

Sun Parlor R/C Flyers

Member
of
M.A.A.C.

The Emitter

Windsor, Ontario

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May 2012

Editor - Dave Murray

(Covers club activities and news for Apr 2012)

The next meeting will take place at the Windsor Flying Club at
7:30 PM, Monday, May 14th.

Views expressed in the editorial section of our newsletter the Emitter; do not necessarily represent the views of the executive. Editorial comment is strictly the opinion of the author. Any member in good standing is welcome to contribute to our newsletter in any way and editorials will be published from signed submissions.

Presidents Report - May 2011

Gentlemen;

We are well on our way to a full season of flying. Kosay is doing a great job in getting our field cut with our new equipment. We still need to do a day of work at the field as the weather did not allow the proposed previous date.

Just a quick reminder that we must all follow MAAC safety rules when it comes to safety equipment, ex; fire extinguisher in arms reach when starting gasoline engines. Also a simple range check will also check that your setup is working properly. Making sure that your next flight has enough battery power by checking it with a battery tester. These are just simple steps to keep our flying safe and fun all year long.

We had our annual Mall Show last weekend which was a success thanks to all the volunteers and participants, hats off to you all! Thanks to our new friends from The Bay Store who

donated the TV and DVD player and Palmer for the use of his laptop as mine had driver issues, the flight simulator again was a huge hit as always.



Now let's get out there and burn the skies like no tomorrow. Lets break our own records of flying time, I know I plan on it. It's time to have fun and relieve our stresses with flying and mingling with our members, as winter is behind us now and green grass is upon us.

See you all at the flying field

Paul Sousa
SPRCF/President

Treasurer's Report

By Jim Bridge

The latest financial report is posted on the members only section of the website.

Editors Note: The app that allows the naming of the report documents seems to be broken on our website but the latest documents are the two right on the top of the list.

Also, Jim asked me to tell everyone that he would have his machine for plasticizing your membership or MAAC card at the meeting so if you want them encapsulated in plastic bring them along to the meeting.

Editor's Notes

By Dave Murray

Another letter to the editor concerning Petromat:

Hi Dave this is my comment on our field.

Since we purchased the lawnmower and have a roller that the lawnmower can pull let us for this year concentrate on grass cutting to see if this improves the landing strip.

As far as putting down the landing matt my problem would be losing the grass which would be hard to replace by seeding or sod because we have no way to water the field.

Can our budget take another hit money wise.

I do believe that electric airplanes are here to stay . Orval

Editor's Reply:

Here is how I think we should view the business case for the purchase of the lawn mower which would conform to the rules of accounting:

The purchase of the lawn mower is not an operating expense but rather a capital equipment acquisition. As such, it is proper for us to write off the cost over a reasonable time based on how long the asset should last. In this case, I understand that with the light usage that we place on it, this mower will last at least 10 years. So the yearly write down should be \$650.00.

In our most recent years, grass cutting has cost us \$3,300.00 per year (which was a hell of a bargain).

Now we should consider that grass cutting is costing us \$650.00 plus operating expenses of labour, fuel and maintenance. I understand that we should expect the total operating expense for these items to be approximately \$1,500.00 per year. Therefore, by making this use of our cash capital by converting it to capital equipment we have lowered our yearly cost to $\$650.00 + \$1,500.00 = \$2,150.00$ per year from the previous \$3,300.00 for a **saving of \$1,150.00 per year**. This is a very good business decision.

So rather than the mower costing us money, it is actually saving us money every year. This is why any business purchases capital equipment and it is totally legitimate to depreciate that capital over its lifetime. So we should consider that we are now actually more able to make other improvements.

Special Feature - The proposal for an experimental petromat runway:

Prepared by Dave Doyon, Past President

Alternate runways surfaces



Background:

The Sun Parlor R/C Flyers have maintained a grass field for a number of years. In the past few years the popularity of smaller aircraft and electrics has been increasing. These aircraft have a great deal of difficulty operating on grass no matter how well it is maintained. Larger airplanes and airplanes with retractable landing gear perform better on smoother runway surfaces. Scale airplanes with main gear located close to the center of gravity have difficulty on grass surfaces and often nose over. Asphalt and cement runways are expensive and would not be permitted at our field.

