



## 1st Program of 2010 - V-22 Osprey



Club V.P. Rob Krankel Highlights the capabilities of the V-22 Osprey

Rob starts out the programs for the year with his presentation on the V-22 Osprey. Rob works for Boeing in avionics design and is part of the V-22 team. Rob provided data on the operational capabilities of the Osprey as well as the statistical record of it's success. Like many "new" concepts in aviation the V-22 was not immune to the growing pains involved in refining and proving the design. These early issues in the development of the V-22, like many others, attract much public-

ity and often times create a pre-conceived notion of a new design being "costly", or even "dangerous" and "un-necessary." Fortunately, the project continued to be funded and the design and production continued to be perfected. The tilt-rotor V-22 is now the vehicle of choice for offensive missions around the globe. As one Colonel stated, it touts "twice the speed, 3 times the payload, and 6 times the range" as its predecessor.

*We enjoyed the presentation - Thank You Rob*

## January Meeting



Well, 2010 is underway and our first meeting of the year realized a pretty nice turnout of 20 or more. Talking points for the

meeting ranged from introductions of new members and positions to rules that will govern our indoor flying. *See page 4*

### UPCOMING EVENTS:

- NEXT MEETING — 2/2/2010**
- INDOOR FLYING — 2/7/2010**
- INDOOR FLYING — 3/17/2010**
- INDOOR FLYING — 3/28/2010**

### CLUB CONTACTS:

#### PRESIDENT:

RON LUETH — 814-353-0346  
[rdlueth@gmail.com](mailto:rdlueth@gmail.com)

#### VICE PRESIDENT:

ROBERT KRANKEL — 484-802-7499  
[rkh110@psualum.com](mailto:rkh110@psualum.com)

#### SECRETARY:

DARYL ALLEN — 814-353-8294  
[darylcallen@msn.com](mailto:darylcallen@msn.com)

#### TREASURER:

AL JONES — 814-237-2284  
[speedydixiedoc@gmail.com](mailto:speedydixiedoc@gmail.com)

#### NEWSLETTER:

JON GUIZAR — 570-263-0353  
[jon@ncc-bridges.com](mailto:jon@ncc-bridges.com)

#### FIELD MARSHAL:

ELWOOD STRUBLE — 814-238-8118  
[woodystruble@verizon.net](mailto:woodystruble@verizon.net)

#### SAFETY OFFICER:

HUGH ZINSMEISTER — 717-667-2406  
[hzins@gmail.com](mailto:hzins@gmail.com)

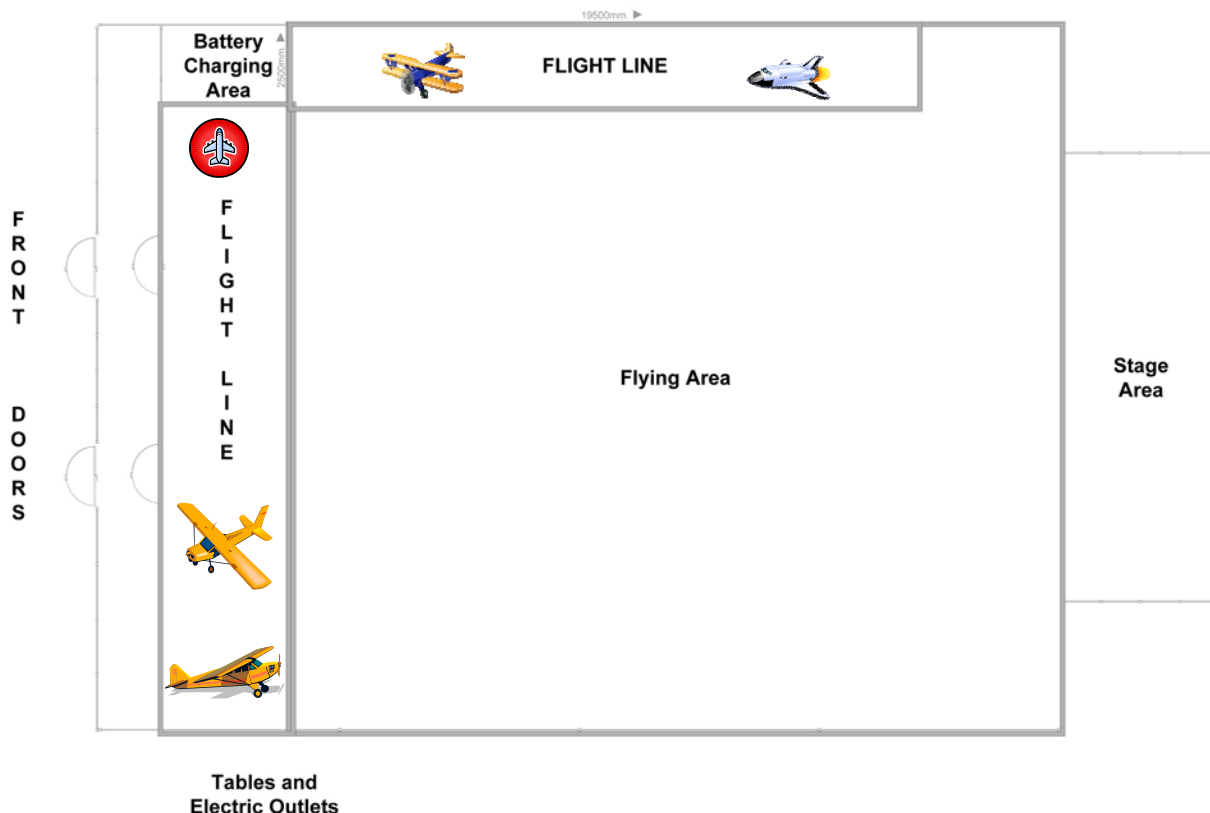
#### WEBMASTER:

AL NIESSNER — 814-234-6931  
[alniessner@psu.edu](mailto:alniessner@psu.edu)

### INSIDE THIS ISSUE:

<i>Indoor Flying Field</i>	2
<i>Winter Banquet</i>	3
<i>January Meeting</i>	4
<i>Winter Banquet cont.</i>	4
<i>From the Editor</i>	5
<i>January Minutes</i>	5
<i>Calendar</i>	6

*Indoor Flying - Layout and Rules* by Joseph Wieber



Our Lady Of Victory - Layout of the SCRC Indoor Flying Area

**SCRC INDOOR R/C GUIDELINES**

1. All pilots are required to be a member of the Academy of Model Aeronautics (AMA).
2. Make it known to all that an area behind the "Flight Line" is the place that spectators will be (spectators could enter the Flight Line area at the fliers discretion).
3. At no time should spectators venture into an active flying area, and fliers should enter only to retrieve a model after clearing it with any other active fliers.
4. A frequency control system must be employed (pins for frequency identification). Each transmitter must display frequency identification (other than 2.4).
5. Inspect your model before every flight to make certain it is airworthy. Be aware of any other radio frequency user who may present an interference problem.
6. All lithium type batteries must be charged and stored in a fireproof Container with a Secure Lid. A battery charging area defines where batteries shall be charged.
7. Sand containers for Li-PO battery fire retardant
8. Participants in any model operation will not consume alcoholic beverages prior to or during activities.
9. Guest privileges are extended through member sponsorship. The SCRC member is responsible for their guest's conduct. Flying guests visiting more than three times will be required to be a SCRC member.
10. Members and guests shall conduct themselves in a civil and sportsmanlike manner.
11. Flying shall only be done in the area designated for flying.
12. Models must be electric or rubber powered, or of any similar *quiet* means of propulsion. Aircraft shall have a maximum wing length of 36 inches with a 12 ounce weight limit. Any aircraft exceeding these limits shall require approval from a SCRC Club Officer prior to any flight. Experience, skill, and safety will be considered when the Club Officer makes that determination.

## *Indoor Flying* (continued)

13. Always be courteous and respectful of other users of your selected flight area.
14. Choose an area clear of obstacles and large enough to safely accommodate your flying activity.
15. Make certain this area is clear of friends and spectators prior to launching your aircraft. Be aware of other activities in the vicinity of your flight path that could cause potential conflict.
16. Carefully plan your flight path prior to launch
17. Compliance to these safety rules is the responsibility of each participant. SCRC members are responsible for guests.
18. First aid kits are to be carried by designated members.
19. Deliberate flying behind the safety line is prohibited.
20. Taxiing is **not** allowed in the pit area.
21. It is strongly recommended that members do not fly alone.
22. Abide by any and all established AMA National Model Aircraft Safety Codes.
23. Children should **not** be permitted beyond the spectator area unless under the **direct** supervision of an adult or under flight instruction.

The established club frequency control plan will be in force at all times.

MODELS MUST BE  
ELECTRIC OR RUBBER  
POWERED, OR OF ANY  
SIMILAR *QUIET* MEANS  
OF PROPULSION.  
AIRCRAFT SHALL  
HAVE A MAXIMUM  
WING LENGTH OF 36  
INCHES WITH A 12  
OUNCE WEIGHT LIMIT.

