



# SMRCC

P. O. BOX 9512 SHAWNEE MISSION, KS 66201  
Visit our Web site at <http://smrcc.tripod.com/>

NEXT MEETING:

Thursday, April 10th, 2003

MEETING PLACE:

**Lenexa Community Center**

TIME:

Beginner's Corner 7:00 p.m. - 7:20 p.m.

General Meeting 7:30 p.m. - 9:00 p.m.

## SHAWNEE MISSION RADIO CONTROL CLUB

## APRIL 2003

### AMA CHARTER No. 312

**President**

Jim Overesch  
438-5866

**1st VP of Field Maintenance**

Rich Waeltermann

**2nd VP of Trainer Night**

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**Treasurer**

Sarah Thorup

**Secretary**

Mac Strader

**Video Librarian**

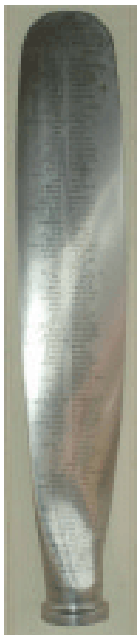
Mark Smith

**Historian**

Frank Haas

**Newsletter Editor**

Shane Sternecker



### From the President

First of all, I would like to ask everyone to join me in supporting our brave Soldiers, Marines, Airmen and Sailors serving in operation Iraqi Freedom and to pray for their safety and a quick end to the war so they may return home.

Thank you everyone who has renewed your club membership and paid your dues.

Your membership dues are very important to the club, along with our dues to the AMA; we have another payment due to the Shawnee Mission Park board as part of our loan repayment for the field. We also have to pay for grass seed, equipment, fuel for the tractor and mowers, and repairs to the runway etc. So, if you haven't done so, please send your renewal in as soon as possible.

Speaking of grass seed, Rich Waeltermann graded and seeded the area south of the runway, please stay off this area to let the new grass get a good start. Also with Rich's supervision, the runway was re-seeded with the park's tractor and seeder, lets all pray for rain (during the week days) and hopefully we will get a good grass runway to fly from.

This month beginners night starts and alas, we still do not have anyone to supervise on Tuesday nights, Again, you don't have to fly or train anyone, just be there to open up the shed, take care of the buddy boxes and the club trainer, and get everyone signed up and keep an orderly flow of students and instructors. Beginners night is one of the most important activities of the club as it the best way we can attract and maintain new members. Also, instructors are always needed and people to help check out newcomer's aircraft.

Remember, this is your club, and you get out of it what you put into it.

Thanks and keep'em flying!

Jim Overesch

### 2003 Dues are now payable

Please contact Sarah Thorup, Treasurer to arrange payment of you 2003 dues to SMRCC. Make sure to give a copy of your 2003 AMA Card and any updates for your e-mail or mailing address or phone number changes.

### Mailed Newsletters

Starting with last months newsletter, no newsletters will be mailed unless the dues of been paid. Mailing newsletters is a big expense to the club. All e-mailed newsletters will remain unaffected.

### Beginners Night

at the Shawnee Mission Radio Control Club Field. Starts *Tuesday April 8<sup>th</sup> 2003* - 5PM until Dark.

### VP of Training Night

This position still needs to be filled. The job entails working with the club volunteers so that we have someone on hand at 5 PM on Tuesday nights to sign folks in, keep track of who has flown, who is next and get the names of folks that solo.

There is also a need for **Volunteer Flight Line Mechanics and Volunteers Instructors.**

**From The Flight Line**

*By Rich Waeltermann VP of Dirt*

We've made some good progress this month on getting the Flight Line ready for the upcoming flying season. My thanks to Jim Overesch and the Shawnee Mission Park Grounds folks for their help.

We have completed the following seasonal work on the field:

Note: When you visit the field you will see we have cordoned off the West side of the Flight Line and the far West Taxiway. Please honor this partition of the field and make use of the two open Taxiways and the East side of the Flight Line to include the area east of the cyclone fence near the break in stand.

We have done some aerating, leveling and re-seeded the ground inside the cyclone fence and west of the concrete walkway to the impound rack.

The grassy area at the west end of the runway has been aerated and seeded as well as the grass runway north of our covered runway. I know its impossible to stay completely off of these areas but as much as possible we should try and target our landings and takeoffs for the covered runway so that the new seed gets a chance to come up and set before being to heavily walked on.