In the past 5-10 years many clubs have experimented with synthetic surfaces (Petromat or Geotex). A surface like this would be beneficial to all flyers.

This would also give the club experience with a method to get a new flying site ready quickly in the event we had to move in the future.

Concerns:

As with any change there are valid concerns that need to be addressed. Some of those concerns are:

-Will lifting staples be a problem? The staples do not lift in the summer season. After the winter some staples may lift slightly due to the freeze/thaw cycles and are easily repaired by rolling the surface or pushing down any staples that lift.

-How will the transition from the smooth surface to the grass affect aircraft? The synthetic surface lays down flat on the ground. Larger planes that can operate in grass fields will not be affected any more than they currently do with the changes in density of the grass surface or bare spots in the grass surface. Smaller aircraft will have the same problems as they currently do on grass runways. We will test this on the field visit to KRAM flying field.

-Who repairs the surface? Most minor accidents usually do not result in damage. Prop cuts may occur with more serious accidents and are usually repaired at a later date. A few volunteers will be needed to periodically repair any damage. Spare material can be stored folded in a plastic bin or pipe to protect it from rodent damage. We also will be taken extra steps to protect our shed from rodents so no damage occurs to the wiring and seat of the new lawnmower.

-Can larger airplanes use the surface? The surface would be open to all aircraft and it would be beneficial to gain experience from as many people and aircraft as possible. With the proposed location, both current active runways will be unaffected for those who prefer to use the grass runways.

-We had cut runways in the past but decided to cut the entire field why change? Our members decided to cut the entire field to one length when MAAC rules stopped allowing us to walk out on the field during

takeoff and landings. Previously we cut the active runways very short and left the remaining grass longer. It is not practical to cover 5 acres in synthetic material. The field would continue to be cut at its current length so that members who “miss” the improved runway area would still land in short grass as they currently do. Some members also expressed interest in returning to runways to give pilots a target to land on and improve piloting skills. A center line can be painted on the surface for a visual reference. This would give the best of both worlds.

-Will it take massive amounts of work to install? Some areas that have desert like conditions require extensive preparation work do to the sand washing out. Our soil conditions are much different and the clay mixture does not experience the same erosion problems. As one of our members presented as an example on a YouTube video in the April Emitter at:

<http://www.youtube.com/watch?v=Nh4ZuP3aMIA>

The person who built his own synthetic runway mowed the grass as short as possible and placed the material over the mowed grass. He then stapled the material down. After a few weeks any grass under the material dies and we are left with a very flat surface. The sun stretches the material tightly.



The grass around the area then grows back (as shown in the second part of the same video at the same field).



-What if don't like the surface and want to remove it later? The material will kill any vegetation under it. That is actually what you want to do when you seed a new area for grass to minimize weeds. The top surface will need to be roughed up and seeded. New grass would take about a year to return to normal if seeded in the fall. The recommended area is not on any of the active runways.

-What if it gets damaged? Other clubs have had ATV's drive on the surface and even do “doughnuts” with minimal or no damage. Any surface can be damaged but in the worst case the area can be cut out and replaced.



What if the wind is blowing the wrong way? This will be an East/West runway. Both existing grass runways will be unaffected. Members will need to adjust to field conditions. With a strong North/South wind the new synthetic runway cannot be used.

Can Turbine jets use the surface? It is reported that clubs using synthetic runways operate turbines. The turbine cannot be started on the material or left stationary for long periods of time. There is an example of turbines operating on this material at:

<http://www.youtube.com/watch?v=aKthaMIzoRc&>



Can we afford it? With the initiative of our president and the executive our club is now in a much better position to maintain and improve our flying field. With the purchase of the new lawnmower from our lawn mower fund our operating budget has been dramatically reduced. Over the next few years we will replenish the lawn mower fund to an appropriate level for the eventual replacement of the lawnmower. Also the last 4 years the club has had budget surpluses that were to be used for future club needs.

