

WINDY FLYER

From the Editor

By Ed Miller



It's February and I'm getting pretty antsy to fly outdoors. Meteorologically speaking, winter starts in December and ends February 28th and spring and warm weather begins. The only ones who don't know that are Mother Nature and Punxsutawney Phil!

We had our Club Christmas luncheon at Chuck's on January 18th. A wonderful time was had, good conversation and good food. A special surprise was the appearance of Ed Niccum and his lovely wife. It was wonderful to see Ed in good spirits and improving health. Also, much thanks to Tim Mercier who picked up the bill! Thank you so much Tim.

On February 15th our Club will (see from the editor on the next page)



Woodland Aero Modeler's Flying Field at Waterfall Glen Forest Preserve, Lemont, Illinois

Did You Know

How She Saved the Spitfire in WWII

Did you know that if it was not for the ingenuity of a young female aeronautical engineer, many Spitfire pilots would have died? Here's how a woman saved the iconic plane during the Second World War:

The Problem

Early in WWII, a year and a half before the Japanese attacked Pearl Harbor, initial versions of the Spitfire had an alarming flaw. The engine would cut out or stall when doing negative G-maneuvers like a dive or a roll.

The Germans quickly spotted this flaw, giving them an edge in dog fights because German planes didn't have carburetors. Their engines were fuel injected and thus didn't suffer from this issue.

(See Did You Know on page 2)

(From the Editor continued)

have a couple of tables at the Fox Valley Swap Meet. If you have anything you want to donate (the Club gets the money) bring it to the Swap Meet or contact a Club Officer.



Ed Niccum, his wife Marianne, and Bill Brzostowski.



The guys, wives and friends chowing down.

Ed Miller

Club Secretary

Windy Flyer Editor-in-Chief

(Did You Know continued)

Beatrice Schilling

At this point, Britain desperately needed a quick fix. Fortunately, a bright young female engineer named Beatrice Schilling, who worked for the Royal Aircraft Establishment, entered the picture.

Before WWII, she raced motorcycles, was intelligent, and studied to become an aeronautical engineer. When complaints about the Spitfire's engine cutouts from the pilots led to a concentrated search for a solution, Schilling said she might just have an idea. After all, she spent years racing motorcycles and knew about the intricacies of carburetors.



Beatrice "Tilly" Schilling

A Brilliant Idea

Beatrice's idea was to build a simple design that restricted fuel flow to the carburetor of the Merlin engine. Better yet, it could be installed without taking the plane out of service. When it came to Schilling's fuel flow restriction device, while it never truly solved the plane's problem, it allowed British pilots to maintain competitive flight against German fighter pilots.

The young female engineer went from one squadron to another with a team of mechanics installing the simple device. The device became affectionally known as "Miss Tilly's Diaphragm" or "Miss Tilly's Orifice." After WWII, Beatrice continued to excel in engineering and moved on to racing cars.

The ratio of German pilots losing their lives to British pilots was nearly 2:1. Miss Schilling's story of innovation helped England defeat Germany in the Battle of Britain.

Woodland Aero Modelers

Radio Controlled Flying Club

Club Officers

President/membership	Tim Mercier
Vice-President	Brad TerMatt
Executive Director	CraigMcKenzie
Secretary	Ed Miller
Treasurer	John Baderman
Safety Officer	JohnHorwath
Chief Instructor	CraigMcKenzie
Instructors	John Baderman
	Ed Miller
	Brad TerMatt
<i>ControlLine</i>	Mark Romowitz
<i>Helicopter</i>	Steve Zielinski

Calendar

February 2025

4th Monthly Club meeting at the VFW; starting at 7pm.

15th Fox Valley Swap Meet at the Kane County Fairgrounds 525 South Randall Road, St. Charles, Il. \$5 admission per adult at the door. Children under 12 free. Open to the public at 8:30am

20th Executive Committee meeting 10am.

March

4th Monthly Club meeting at the VFW; starting at 7pm. This is KEY NIGHT. To obtain a gate key you must have an active AMA membership and paid Club dues. Bring in your old key and exchange it for a new one. Mail service will be available

Minutes from the February 4th Meeting

Meeting Called to Order:

- 7:00 pm by President, Tim Mercier

Secretary's Report:

- Report read, and approved

Treasurer's Report:

- Our checking account is at \$6121, savings account \$8, CD \$5000 for a total of \$11,129.