There was 150 pounds of seed spread over these areas and if we get normal Spring rains towards the end of April we should be able to re-open these areas and have a nice stand of grass to work off of.

Somehow we think there was a growth accelerant that found its way onto the entire grassy area of the field which will probably help green things up.

We made some repairs to the safety fence and I think I'd like to replace it given all the nylon ties that are currently holding it together.

The straw that had been sitting behind the Pavilion is now being used to help stop erosion in the ditch at the west end of our field. I thought we might be able to use it to cover the newly seeded areas but when I tried to spread some of it I found most of it was turning to dirt.

The storage area is being gone through and cleaned up, inventoried for useful things all other "stuff" is being routed to the trash can.

The signs we had made last year (no spectators beyond this point and lost and found) have been put up in appropriate locations.

While talking with the Park Grounds Manager about getting our sign made telling folks about our Beginners Night (starts up this year on the 8<sup>th</sup> of April) he said he is holding off on making any "new" signs pending a state wide study on park sign standards. Meanwhile, I'm going to look into having a fabric banner made up that we can place on the cyclone fence adjacent to the Spectators bleachers.

We are going to need a few volunteers to sign up to help with the various recurring grounds work that have to happen during the Spring, Summer and into Fall i.e. Grass Cutting, Trimming and general maintenance.

Last year with the drought the amount of effort was relatively light since the grass wasn't growing. I'd like to get a list of folks that can contribute a few hours every couple of weeks to help with this work. The more we have volunteer the easier it will be for all of us. From that list and given the preference for timing that I get from the Volunteers I'll set up a schedule for Grounds Maintenance. Anyone wanting to help with this should send me a note ([waelterr@direcway.com](mailto:waelterr@direcway.com) or call 913-682-9018) letting me know when they can be available etc. We'll all get together one day soon and go over the operation of the mowers and things and make sure those that need access to the tools shed have them.

I think that about covers it for now. I'm looking forward to seeing the fresh new grass and opening those parts of the field that we have just worked on as soon as possible. Again please help us by not crossing into the areas we have marked off.

See you all on the field have a great Spring season and fly SAFELY.

Rich

## Some Things to Keep in Mind as the New Flying Season Opens and Tips for Our Beginners

*By Rich Waeltermann*

Yes the 2003 Training Season is here! For those that are reading this and ended the 2002 training season still wanting to acquire the elusive SOLO PIN we have yours reserved for you. We look forward to working with you to give you the confidence to takeoff, fly and land your first plane safely.

For those "Old Timers" there is a reminder here for all of us as well! Although I'm sure we've all taken advantage of the mild winter months and got a few hops in but, if you're like me your prize aircraft stayed in the hanger during the off season or you have all those winter projects ready to bust out with Spring.

The intent of this article is to remind everyone of a few things we tend to forget between seasons. It's also intended to give our newcomers to the hobby a little insight as to what they will need to be ready for on their first and every other visit to our flight line.

**"SAFETY is our first focus ALWAYS". The personal safety of all that are present at our field Pilots and Spectators alike is the highest priority whenever we fly. The first step in insuring a safe flight line is to observe the posted field rules. You can review these rules before you come to the field on our Web Page at <http://smrcc.tripod.com/FieldRules.html>**

- Every aircraft that is being flown for the first time must go through our 18 point safety (included at the end of this article) before a new flyer will be allowed to fly it. We also ask our instructors to test fly the new aircraft prior to hooking up a buddy box to insure the plane is stable and to trim it properly. All "NEW" aircraft should be safety checked by its pilot or an experienced flyer before it is flown the first time.
- When starting and adjusting your engine always work from behind the plane and KEEP YOUR HANDS AND FINGERS AWAY from the prop.
- Always have someone holding the airplane whenever the engine is running in the pit area. DO NOT start your engine and then release your plane for any reason no matter how slow the idle might be set to...
- When carrying your plane to the taxiway always be alert to others around you.

These are just a few of the things we need to keep in mind but, it is especially important during our training session when there are typically 6 to 20 new flyers at the field on any given night.

I hope everyone has a SAFE and FUN 2003 flying season. Look forward to flying with all of you.