Why are some people complaining “the sky is falling”? Our club is doing very well. We are maintaining our membership levels. It should be noted that many of the new members have an interest in smaller models. We do need to keep up with a changing hobby. 30 years ago most SPRCF members lived and breathed R/C. Times changed and with the busy lifestyle many live, R/C could not be your only interest. The ARF's started being more popular. This opened the hobby for those who had less time to devote to the hobby. The manufactures continue to innovate. We now have highly detailed scale models with retractable landing gear that can be ready to fly in 1 hour or less, giving more time for flying for those who enjoy that aspect to hobby more. Our club needs to be as open to all forms of model aviation as possible. Having the best facilities reasonably possible should be our goal. This will help ensure our hobby continues to prosper.

Cost:

One roll of material and about 1000 staples would be required at a cost not exceeding \$800.00 to construct one east-west runway approximately 150'x 30'.

References:

A number of clubs have this type of surface. I contacted Tony Stillman, AMA Flying Site Assistance Coordinator. Tony indicated that the material is getting more popular and the AMA is helping clubs with

grants to upgrade existing fields and start new fields. Tony indicated that the synthetic surfaces are a quick way for clubs to reestablish a flying site after being forced to relocate as is happening often at AMA fields. The material can be rolled-up and reinstalled at a different location. Tony provided me with a few contacts and these are the responses I have received:

Highland Lakes Flyers, Inc.

www.highlandlakesflyers.org/



"REGARDING: Petromat Runway For Model Airplanes

Hi David --

Bill Autrey, HLF's President, asked me to respond to your query since I was involved in construction of our club's Petromat runway nearly eight years ago on December 2, 2004.

You asked why we decided to use a Petromat fabric. Highland Lakes Flyers has been in existence for over twenty-five years. During that time, we located our flying site several times out of necessity. We established our present site in December, 2001 on a closed landfill which we lease long term from Llano County. When we first obtained the lease, the ground was overgrown with clumpy grass, weeds, and prickly pear cactus. Much of our early efforts were devoted to clearing the surface and eradicating cactus. We spent three years unsuccessfully trying to achieve a smooth runway surface. Nothing worked very well. The grass we planted couldn't thrive long term because we had no way to irrigate. The native grass grows in clumps, and does not mow to a smooth surface. Lots of problems arose with damaged landing gear. We priced an asphalt surface, but that proved to be beyond our financial resources. Finally, one of our members looked into Petromat, and we started to consider that option, and obtained some cost estimates. Because we had no experience with this product, many members were skeptical and very resistant to the idea. Out of frustration, two of our members pledged large contributions which ultimately proved to be

about a third of the final cost. With that encouragement, about half our members each pledged contributions of \$100.00 (some \$50.00). Half our members contributed nothing. Interestingly, these folks didn't hesitate to take advantage of the final result! Bottom line -- we took a chance on Petromat because nothing else was working and we were pretty much out of ideas.

It is fair to say that our Petromat runway has far exceeded our expectations in ways we never imagined. Early on, we hoped the material would last five years, yet here we are, going on eight years, with the possibility of much longer life. We found that the surface is much more forgiving for model aircraft than asphalt would be. The Petromat is subject to propeller cuts, but we periodically fix those by brushing on some roofing tar.

If you have not already done so, take a look at our Web Site. There you will find a narrative describing the runway's construction, and a series of informative photos taken on the day of construction. When you view the photos, you will note that the Petromat has a wrinkled appearance. After exposure to the sun for a couple of days, the wrinkles disappear as the fabric stretches, much like the head of a drum. We stapled the fabric to the ground using drivers which a couple of our members designed and fabricated. I have the designs should you ever want them.

I hope this adequately addresses your questions. Should your club decide to construct a Petromat runway, I'd be happy to offer a few suggestions which might be helpful. If there is anything else you'd like to know, please do not hesitate to be in touch.