Executive Director's Report:

- Nothing new to report. Field is ok, pits are soggy.

Chief Instructor:

- At indoor flying at Naperville Yard, be aware of 3-D flyers and traffic. Lots of flyers so be careful.

Safety Director: Nothing new**New Business:**

- We are accepting Club dues. If you haven't already paid your dues and can't make a meeting, you may print out the renewal form on page 9, and Zelle your payment or send a check with the form to Ed Miller, 2647 Newport Drive, Naperville, IL 60565.
- You must have an active AMA membership to be a Club member

Announcements:

- Ed Miller has set up a new site for ordering Club clothing and merchandise. See page 6 for details.
- Rich Magin pointed out that if you are traveling and want to find a Club with FRIA status you can 1. Use the AMA's Club Finder or 2. Visit the FAA UAS Facility Map.
- Fox Valley Swap Meet is on February 15, 2025. Doors open at 8am. (7:30 for sellers) Our Club will have 2 (at least) tables. We will sell whatever has been donated to the Club. If you have anything you want to donate (money goes to the Club) we will be collecting items at the February meeting. They are hosting indoor flying starting at 1pm.
- Key night will be at our March 4th meeting. Return old key (\$10 charge for lost key), dues and AMA membership must be up to date.
- Executive Meeting will be February 20th at 10AM. That is where we determine the dates for our special events.
- See Mark Romanowitz's article on page 8!

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- Model building hints and tips:

- None

-New Members:

-None

Planes for Points:

-John Horwath brought in some quadcopters he purchased from TEMU. You don't always get what you ordered, but John said they flew well and he's had a lot of fun with them.