## CLASSIFIEDS

### **I have been asked to bring back the classified section in the newsletter...**

For Sale, Sig Kavalier, built up kit by me, like new, flown only twice. Includes mounted Tower 40 ABC engine with four tanks of fuel thru it, two on test stand and two in flight, \$125.00 (firm) drop in your radio and go. Will include four mounted servos for \$40.00 extra. Call or see Bill Johns (913) 631 6926.

Have something to sell? All Ads will be run only for the newsletter they are submitted for. Place your ad here for free by submitting them via e-mail to Shane Sternecker, [ssternecker@kc.rr.com](mailto:ssternecker@kc.rr.com). All Ads need to be submitted 1 week prior to the club meeting or they will not make it in until the next newsletter. The deadline for entries in the next newsletter is **May 1st., 2003**

## **To Get Started you'll need:**

(Extracted from the SMRCC Training Night Handout)

Proof of AMA Membership is required (proof of insurance) whenever we fly. Bring your AMA card or the receipt for purchase of your AMA membership given to you by the hobby shop.

Membership in the SMRCC is "highly" recommended (New members can sign up at the field). Due to the limited number of "Volunteer" club instructors and the large turnout for training preference to club members will prevail during schedule training times.

Suitable training plane normally referred to as a "trainer". These planes generally have large flat bottom wings with noticeable dihedral (both wing tips are higher than the center section).

The recommended size is a "40 Size" which refers to the displacement of the engine. Smaller planes are more difficult to make out at any distance and larger planes can be unwieldy for beginners.

A radio system specifically designed for the Aircraft Frequency 72MHz is "required" and preferably with at least 4 channels. This allows remote control of ailerons, elevator, throttle and rudder.

The engine on your trainer must be broken in. Follow the break in procedures in the instruction manual. Our instructors will assist you with this but; we typically recommend that at least 3 tanks of fuel are used before the plane is flown. So you may not get to fly the first night if engine break in is not already accomplished.

Correct propeller size. Most .40 size engines recommend a 10 X 6 prop for break in and that is what most hobby shops sell people, but for actual flying, an 11 X 4 prop for .40 engines or an 11 X 5 prop for .45-46 engines reduces speed, increases thrust and makes take offs and landings much easier.

*(Note: When purchasing your first plane let your hobby shop know that it is your first plane and they will help you select a Trainer, Radio, Engine and needed accessories. Many of the Trainers come as Almost Ready To Fly which will minimize the amount of time needed to get the plane ready for that first flight. If you're visiting our field talk to our members they will be happy to offer their suggestions.*

## **Flight line Accessories:**

1. Glow fuel with 10% Nitro content and 20% oil (castor-synthetic blends, etc.).
2. A fuel pump, manual or electric to fill and empty your fuel tank.
3. Two glow plugs designed for the engine on your plane (one in your engine and a spare)
4. A fully charged (12 hours) glow-plug starter to energize the glow-plug during initial startup.
5. An engine starter this can be as simple as a "chicken stick" to flip start the engine or an electric starter which requires a starter and a 12 volt battery.
6. A tote to carry all the accessories. This can be a simple box all the way up to a fully assembled commercial flight line tote box.
7. At least one extra prop suitable for the engine on the plane.
8. Adequate sunglasses since the field orientation and the training times during the summer months will have a good portion of the flight path directly into the sun.
9. A brimmed hat of some kind to shade your eyes when flying.

### Checklist for Arriving at the Field for Training:

- **MANDATORY** AMA Membership card or proof of purchase from local hobby shop.
- Trainer with all necessary accessories to assemble it at the field i.e. rubber bands, nylon wing bolts, etc. (*note the engine must be broken in correctly to preserve its life and ensure proper reliability in the air. This requires a minimum of 3 tanks of fuel be run through the engine on the ground prior to the first flight. This process alone can take up to an hour and a half so please plan accordingly*)
- Fully charged transmitter and receiver. The ni-cad batteries in most systems require at least a 14 hour initial charge to “set the batteries” and should be charged overnight the evening before arriving at the field to fly.
- Fully charged glow igniter.
- Fuel pump or method to fuel and de-fuel your plane.
- Starter (manual or electric)
- Extra Propeller. (*note: all edges of your prop must have their edges sanded “lightly” to a “dull edge”. They come from the factory with extremely sharp edges which can be very hazardous*)
- Extra glow-plug.
- Paper towels and a cleaning solution such as Windex™ or other “ammonia free” cleaners to clean the plane after practice. Glow-engines do not burn oil in the fuel it comes out the exhaust and generally lands on the wings and other surfaces of your plane.
- Water to drink. (During the summer months it is very hot and there are no facilities at the field for water.) The SMRRC membership does maintain a toilet facility at the field.