## *SCRC Winter Banquet*



Group discussions quickly ended at the sight and smell of good food. As we took our seats the staff was replenishing drinks and serving salads.

A near silence fell upon the room as we all hangar'd the stories and got to the business of refueling. The food was nice, the service was good, and the company was great!

Well, January 23rd has come and gone. Our annual banquet was held at the Autoport in State College thanks to Henry and a good time was had by all.

Ron brought his computer and projector providing entertainment on the "big-screen" during social hour. The videos offered ideas for the brave, sparked conversation among the curious, and depicted a few expensive reminders for the critics on why they will never fly their airplanes up the lake while sitting in a power-boat.

Ron took the stage after dinner to thank all who attended and to introduce Rob, our new vice president. Rob also thanked all who attended and briefly discussed the upcoming presentations for our monthly meetings.

With that the center stage was turned over to Sam Stitzer for his "goodbye tour" as the MC for the annual **S**urface to **A**ir **M**issile Awards. From what I've been told it's the award that everyone loves to see someone else receive.... Such a loving selfless crowd.

*Continued on page 4*

ANY AIRCRAFT  
EXCEEDING THESE  
LIMITS SHALL  
REQUIRE APPROVAL  
FROM A SCRC CLUB  
OFFICER PRIOR TO  
ANY FLIGHT.  
EXPERIENCE, SKILL  
AND SAFETY WILL BE  
CONSIDERED WHEN  
THE CLUB OFFICER  
MAKES THAT  
DETERMINATION.

DARYL'S ENGINE  
HAD COME  
COMPLETELY OFF  
THE AIRPLANE AND  
SHOT TO THE  
GROUND

### *January Meeting* (continued)



Several options were discussed relative to setting up limitations on size and weight for flying at the OLV gym. All of course to ensure safety and fun for all of us. The motions that carried relative to those discussions have been included in the indoor

flying piece submitted by Joseph Wieber on the previous page. Thank you Joe for your coordination efforts and your submission to the newsletter.

New members were then greeted, details of the winter banquet were finalized, memberships were renewed, and Ron introduced and tabled the issue of field improvements to give everyone time to think about things they might like to see or have done at the field. Everything from windsocks to fire pits and pavilions were put out for topics to discuss. If you have any of those interests or others please bring your ideas to the next meeting. From there Rob closed out the evening with his presentation on the V-22 Osprey featured on the cover of this month's newsletter.

FOR THIS  
MIRACULOUS FEAT  
DARYL RECEIVED  
SAM'S "TANGO  
BANGO" AWARD.

### *SCRC Winter Banquet* (continued)



With Sam's editor "handoff" complete, That made Jon the most likely first target. Too new to have earned an award Jon was admonished for an inability to reduce information to the RC layman's terms mandated by the club. With that, the lockbox was opened and the "fine-print" list of duties for the newsletter editor was conveyed. I think in layman's terms Sam they call that a good ole fashioned *BAIT-N-SWITCH*.

With that Sam was warmed up and the missile sights were focused on Daryl Allen. Daryl was being honored for his ability to land his Tango after loosing an engine. I know you are thinking "Big-Deal" right? Well apparently landing with no engine in this case really meant *landing with NO engine*. Daryl's engine had come completely off the airplane and shot to the ground. While this drastically reduced the already low wing loading of the

Tango, It didn't help the center of gravity one bit. In the face of all that adversity Daryl somehow managed to get the Tango on the ground with little to no damage. For this miraculous feat Daryl received Sam's "TANGO BANGO" award.

One down and two to go.... The sights were then focused on George. It seems George got a bit disoriented one day while flying and the others watched as his plane was twisting and turning with no apparent rhyme or reason just before it finally spiked into the ground out of control. Of course nobody offered to assist... instead they stand by cringing as the plane finally crashed only to then honor George with the "DISORIENT EXPRESS" award.

And finally AJ and Sandy were honored with the "HELLISH-COPTERS" award for a day when 3 of their fleet got a brain of their own and tried to redo the landscaping. With both AJ and Sandy absent from the evening, Henry had to accept the award on their behalf.  
*(just kidding)*

Sam finished up with a "top-ten" list on how to tell an RC flier his fly is down. 10 - Your Mono-coat is sagging. 6 - Having a fun-fly? 5 - Your nose gear is extended. 2 - I see your flying open cockpit today. #1 - Hey, Your hangar door is open !

ROB CLOSED OUT  
THE EVENING WITH  
HIS PRESENTATION  
ON THE V-22  
OSPREY



## From the Editor



Well off and running in a new decade. January is always a busy time of year as we re-arrange our homes from the holidays. Parties, Banquets, child-care (for some of us), meetings, and hopefully good times for all. In all of the hustle I remind myself constantly to create opportunities for sharing my enthusiasm for our hobby.