Dave Schaefer
Secretary
Highland Lakes Flyers, Inc.

davscha@wildblue.net
www.highlandlakesflyers.org/”

Mt. Silverwood RC Club
<http://mtsilverwoodrc.org/index.html>



“Hi David. It was a bit of an experiment but it has served us well. We did the lighter geotextile mat because it was cheap and easy to get. Our membership was declining and we wanted to appeal to electric flyers. Prep was actually pretty easy. It was a good club project and it's relatively maintenance free. It works really well for electrics, but frankly we fly a lot of gas planes off it too. There are other heavier duty fabrics that would be better and probably last longer, but this was a lot cheaper and easier to put down. The club up by wilsonville (Canby Dusters) put down a conveyer belt material from a paper plant but it required heavy machinery to prep and haul the material. Ours is fine, roll it about once each spring and that's all to do.

Let me know if you have any other questions. Good luck with the project. I could write more if you want a general review of the project.

Sent from Randy Henry's iPhone™

Tri-County R/C Club

<http://tricountyrclub.homestead.com/Index.html>



“Hi David,

We're getting ready to replace the runway this year (it's around 6yrs old) and we're looking at Goetex for the next runway. We fly on state land and are not allowed to put a hard surface down. One thing you will have to consider is prop strikes. They may cut the runway mat and you will be patching the cuts. It is not that difficult to patch. Other than prop strikes, we are happy with the surface.

Hope this helps.

Rick”

KRAM - Kent Radio Aero Modelers



Fabric Runway FAQ

1. What size is your fabric runway?

78' wide x 296' long with (2) 20' x 40' taxi ways.

2. What preparation is needed before laying the fabric?

We rolled the ground and mowed the grass as short as possible. You can kill the grass off with spray to help the fabric lay down faster.

3. How is it installed?

It is held down by 8" staples approx. 6" apart at all edges and seams.

4. What maintenance is required during the season?

The only maintenance required has been to kill a few weeds working up thru the seams and to patch a few bad prop strikes.

5. What needs to be done each spring?

Roll the field and push the staples down. They work up a little due to the frost in the ground.

6. Any winter preparation needed?

No winter prep has been needed.

7. How easy is it to repair?

We repair holes using small pieces of the fabric and asphalt roof patching compound. Some of the smaller holes can be repaired using just the asphalt roof patching.

8. How long has your fabric been down?

Since 2006

9. How is it repaired?

See question # 7.

10. What glues have you used and what works best?

Again, see question # 7.

11. How long will it last?

We are guessing 6 years in Michigan, but a club in Texas has had it for five (5) years and they expect it to last much longer.

12. How are the rolls seamed?

The seams are just stapled down at approx 6" spacing

13. What are the top three problems with the fabric runway?

(A) Short coupled planes or planes with poor landing gear tend to be real squirrely at taxiing and take off.

(B) You must have a very slow idle.

(C) If a plane noses in or crashes on the runway real hard, it can put the prop nut thru the runway or the prop may slice thru. However most of the time it does no harm.

14. Why did the club go to a fabric runway?

We went to the runway because a lot of the guys did not like having to put larger Wheels on their airplanes in order to take off from the tall grass, especially in the spring when the grass grows so fast.

Advantages:

Even small electrics can take off with no problems, as well as fuel powered scale planes with retracts.

Disadvantages:

See Question # 12 - ALSO sometimes extremely small tail wheels may catch in a seam while taxiing.

15. How do the club members like the fabric runway?

Most of them like it, (Even those who originally opposed it). We also maintain approx two (2) acres of mowed field for anyone who still prefers to fly off grass.

16. What do jets do to it? How many members fly jets?

Currently, no one regularly flies jets off our field, but we have been told that they do not affect it.

17. What care must be taken while mowing? How close do you get to the fabric?

Our mower just overlaps the edges of the runway and has had no problems.

18. How have you oriented your runway to the prevailing wind?

Our runway runs east to west. The reason for making it so wide was to allow pilots to angle into the wind on extremely windy days which we get a lot of in the spring and fall.