### SMRCC Pre Flight Checklist

*The following items have been checked off as “flight ready” or comments have been added indicating the necessary corrective action needed for this plane to be certified as “flight ready”.*

*NOTE: Although this checklist was designed to insure beginning fliers have a safe and “flight ready” plane it is highly recommended that “any” new plane is checked in this same manner prior to its first flight.*

1. Overall structures fastened securely and covering is adequate?  
Yes \_\_\_ Action needed to correct \_\_\_\_\_
2. Engine mounted securely, spinner, prop (sharp edges removed) correct for displacement of the engine used?  
Yes \_\_\_ Action needed to correct \_\_\_\_\_
3. Fuel tank and lines installed correctly?  
Yes \_\_\_ Action needed to correct \_\_\_\_\_
4. Servos mounted correctly?  
Yes \_\_\_ Action needed to correct \_\_\_\_\_
5. Radio receiver and battery mounted properly, antenna mounted correctly?  
Yes \_\_\_ Action needed to correct \_\_\_\_\_
6. Switch harness installed correctly?  
Yes \_\_\_ Action needed to correct \_\_\_\_\_
7. Range check confirms radio operation?  
Yes \_\_\_ Action needed to correct \_\_\_\_\_
8. Transmitter trim controls set to mid or zero condition  
Yes \_\_\_ Action needed to correct \_\_\_\_\_
18. Adequate identification “inside plane” properly identified according to AMA requirements?  
Yes \_\_\_ Action needed to correct \_\_\_\_\_

Additional comments by Flight line Mechanic \_\_\_\_\_

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I certify that this plane has passed the necessary preliminary checks and is ready for test flight and training instruction.

Signed \_\_\_\_\_ Date: \_\_\_\_\_

As the owner of the plane I agree to maintain this plane at the same condition it is in throughout my training period. If any changes or modifications are made during repairs or otherwise I agree to have the plane “re-certified” before proceeding with my training.

Signed \_\_\_\_\_ Date: \_\_\_\_\_

## Let's Talk Basics and Beyond

By Rich Waeltermann

By no means am I the authority on this subject of basics or even beyond for that matter except that I am like many out there constantly trying to improve how I fly and how my airplane looks in the air.

Let's assume we've recently solo'd and have taken the advise of our instructor on that cord breaking flight. Remember he or she said "now spend time practicing those take off and landings, remember to set up your approach consistently for them and fly the same pattern on each approach". Well we think we've mastered that part and are ready to move on to something more challenging (If your not there yet keep working on those landings and takeoffs and hold on to this for future practices). We takeoff gain altitude and do our first loop, our first roll, maybe a half reverse Cuban eight or some other dogfight maneuver we've been itching to try. Yes, we've cheated a little while practicing our takeoffs and landings and spent some time in the air "jerking the stick around". WOW! I didn't know my trainer could do that or OOPS! I wonder if I can do that again? The plane is doing things that no one would have imagined and yep your behind the controls (NOTE I didn't say "in control").

So lets talk about being in control of our plane, I mean real control where the plane is doing exactly what you want it to do exactly where you want it to. Is everyone with me now?

This article will hopefully be a series (would like to hear from all of you if you think this is worthwhile) where we can focus from month to month on getting control of our planes. Practicing a given maneuver and slowly build on our ability to perform precision Aerobatics. Not to take the fun out of flying but to periodically put some precision into the fun.

My references for these articles are going to be:

- The IMAC Scale Aerobatics Official Flying and Judging Guide
- The IMAC Contest Sequence Criteria 2002 Basic Known Sequences
- The Federation Aeronautique Internationale (FAI) Aresti Aerobatic Catalogue
- Radio control Aerobatics For Everyone by Dave Patrick

So where do we start? Even the most experienced fliers are continually focusing on the basics those being line, position and symmetry. All quality precision flying revolves around these three basics.

**The line:** This seems pretty straight forward and simple "fly a straight line". No bobbles, dips or other imperfections just a straight line.