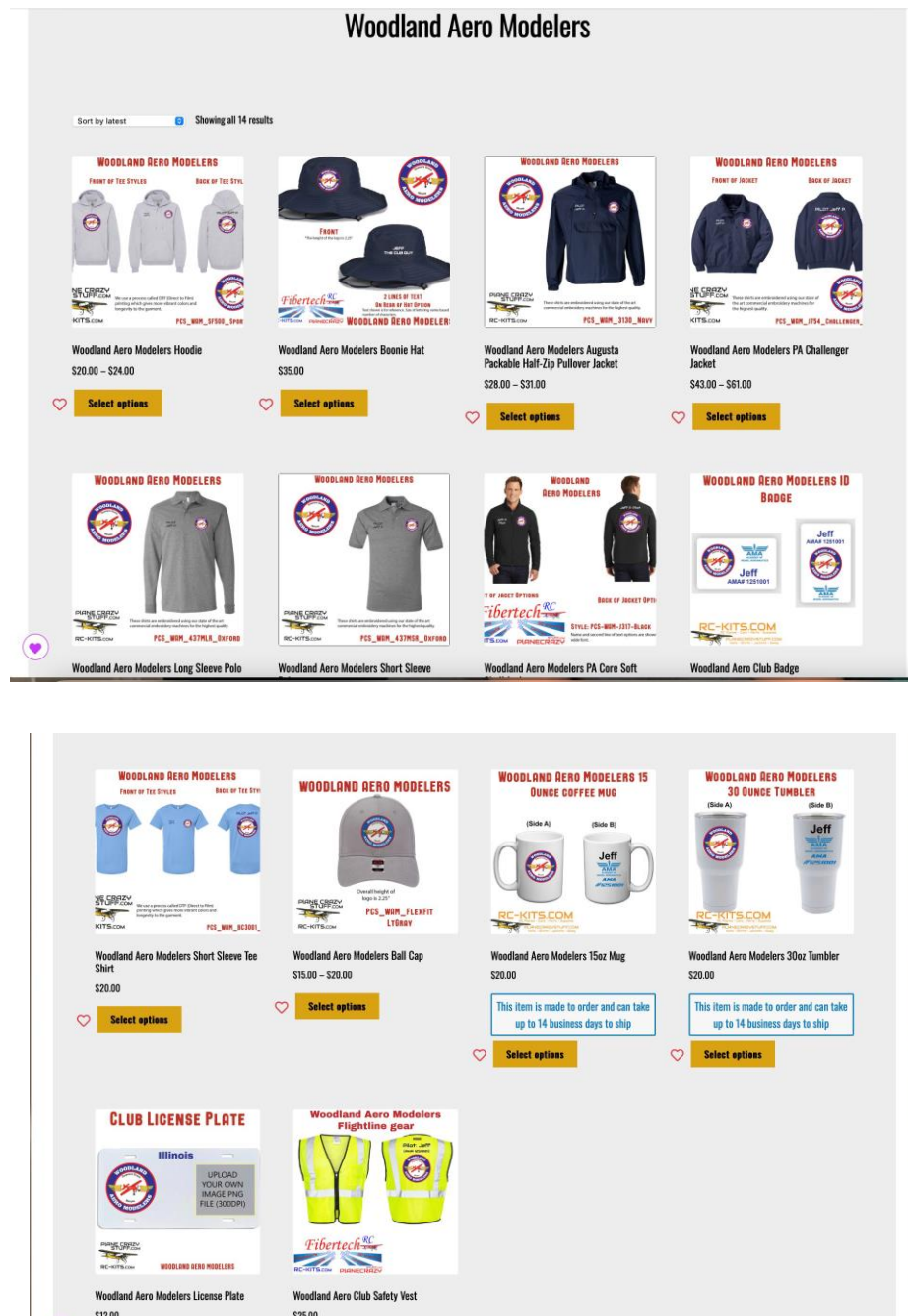


Guests-President of the Palos RC Club, Jerry Bernard, gave us an entertaining run down of his R/C flying history, planes he is building and has built.

Meeting adjourned: 7:45p

How to Order Woodland Aero Modelers Clothing

1. Order via internet at **rc-kits.com**
2. Go to "Clubs" Find Woodland Aero Modelers, alphabetical order, we're last.
3. Chose your merchandise
4. Check size chart!
5. Create an account
6. Pay



Membership Application

Date: _____

PLEASE PRINT CLEARLY!

Meetings: 1st Tuesday each month
7:00 PM at the VFW Hall (rear
entrance) 5101 Belmont Road,
Downers Grove.

Note: WAM requires AMA membership
for Field Gate access Key.

Info Online at www.woodlandaeromodelers.org

There are 3 payment options: 1. Cash, 2. A
check made out to Woodland Aero Modelers and
3. we now accept ZELLE payments. If using
ZELLE, scan the QR code below. Use the email
address wam@baderman.co.uk.

☐ New

☐ Renewal

Last Name: _____ First Name: _____

Date of Birth: ____/____/____ (month and date only)

Address: _____

City: _____ State: _____ Zip Code: _____

Home Phone: _____ Mobile Phone: _____

AMA Number: _____ Exp. Date: _____

E-mail: _____



Note: E-mails and phone numbers are used for WAM business only.

AMA Classification and Woodland Aero Modelers Club Fee (Check all that apply):

☐ Youth 19 years or under up to July 1st of membership year FREE

☐ Adult \$50

☐ Family Plan: One adult member at full price, all additional family members' dues at half price.

Need free flight training?

☐ Yes

☐ No

"I agree to comply with Woodland Aero Modelers (WAM) Club Flying Field Safety and Operational Rules which includes employing/abiding by club safety guidelines and demonstrate proper flying protocols. I understand that my failure to comply with the WAM field rules, by-laws, or any activity deemed detrimental to the Club may constitute grounds to be dropped from the Club's membership roster"

Signature: _____

Officers Use Only

Treasurer: Amount Paid _____ Date: _____ Sec: AMA exp. Date recorded: Date _____

My Efforts to Preserve/Grow Control Line Flying

By Mark Romanowitz

My overall goal is to grow or at least preserve Control Line as a hobby/sport. There are AMA Special Interest Groups (SIGS) for each of the control line events. Stunt has PAMPA (Precision Aerobatics Model Pilots Association), there is a Navy Carrier Society, Scale is a sub-group of the National Association of Scale Aero Modelers. There is a Miniature Air combat Society, a Speed SIG, and a Racing SIG. Each of these SIGS focuses on their own specific event and are all geared toward competition, not growing control line in general. The problem of course is that if no one works on this part, all of the SIG will eventually die off. And that is what we are seeing. Dwindling numbers. The National Free Flight Society, on the other hand, is growing for reasons I will mention shortly.

