



The Exhaust Port

AMA Charter #1384

<http://members.cox.net/westlakerc/>

ED170R: Dave Cook

November 2009

Officers:

President:

Ted Kolozsvary
(440) 353-3549

Secretary:

David Cook
27729 Marquette Blvd.
North Olmsted, OH 44070
(440) 777-1169

Treasurer:

Robert Piskura Jr.
5982 Columbia Rd.
North Olmsted, OH 44070

Calendar:

December **4th** (Friday)
Club meeting 7:00PM
Avon Community Cabin

January 1 (Friday)
New Year Fun Fly
Avon Field

February 19 (Friday)
Club meeting 7:00PM
Avon Community Cabin

April 9-11
[Toledo Exposition](#)
Toledo Ohio

Dues are due:

The new dues for the 2009 season are \$70. Normally dues are due by the end of November. A note to remind those who haven't re-upped have been included in your news letter mailing. If you are coming to the December meeting, then you can pay there. As usual we

will have the laminator there and for an additional 50 cents you can laminate your card. Make sure you have your new AMA card or copy of it when you pay your dues.

Club Meeting:

The next regular club meeting will be on Friday December 5 at the Avon-Lions Community Cabin. The agenda will include election of officers. The President is up for election every year and this year is the secretary's year for selection.

The incumbent President **Ted Kolozsvary** is running for re-election and the challenger is **Alex Morley** for secretary the incumbent is **Dave Cook**, and the challenger is **Rob Morley**.

The ballots have been mailed out in this November news letter and can be mailed back to the Treasurer with you dues or you can bring them with you to the December meeting.

Directions to the community cabin are on the [club web site](#).

The program for the next meeting several club members will be presenting different ways to improve the accuracy of you setup. Rich and Chance will demonstrate ways to setup a helicopter for best results. Dave Cook will offer some tips on the setup of fixed wing aircraft for good results.

For the next meeting the president has asked that members come prepared with ideas for activities or programs for the coming year. Over the past several years we may have

become complacent because of our field situations. Several years ago we had a series of active club activities. Even when we had only the Avon field we managed to put on several fun flies a year. We still have the annual New Years Day Fun Fly, but we haven't been able to hold too many activities because of the growth and development of the surrounding area.

Now it appears that we have a fairly stable relationship at the Harlan field we should consider planning some regular activities for larger aircraft and a larger membership participation.

At the last minuet **Mike Lenz** put out an email that called for a fun fly at the Harlan field. It looked like the weekend was going to be acceptable for flying, and thus a call to grab any plane and go. It turned out to be a big success. The lesson here is that to host an event is not such a big deal. You don't even have to be able to fly to be the CD of record. It is amazing how when you ask for help, most often it is offered with enthusiasm. Please consider offering you endorsement to a fun fly next season, and volunteer a date and theme and lets fly and have fun.

Rule Change:

There has been a request to change one of the rules in the club official rules list. Because we cannot erect permanent safety barricades on the active taxiway or runway we should amend the field rules to accommodate a safer operation of aircraft at the field. The rule change

should also be general enough to make sense at the Avon filed. Except in the case of emergency executive committee situations, the bylaws require a posting of any rule change in the news letter prior to a regular meeting. To this end the following modification to rule 10 will be discussed and voted on at the December meeting:

10. The pit area is for parking aircraft, starting, testing, and run up of engines. Aircraft must be adequately restrained whenever an engine is started, an electric motor is armed or connected to a battery, or a propeller or rotor is moving. During such activity, the aircraft nose must point toward the flying field, away from the pits and parking areas. Engine testing and adjustment may not exceed 15 minutes if others are waiting for the frequency pin. Aircraft may be taxied under physical control from the pit area to a designated flight blocks. During such activity, the aircraft nose must point toward the flying field, away from the pits and parking areas. After landing, aircraft may be taxied to the flight block, at which point engines and motors must be shut off. Taxiing into the pit area from the designated flight blocks is prohibited.

Swap Shop:

Thanks to **Mike Lenz** and the “Swap Shop Team” again for hosting the Fall Swap Shop. It appeared that it was a success. All of the tables were sold and we needed some extra room on the stages to accommodate all the items that were brought in to sell.

Thanks to all who helped! Club members like **Al Smith, Alex and Rob Morley, Tim Reardon, George Sarles** held the raffle, **Jim Kustala, Herb, and Bud Bornemann, Ray Doan, Rudder Bob** headed up the kitchen with. As usual we may have missed someone but thanks again to all who helped! **Bob Piskura Jr.**

will have a full accounting of the event at the next meeting.

Winter Flying:

For most practical reasons the Harlan field will be closed for the season. We will most likely be able to get back on the field in late May next year.

The Avon field will available to flying during the winter season. Put on the skies and go fly. I have use a kerosene space heater in the metal shed and it isn't too bad to spend some time warming up and then flying. You can get DuBro skies at the local hobby stores or make your own. There are several web sites that are helpful in the building of successful skis for snow.

If you are interested in keeping your fingers warm and still exercise them this winter the [Mentor RC](#) club also sponsors indoor flying at the dome in Chagrin Falls. Check out their web site and contact them to invite yourself to fly with them. There is a door charge to pay for the rental time but it is not unaffordable. The size of aircraft is limited because of indoor space. This is recommended as exercise better than using the TV remote for 6 months of hibernation.

Pylon Racing:

There is an effort being put forth by Fabio at the Suburban RC club to host a pylon racing series during the next flying season. The action right now is because there would be a need to purchase standard aircraft in order to compete.

Club 40 Racing, unlike other pylon racers, where they are so fast that's it gives you a headache just following few laps of it; it's based on a sport airframe with a .40 size engine.



Since the airframe and the power plant are very familiar to all the pilots, races are decided more from piloting skills, than hardware alone. Speeds are relatively mild, therefore passing your opponent, is accomplished by carefully manage your speed and flight lines, therefore creating a more competitive atmosphere, where all pilots from beginner to expert, are all playing on the same level field, creating exiting competition.

The cost to “get in the air” is somewhat reasonable, since the only two ARF sport planes allowed in the Club 40 category are around \$100, and a .40 size engine (OS or TT) are also very reasonable and most people have those lying around from our “trainer” days.

Also the plane is a very good all around spot flyer, so that the initial investment can be used in many ways besides pylon racing.

I hope that you'll consider this opportunity to enjoy a new fun and exciting side of our hobby, after all we can only do so many loops and rolls with our planes, and this would give us an extra excuse to get out of the house and maybe start a cordial Club racing rivalry.

Links:

[Club 40 official site](#)
[YouTube Video](#)
[YouTube Video](#)
[Club 40 Racing](#)
[ARF plane allowed](#)
[ARF plane allowed](#)

Currently there is a signup so that a mass order of aircraft can be made and flyers have time to complete the plane before the flying season. If you have any questions, please feel free to contact:

Fabio at club40racing@oh.rr.com
Home 440-748-3630
or Mark at mkanain@roadrunner.com