The pattern for this month is just that a Straight and Level Line. To make sure we don't get bored add a Humpty Bump on each end of the line. Here's the objective for grading purposes:

Using our own field as a reference draw a line parallel to the runway at the edge of the tree line roughly 75 to 100 feet above the trees (pick your own comfort level "mistake level" for this) starting at the west end going east to where the trees make a 90 degree turn towards the road this is our "box".

Draw an imaginary line in the sky where you intend to fly your line. Now fly that line consistently and precisely as you see it in your mind. Sounds easy doesn't it? The first thing you should find is that your approach to the line is critical. In order to hit the line consistently your approach to it (like your landings) has to be constant.

Initially I would treat the line like you do the runway when landing. At either end of the line draw an imaginary hoop on the approach to the line. Fly through the hoop onto the line. Oh by the way the line is bi-directional fly it straight and level east to west and then west to east the pattern is complete at the end of the second pass across the line.

Oh I said a **Humpty Bump** at either end didn't I? Again, initially I would fly flat turns on either end of the box and line up my approach the same as I do my landings just 75 to 100 feet off the runway and over the trees as mentioned earlier.

**Let's Talk Basics and Beyond (cont)**

Once your comfortable with that try adding the Humpty Bump at the end of each line. What is it well here you go "Maneuver #2" of the Known Sequence in the IMAC 2002 Basic Known Sequence Event. "Humpty Bump"; a vertical up line, ½ inside loop over the top, ½ roll on vertical (remember to backoff the throttle on the downside of any maneuver) down line. Exit upright.

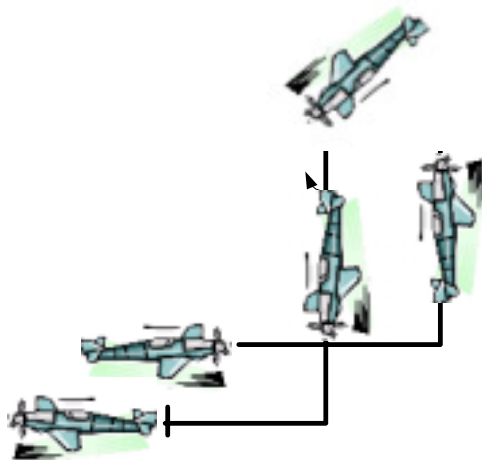


Figure 1 Humpty Bump

As I write this I'm going to be out there practicing this myself so lets see how it goes but, I think we can get this done still flying our trainers if that's what we have to fly or for those that want real precision a 40 size pattern plane like the Hanger 9 Aresti or Great Planes Venus are both good 40 size Pattern Planes (don't go out and buy a new plane for this unless you need an excuse to do it) most any plane should be able to do these maneuvers and we'll take into consideration the plane when judging. Oh yeah! I thought maybe during our Spring and Summer meetings we might have a short contest for those that are interested and show everyone how we are doing?

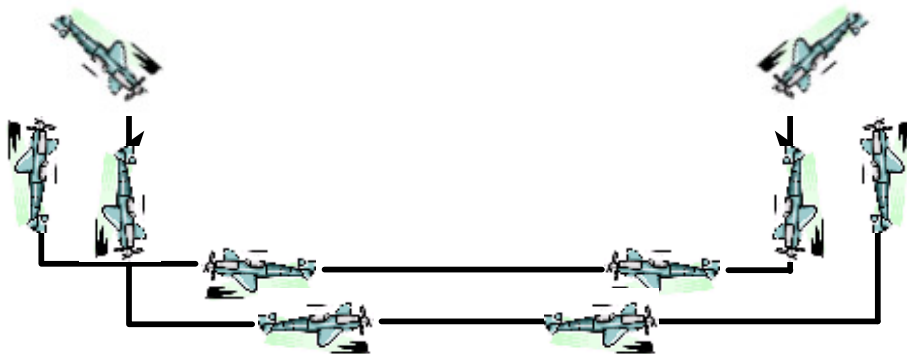


Figure 2 April's Pattern of the Month

### Video Library

The following videos are available from the video library. If you are interesting in viewing any of these, please let Mark Smith ([marksmith@everestkc.net](mailto:marksmith@everestkc.net)) know and he will bring them to the next meeting. All that is required is a \$5 deposit which is refunded upon return of the tape.

