the field, either of the planes hangared there will make a pass over the runway at traffic altitude heading perpendicular to the runway above the windsock at the top of the hill.
2. **Again we should wave to them** to acknowledge that we are aware of their impending landing.
3. They will then turn on to their downwind leg on the easterly side of the runway and land from the northern end.
4. **All model pilots flying at the time must land immediately.** The landing pattern is long enough to provide adequate time to do so.

3. Transient Aircraft

1. We fly on a full-scale airfield, and occasionally experience traffic from full-scale planes at low altitudes.
2. It is very important to be alert for full-scale aircraft landing, taking off or making passes over the field.
3. **Any member, seeing a full-scale aircraft in the vicinity of the field, is to immediately alert all model pilots.** He should indicate the location and direction of the incoming aircraft and indicate any immediate action the model fliers should take.
4. **All model pilots must give right-of-way and avoid flying in the proximity of full-scale aircraft.**
5. **All model pilots flying at the time should land at the earliest safe opportunity.**

4. FREQUENCY CONTROL

1. Transmitters must be placed in the transmitter impound upon arrival at the field.
2. Transmitter may not be turned on without removing the green pin corresponding to the transmitting frequency and affixing it to the transmitter.
3. To fly, a pilot must possess both the green frequency pin and a red fly pin.
4. Frequency pin and fly pin must be returned to the frequency control board and transmitter placed back in the impound when not in use.

5. OTHER

1. Do not leave any garbage at the field or place garbage in the flight shack stove.