For me that involves keeping my son constantly exposed to opportunities from which he can choose to participate in. For some members it may involve sharing stories with friends and encouraging them to come to the field while others yet may choose to simply welcome spectators and take time to answer questions they may have or offering to show your airplanes to the curious on-looker.

Tonight as we were finishing dinner with company my 4-year old son decided he needed to demonstrate his flying abilities to our dinner guests while we were still at the table. He gets out his two-motor bladestar and proceeds to explain how every

piece works. What makes the craft spin and how the wings make it fly, how to use the controller and charge the battery and more. When that was ready to charge out comes the E-Flight helicopter and the dx-7 and he proceeds to demonstrate how to land, how to catch it in your hand and even how to make it dance. Don't get me wrong, I thought it was great that he seemed interested at age two because I got to spend time with him while doing the things that I loved to do. I realize now that simply sharing with him has not only been enjoyable for me but has set him on a course of motivated learning that just cannot be had from a book or from a story.

My point, and the recurring theme in this month's newsletter is one of sharing. Please continue sharing as usual and perhaps find another friend or family member to entice to the sport. Not only will it enrich your experience but could possibly set the course for a brighter future in others as they learn about designing, fixing, building, flying, and of course telling stories.

Happy Flying,

## Meeting Minute Highlights

(condensed version of Daryl Allen's January report)

### Treasurer:

Income from membership dues was received and expenses were for additional insurance for indoor flying at OLV. Joe Wieber advised that OLV was in receipt of the needed paperwork. Treasurers report was approved.

### Old Business:

SCRC winter banquet was confirmed for January 23rd. Weight and size limits were discussed for the indoor flying. Rob Krankel motioned to limit the weight of aircraft to 12 ounces and the wingspan to 36 inches and the motion carried. Other craft would be considered for eligibility through a request and approval of a club officer / instructor. The Central Penn Aeromodelers had set a date of March 13th, 2010, for the 30th annual RC flea market. Details can be found at <http://www.cpaas.us>. Also, The Cabin Fever Expo Model Engineering Show & Auction was to be held January 16th and 17th in York, PA. While not an R/C event many have gone and highly recommend attending at least once. More information can be found on for this event at <http://>

[cabinfeverexpo.com](http://cabinfeverexpo.com). There were no new developments from the field search committee.

### New Business:

Al Niessner reported on 2 recent LiPo charging mishaps. One incident involved setting an Astroflight LiPo charger for the wrong number of cells and the cause of the other remains unknown. One Incident resulted in a bulged hot battery while the other ended in a fire. Al stressed that LiPo fires are real and to please be careful that you are charging your batteries correctly.

### Program:

Rob Krankel did a presentation on the V-22 Osprey. Notable highlights are that the speed, range, and service ceiling are comparable to that of a turboprop airplane yet packaged in a tilt rotor vehicle capable of vertical takeoff and landings. He also noted that the Marine Corp replaced a 165mph CH-46 helicopter with the 350mph V-22 Osprey enhancing their mission capabilities.

Complete Meeting Minutes are on the Web.

<http://www.scrc-club.com>

2 RECENT LIPO  
CHARGING MISHAPS.  
ONE INCIDENT  
INVOLVED SETTING AN  
ASTROFLIGHT LIPO  
CHARGER FOR THE  
WRONG NUMBER OF  
CELLS.

AL STRESSED THAT  
LIPO FIRES ARE  
REAL AND TO  
PLEASE BE  
CAREFUL THAT YOU  
ARE CHARGING  
YOUR BATTERIES  
CORRECTLY.

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**S**ubmissions:  
Our club welcomes and encourages all submissions to our newsletter. Please send your articles, artwork, photography, editorials, equipment evaluations, trip reports, and other material to the editor for inclusion in upcoming issues.

Editor  
c/o Jon Guizar  
1318 Joanna Drive  
Bellefonte, PA 16823



You may also submit materials via email to [jon@ncc-bridges.com](mailto:jon@ncc-bridges.com)

**FEBRUARY 2010 CLUB CALENDAR**

**VISIT US  
ON THE  
WEB**

<http://www.scrc-club.com>

Webmaster: [alniessner@psu.edu](mailto:alniessner@psu.edu)

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2 Meeting 7pm	3	4	5	6
7 OLV Fly 3pm ~ 5pm	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						



**State College Radio Control Club**  
c/o Editor: Jon Guizar  
1318 Joanna Drive  
Bellefonte, PA 16823

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