**Product Reviews:**

Profile Hots  
Gee Bee  
Clancy Aviation, Lazy/Super Bee

**New Flyer Videos:**

Ticket to Fly  
Basics of Flight  
Panache-engines, flight training

**AMA Videos:**

Pioneers  
Marvelous Minatures  
1996 NATS  
AMA Today  
Celebration of Eagles

**Hansen Scale Aviation Videos:**

Intro various Scale meets  
Vol 15  
Vol 24  
Vol 27  
Vol 30  
Vol 35  
On the Edge

**How To Tapes:**

Dave Platt Black Art-Fiberglass  
Dave Platt Black Art-Weathering  
Scratch this  
ACE video on Common Sense FAQ  
Vacum Bagging  
Fiberglassing  
ModelSport about engines Vol 1  
ModelSport about engines Vol 3  
ACE video on Electric flight  
Astro Flight on Electrics  
Battery Basics-Tom Runge  
Building with foam  
Basics of fiberglassing  
Endless lift-Ultimate Soaring

**SMRCC/Local Videos:**

2/95 ACE R/C meeting  
10/31/99 Grand Opening field  
Construction of field  
1995 Mall show  
1996 Freeze Fly  
1998 Barnstormer fly-in  
Memorial Day fly-in  
6/95 Forrest Brown Heli demo  
5/98 build it/fly it contest

**Misc Movies:**

Blue Max  
Reaching for Skies1-2  
Reaching for Skies3-4  
Lindbergh Great Race  
R/C Plane Crashes  
Pulsejets in Action  
Madera 1994

**Pattern Videos:**

Wring it out-Vol 1  
Wring it out-Vol 2  
TOC 16th Annual  
1997 Top Gun  
Reno Air races  
EAA 2000 airshow  
EAA 1997 airshow

**RC Video Magazine:**

RC Video Magazine Vol 1-16

**SMRCC March Members Meeting**

**CALL to ORDER:** 7:25PM by President Jim Overesch. The meeting was held at the Lenexa National Guard Armory.

**INTRODUCTION of GUESTS and NEW MEMBERS:** None present.

**FEBRUARY MINUTES:** January and February Minutes were approved as reported.

**TREASURERS REPORT:** Sarah was not present. Jim Overesch presented the treasures report and was approved as reported.

**OLD BUSINESS:** Rich and Jim are still working on signs for the field. They are going to have the park make several wood signs for spectators in reference to Training and field rules.

**NEW BUSINESS:** Congratulations to Shane Sternecker for a good job on the Newsletter. This is Shane's first one of 2003 and was commended for a job well done.

Jim Overesch is still looking for a volunteer to take the job of VP of training night. The job entails being there on Tuesday evenings to support the instructors and make sure students have the required AMA, airworthy trainer and buddy box approved transmitter.

Mac Strader reported that the flying field impound sustained a little hail damage from Tuesdays hail storm. There were 3 (three) frequency numbers broken and the rain gauge had fallen from the mounting.

There was a surprise birthday party for Leroy Raines before the meeting started. Leroy was determined to be at the club meeting on his 70th birthday so his daughter made arrangements to surprise him at the meeting. There were 20 family members present. Cake and ice-cream was served and a good time was had by all.

**MODEL of the MONTH:**

- 1) Leroy Raines showed his Dyanflight Fly Baby. Powered by a Supertigre 90 2-stroke engine. JR radio, 5 servos, 84" wingspan and weighs in at 10 pounds 9 ounces. Covered in red white and blue monocote.
- 2) Ron Frenzel showed his House of Balsa ME-109, It weighed in at 27oz powered by a Norvel .074. It has 4 micro servos.
- 3) Larry Laird brought his RCM trainer covered in monocote powered by a OS FS .60 engine. It weighed in at 6 Lbs 4 oz's.
- 4) Rich Waeltermann showed his World Hobbys P-40 ARF. Its powered by a Saito 72 4-stroke, Tru-Turn Spinner with a 3 blade prop. The radio is a Hi-Tech with 5 servos: Mechanical retracts, on board glow and weighed in at 7 and 1/2 Lbs.
- 5) Shane Sternecker showed his custom SPAD in Blue and White - Its powered by a OS 40 and 4 servos. Hi-Tech radio gear. He has used this plane as a platform for recording flight video.

