



*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.

June's Monthly Meeting

REMEMBER, this month's meeting location is again at the flying field. 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! Here are a few photos from last month's meeting at the field. Lets hope the weather is much better on Thursday.



Flying Events in the Area This Summer

A member of the Laurel Highlands Club sent me a list of flying events in our tristate area and beyond. Please see the attached PDF for information for these events.

Next Monthly Meeting

When: **June 13th, 2019 @ 7:30 pm**

Where: **Saltsburg Flying Field**

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

**“Who Is Your Wingman?”
A Guide For Pilots New To The RC Hobby
By
I. William Goldfarb, M.D.**

Simply put, learning to build and fly RC planes is tough and not the place for the easily frustrated or faint of heart. That said, if you can get past the angst and the flight jitters it's great fun and as one progresses there is a real sense of accomplishment. I am a surgeon by training and as such am used to technical considerations, working with a variety of “tools” and the drama associated with the operating room. You would think that my career choice would have adequately prepared me for the challenges I would face as I entered my retirement focused on spending less time on the golf course and more time building and flying model planes. But you would be wrong!

The RC hobby challenges you right from the start. And the challenges escalate the more you progress. It's all learnable and doable but as they say, “you need the right tools”. But the one essential piece of equipment you need is a wingman.

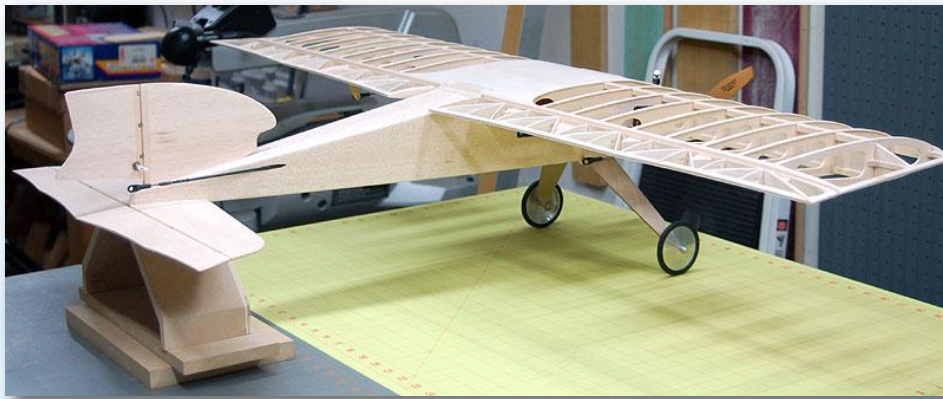


Oh, you can join a club and go to the flying field and find somebody to help you learn to fly. Somebody who meets you from time to time and works with you on the fundamentals of flying a pattern and setting up approaches and maybe even spends time with you on the buddy box system. But to be honest, while that will certainly be helpful it's just not enough. It's like going to the field with a slot screwdriver without taking along a Phillips head or only taking one prop or forgetting to bring CA or epoxy. The right wingman is an invaluable resource. Now here's the catch. It's a resource that can be really hard to find. A wingman is knowledgeable and by knowledgeable I don't mean just when it comes to the flying. I mean knowledgeable about all aspects of the hobby. But most importantly he, or she, must have the patience of Job! I can't emphasize this critical requirement enough. At retirement age I found that it takes me a little longer to learn and master something than it did when I was younger. Coupled with that there is the steep learning curve that is inherently associated with all things RC. Put the two together and you can easily understand why I emphasize the importance of patience in a wingman. So how did I find mine?

April 17th Fly :

For me it all started on a wintery Saturday afternoon when I strolled into a local hobby shop to explore entry into the RC hobby. Like most retiring baby-boomers I had built plastic models as a kid and also played around with small control line models powered by Cox engines. To be honest, I built a lot but seldom flew. Now, almost 60 years later I was ready to take the plunge. I had read a few magazines and spent time on the internet, all of which suggested that the first step was a trip to my local hobby shop. I had a million questions: what's the best beginner plane;

should I go electric or glow; what's an ARF and how much work is it to build one; which club should I join to learn to fly; and on and on. The shop was crowded and the staff was busy so I just wandered around looking dazed. And then a guy stepped up and asked me if he could be of any help. He didn't work there, he was just a regular. Not only did he stop me from wasting money by telling me that I first needed to spend the winter working on a simulator but he also introduced me to a great bunch of guys who had formed a small flying club not too far from my house. I joined the club, worked on the simulator all winter and then in the Spring he met me at the hobby shop and helped me pick out everything I would need to get started, including a complete set of ancillary things like tools, battery chargers, field kits, small building parts, etc. Today my workshop is over-run with things I never knew I needed but now couldn't do without.



Like everyone in this hobby what started out as a nice neat work area is now over-run with every size and type of screw, connector, metric tools, standard tools, electronics, soldering stuff, coverings, props of all sizes, fuel tanks, etc. It's all important stuff that I know I need but the one essential, indispensable piece of equipment, on and off the field, is him. I was lucky. I found someone to take me, forgive the pun, under his wing. He spent hours with me on the buddy box as I struggled to learn aileron and rudder turns and how to make a landing approach and "fly the plane to the ground". Even more hours were spent learning how to set up and trim a plane and to program the transmitter. Since then he and the other members of the club have spent countless additional hours honing my flying skills and teaching me about all the peripheral but essential aspects of the hobby. One of the guys taught me to cover. Another taught me some neat building techniques like hinging and using a magnetic board to build a kit model. I've grown a lot in this hobby over the past two years but I still rely heavily on my wingman. He fields a never-ending stream of phone calls when I encounter some building barrier or technical issue with my transmitter. But I know I have made real progress because I now feel confident enough to go to the field and fly even when I know he will not be there. It's almost like I have graduated. But, just like those WWII fighter jocks used to say: "You never leave your wingman".