There is no “general control line sport flying” special interest group. Pete Mazur, a Tree Town Modelaire’s member and former National Navy Carrier flyer thankfully dissuaded me from trying to start such a SIG, as the requirements for finances and organization were well beyond what I’m capable of doing by myself.

I posed the question of how to rejuvenate control line on a popular CL Aerobatics form (“**stunt hanger.com**” - it is misspelled) and I got all sorts of feedback and reactions ranging from “you are a complete idiot/moron”, “We’ve tried that before and nothing came of it” to “Kids these days could care less about airplanes” to “Those are some good ideas and that might work”.

So, after a lot of questioning of my own sanity for even bringing it up, I decided I would at least give it a try, but not allow it to be life dominating.

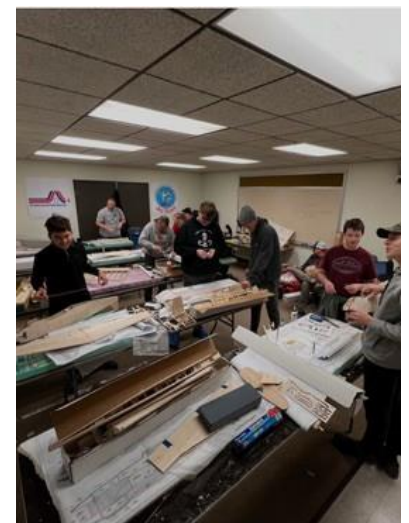
At the NATS this past summer I met Mark Weiss, President of PAMPA, and Mark Feist (AMA District 3 Associate VP). Both of them were encouraging and supported the effort. Mark Feist told me they had seventeen 13-17 year olds, who started a “youth club” within his Cincinnati, Ohio RC Club. These kids call themselves the “Jet Stars”.

Additionally, Igor Burger, a former World Champion CL Aerobatics flyer, told me there are many clubs in Europe where the teens outnumber the adults, and they are enjoying quite a resurgence of flying! Igor and a few others cultivated this interest by flying indoor control line planes at school gyms and having the kids build them and then fly them.

There is another demographic that a friend of mine mentioned and that is that men in their twenties to mid 40’s demographic who are already in the aviation or aviation related industries fly control line and are top level flyers.

The main thing, I believe, is that in order to attract folks, there has to be visibility. Right now

(See Control Line on the next page)



The “Jet Stars” hard at work

(Control Line continued)

that means Instagram, YouTube and Facebook. That also may mean local events, collaborating with the FAA Young Eagles program, Boy Scout troops, and the Science Olympiad. It also means having a website that will help newcomers to know what to buy, where they can fly, who they can fly with, how to build and how to fly, etc.

I started the **controllineflying.org** website, and also started an Instagram account, **controllineflying_org**, and a Discord Server also named **controllingflying_org**. Discord is a very popular chat/forum for gamers, but it has also been used by schools such as Harvard and Northwestern for student collaboration. There are also about 16 aviation related servers, some dedicated to flight simulation, some airline fans, some just general aviation topics and some RC. The smallest has about 1200 users. The largest over 14,000.

So, I'm trying to build the website, add information and links. I've talked to vendors (Brodak, Sig, Inova8tive, and some cottage industry folks) and the feedback I've been getting is positive.

I see this as a very long term effort. I can't stop everything and devote myself entirely to it. I also don't want to be the guy that does everything. I've been asking for help with things, but I'm resisting the urge to do it all. I don't want it to be "my" thing. If all I get is "You're doing great Mark! Keep it up!" But no one else wants to put forth any effort, I'm going to let it die.

So, that is the best I can summarize this. There is opportunity, not just for control line but also for model aviation in general, but it has to be cultivated. That requires folks who are willing to join in. We don't need tens of thousands like there were in the 1948 Plymouth Aero Modeling Championships. Even a couple hundred nationwide would be a big shot in the arm.



Who says kids don't want to build?

Editor's note: Mark Romanowitz is an artist, a superb model builder and is also our control line instructor.