Winner was Leroy Raines with his Fly Baby.

**MEETING ADJOURNMENT:** The meeting was adjourned at 8:35pm

**Pictures of the Models shown at the March Club Meeting**

Leroy Raines



Ron Frenzel



Larry Laird



**Pictures of the Models shown at the March Club Meeting (cont)**

Rich Waeltermann



Shane Sternecker



**Leroy Raines Birthday Party**



**Editor's Corner***By Shane Sternecker*

Well, this is my second newsletter, and hopefully I am getting better at this. If I have missed anyone, or you didn't get last month's newsletter, I apologize. Please e-mail me your current e-mail address or call me (913-851-2077) with your updated information so I can make sure you get the newsletter the next time! I am really trying to make the best effort in getting the newsletter to everyone.

This month's article is jam packed with lots of good content. You can tell things are going right when you have a hard time trying to find space in the newsletter! Even though this newsletter had quite a bit of items in it, I still feel we are not getting enough contribution from everyone. I am still looking for any feedback or ideas to make this newsletter better and better. We really need to have more articles, tips or tricks, pictures, or anything else that would be relative or interesting to fill in some of the gaps. We can't leave everything to Rich. Please send anything you feel might contribute to the newsletter to me via e-mail, Shane Sternecker - ssternecker@kc.rr.com.

Shane

## CALENDAR OF EVENTS

**Tues, April 8th, 2003** - First beginner's night of the season - 5pm to dark at the field

**Thurs, April 10th, 2003** - SMRCC Club Meeting - Lenexa Community Center - 7pm

**Sat, April 12th, 2003** - DeSoto Indoor Fly-in

**Sun, April 13th, 2003** - Paola Kansas - Just south of Kansas City "Get your Float Planes Ready"

Don't miss this one. For the 4th year in a row, SMRCC is hosting its annual Float Fly in Paola KS. See our Web Site for all the details:

Pilot's meeting and flying will begin at 9:00AM and we'll fly until we're all wet or run out of fuel! Merchandise to be given away. Entry fee is

\$10.00. Contact David Bowles at 913/683-8025 if you need additional info.

**Tues, April 15th, 2003** - Beginner's Night - 5pm to dark at the field

**Tues, April 22nd, 2003** - Beginner's Night - 5pm to dark at the field

**Fri, April 25th through Sun, April 27th, 2003** - Wichita, KS (C) 7<sup>th</sup> Air Capital Helicopter Fun Fly. Site: Lake Afton County Park Aerodrome. Robin Cowley CD, 3701 S Howe Wichita KS 67215 PH:316-529-1627 e-mail [rcowley@cox.net](mailto:rcowley@cox.net) . Sponsor: WICHITA RADIO CONTROL CLUB

**Sat, April 26th, 2003** - DeSoto Indoor Fly-in

**Sat, April 26th, 2003 and Sun, April 27th, 2003** - Wellington, KS (C) RC Float Fly. Site: Wellington Lake. Email [wharader@sutv.com](mailto:wharader@sutv.com) for more info. \$10 splash fee. Sponsor: TRI CITY MODELAIRES CLUB

**Sat, April 26th, 2003** - Lee's Summit, MO (C) Spring Fling. Site: Lake Jacomo Flying Field. Fly in for any size plane, no helicopters. Instructors, buddy boxes will be available. Safety inspection required. \$7 landing tee. hourly cash prizes. Choice of grass or 40x500' paved runway. Sponsor: 49TH JUMBO SQUADRON

**Tues, April 29th, 2003** - Beginner's Night - 5pm to dark at the field

SHAWNEE MISSION R/C CLUB  
P.O. BOX 9512  
SHAWNEE MISSION, KS 66201



FIRST CLASS MAIL

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**April 2003:**

**Next Meeting** at the *Lenexa Community Center*

Thursday, April 10th 7:30 - Adjournment.

**Beginner's Corner** will be held from 7:00-7:20 p.m. Thursday, April 10th  
at the Lenexa Community Center, Senior Building,.

Join us for some great tips and learning!!

**Visit the Club's website**, sponsored by Mac Strader.

Photos, Event Info, Links and Club Newsletters are available online.

Make it a point to visit this site, it looks great!! <http://smrcc.tripod.com/>