19. Do you know other clubs that have used the fabric?

There are several other clubs that we know of, One of our club members flies off one in Texas every winter and we contacted a club in Wisconsin before putting ours in.

20. Does it stay tight?

The Runway material stretches tight in the sunshine and stays tight all year round.

21. What are your rules when flying from your fabric runway?

These are OUR runway specific rules. We have been rather loose on 1 & 2 unless there happens to be a lot of flying activity.

22. Does the wind damage the runway?

We have not had any problem with the winds damaging the runway. But, we have securely installed the runway with special staples.

KRAM RUNWAY RULES:

1. The fabric runway and the airspace above the runway are to be kept open at all times for takeoff and landing. No hovering or hanging directly over the runway.
2. All flying including high speed passes and 3 D flying should be conducted north of the runway
3. Hand Launching of any tractor type aircraft or any other aircraft that may damage the runway, must be done to the north of the runway.
4. The landing of any tractor style aircraft without landing gear, must be done in the grass North of the runway.

RUNWAY INSTALLATION

One of our members made up four (4) tools for putting the Staples in. They are made of square steel tubing sized to fit the staples diagonally and a plunger to push them out. With one worker loading them, and another driving them in, it goes surprisingly fast. We just rolled the fabric out and pulled it out fairly flat before stapling it down. In a few hours of warm sunshine the fabric stretches tight. It will be a little fluffed up for about 2 weeks until the grass underneath dies down. But it is useable within a couple of hours. It takes a lot of staples, as well as approx ten (10) stakes with large washers/strip for the ends to hold them in place while rolling the fabric out and stretching it. We had the whole runway done in approx four (4) hours with about 20 members working on it.

Hope I answered most of your questions. If you need more info, send me a list of what info you need and I will see what I can do for you.

Kent Radio AeroModelers, Inc.

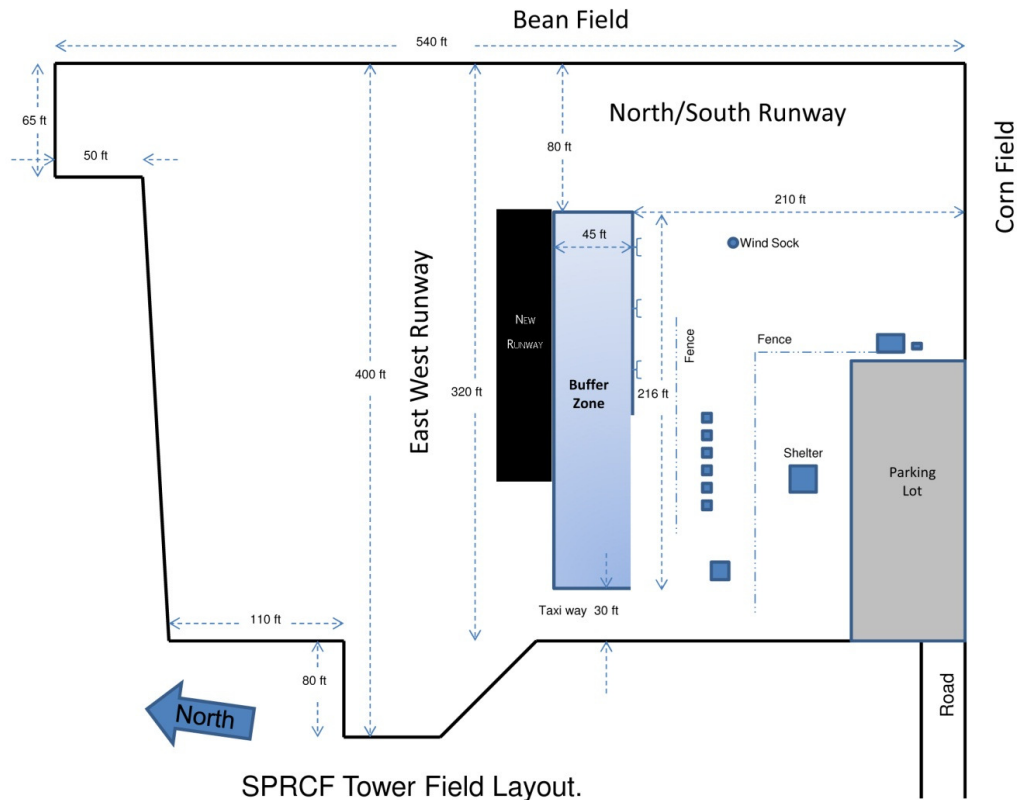
Danny Osborn

Former President

616-681-2359

Recommendation:

To install a synthetic runway approximately 150' x 30' east-west between the longer grass catch area and the active East-West Runway.



This would allow all club members to use and evaluate the surface. After an evaluation period members would have experience to decide on the surface's future.

MAAC rules state:

“12. All non-flying activities (shall) be in an area 30 metres or more from the flight-line. This includes, but is not limited to, spectator and parking areas as well as supervised play areas.

13. A Flight-line will be established seven (7) metres in front of pilot stations.”

We would still be within all MAAC rules with this change. Our current buffer zone will continue to be twice what MAAC recommends.

Report prepared by: David Doyon, Member.

Secretary's Bench

By Terry Allen

Minutes of April Meeting-Monday April 2 2012

Location- Windsor Flying Club

President Paul Sousa brought the meeting to order at 7:36 pm

Guests/Visitors: Joe Gibson, Vern Kivisto

Although this was not a business meeting, a short report was made by Paul Sousa

A reminder of the upcoming Mall Show on April 28-29 was announced

Bring your Aircraft for Display by 9:00AM on Saturday Morning, and remove your Aircraft on Sunday at 5:00 PM

A work party will be needed for field repairs and maintenance. A tentative date of April 21 2012 was set, but will be dependant on the weather conditions

The lawn was cut for the first time with the new lawnmower on March 26 2012. All went well, and the lawn cutting day will be on the Thursday of each week, Weather permitting.

A reminder that you still need to pin out with your MAAC card even if using 2.4 ghz radio
Jim Bridge made a short financial update.

There are 55 paid up members, with 3 signing up at the meeting

Chief instructor Dennis Pratt will re-instate the check off cards for the wings program. More information to follow

Murray Inverarity will be acquiring a Gang Box for the club to store our gasoline containers and Propane tanks. Thanks Murray

It was noted that the South Farmers Field will be Government counted Soy Beans. If you need to retrieve your aircraft from the field you will need to contact Ed for retrieval. Eds phone number will be posted at the field.

Ron Harway entertained the members with the 2011 season video. Great job Ron.

Paul Sousa brought in his latest jet Build for show and tell, Thanks Paul.

50/50 winner was Bill Craig.....\$59.50

Monday, April 2 2012
Attendance

1. Paul Sousa	24. ORVAL MASSA
2. TERRY ALLEN	25. PETER DOUDAL
3. Jim Bridge	26. Nathan Dougnik
4. BILL JARVIS	27. KISAY SATTO
5. DAVE MURRAY	28. RALPH GWEILLNER
6. DAVE KOOL	29. RON HARWAY
7. Paul Barber	30. I. Bill Green
8. WAYNE PINKE	31. JOE GIBSON
9. MURRAY INVERARITY	32. VILMA KIVISTE
10. Bill Craig	33. Tony Grado
11. JERRY BEMTEAU	34. JOHN SAGI
12. GREG MEYER	35. DAVID DOYON
13. JOHN STAUDT	36. PALMER JOHNSON
14. DENNIS PRATT	37.
15. Arthur Songal	38.
16. JIM SCHOOLEY	39.
17. JACK ENTWISTLE	40.
18. PETER VEIGHEY	41.
19. C CALDER	42.
20. Tom Brecka	43.
21. SUAN PALERO	44.
22. JAMES BEINTEMA	45.
23. G BARRONS	46.

Other Fun Stuff:

Dave Murray

We had some pretty good weather during April and of course there was Toledo so here are some pics just for fun.





Bill joins the 'I can't hit an 80' wide runway so I land in the bean field' club.