

WINDY FLYER

AMA Charter | Club 279 | Downers Grove, Illinois

From the Editor

By
Ed
Miller



Usually this column is written by the Club President, but since Tim is still working (poor guy) I will be writing this column for awhile.

I'm not exactly sure what things I'll talk about, but, as my wife says "You're good on any topic for 5 minutes whether you know anything about it or not" !

Tempus Fugit is Latin for "time flies". and here it is, September and time to think about winter projects and how to get more flying days in before we're suffering from cold and snow.

I flew more this season than most. Of course I had my requisite three or four crashes. Some pilot error and some mechanical. Ok, mostly pilot error. But, I'm no longer as upset as I used to be when I crash.

(Continued on page 2)



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

Did You Know ?

Can a Pilot Hit the Canopy When Ejecting?

Ejecting from an aircraft is a last resort option for pilots who face an emergency that makes it impossible or unsafe to land the aircraft. Ejecting involves the use of an ejection seat, which is a device that propels the pilot out of the cockpit and away from the aircraft using rockets or explosives. It is a risky and violent process that can cause injuries or even death to the pilot, but it can also save their life in a critical moment.



(See "Did You Know?" On the next page)

I now look at it as an opportunity to get a new plane!

Another thing I've done this year is convert my nitro planes to electric. (I see you nitro guys getting ready to burn me at the stake!). I have about 20 planes in my "stable" and the only ones I haven't flown were nitro. Too messy, too unreliable? Who knows? In any event, I'm enjoying some planes that have been sitting on a shelf for a couple of seasons.

As you know, our Club picnic and Fly/Beer/Burger night got canceled due to rainy and windy conditions. We have rescheduled our picnic for Saturday September 21st. More details will follow, but as usual families and friends are welcome.

Safe flying, see you all at the field!

Ed Miller

Club Secretary

Windy Flyer Editor-in-Chief



"I ordered plane rice"

("Did You Know" continued)

One of the potential hazards of ejecting is hitting the canopy, which is the transparent cover that protects the cockpit and provides visibility to the pilot. The canopy is made of a strong and lightweight material, such as polycarbonate or acrylic, that can withstand high speeds and pressures. The canopy can also pose a serious obstacle for the ejection seat and the pilot, as it can shatter or remain intact and block the escape path.

To prevent this, most aircraft have a system that automatically jettisons the canopy before the ejection seat fires, either by using explosive charges, pyrotechnic cords, or pneumatic pistons. This way, the canopy is removed from the aircraft and the pilot can safely eject without hitting it. But, this system is not foolproof, and there are some scenarios where the canopy can still pose a threat to the pilot, such as:

- The canopy jettison mechanism fails or malfunctions and the canopy does not detach from the aircraft.
- The canopy jettisons too late or too slowly, and the ejection seat catches up with it or collides with it.
- The canopy jettisons too early or too fast, and the ejection seat catches up with it or collides with it.
- the canopy jettisons but does not move away from the aircraft, and the ejection seat hits it on the way up or on the way down.

These scenarios are rare, but they have happened in real life, and they have caused serious injuries or fatalities to the pilots. For example, in the movie Top Gun, one of the main characters, Goose, dies when he ejects from an F-14 Tomcat that is in a flat spin and hits the canopy that is hovering above the aircraft. This scene was based on a real-life incident that happened to an F-14 crew in the US Navy. Another example is the accident that occurred in 2010 when a pilot of a Mirage F1 of the French Air Force ejected from the aircraft after a mid-air collision and hit the canopy that was still attached to the aircraft.

Woodland Aero Modelers

Radio Controlled Flying Club

Club Officers

President/membership	Tim Mercier
Vice-President	Brad TerMatt
Executive Director	Craig McKenzie
Secretary	Ed Miller
Treasurer	John Baderman
Safety Officer	John Horwath
Chief Instructor	Craig McKenzie
Instructors	John Baderman
	Ed Miller
	Brad TerMatt
<i>Control Line</i>	Mark Romowitz
<i>Helicopter</i>	Steve Zielinski

Calendar

September

3rd Monthly Club meeting at the VFW; starting at 7 pm.

14th Fox Valley Aero Club Tailgate Swap Meet, St. Charles, IL

21st Club Picnic and perhaps Fun Fly

28th SAC Club float fly, Twin Lakes, Oak Forest, 8:00am-Noon

October

1st Monthly Club meeting at the VFW; starting at 7pm. **Points Night auction and raffle!**

12th SAC Club float fly, Twin Lakes, Oak Forest, 8:00am-Noon (last in 2024).

Minutes from the September 3rd 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 \$6708, savings account \$4026 for a total of \$10,734. We discussed the upcoming 2024-2025 fiscal year budget. The budget indicates a \$1,668 shortfall. The budget was approved. The thought process was that in light of our substantial cash reserve we can survive a slight deficit. Also, we may underspend which will lessen the effect of the shortfall.

Executive Director's Report: Nothing new

Chief Instructor: We have a new student, 13 year old James. He did several takeoffs and landings!

Safety Director: When backing out of a parking space at the field watch for bikers and hikers! Also, stop when approaching the field where the trail turns to the south-end of our field. Bikers race around that turn and rarely look for cars.

New Business: Budget for 2024-2025 was reviewed. As proposed the budget shows a deficit of **-\$1,668**. Points discussed: 1. Discontinuation of the Swap Meet gives us no income other than dues. The Swap Meet was discontinued due to lower turnout, no vendors and nothing to sell at the Club table. Options include restarting the Swap Meet or better, rent a table at a more successful Swap Meet and sell whatever donations we get. 2. Eliminate the Club picnic, or have people bring their own food. 3. Eliminate Point Night. 4. Raise dues. After deliberating, we

decided, in light of our strong bank account, to keep things as they are. 5. Another point is we tend to run under budget which will help us break even. The Executive Committee will review our options and hopefully come up with a plan.

- We need to consider getting insurance for our mower's trailer.
- Fox Valley Tail Gate Swap Meet is the 14th of September.
- Float Fly is September 28th

Announcements:

- After being rained out we have rescheduled the Club Picnic for Saturday September 21st. More details will follow. **Bring your own food**, we will supply soda and water. Please bring a dish to pass and/or dessert. Instructor's will be available to take kids, friends or anyone else up for a flight.
- Our mower has broken down. Bob Sass has let us borrow his mower until ours is repaired. Many thanks to Bob.
- Check out the Horizon Hobby or Tower Hobby website. Each day this month they are offering a substantial discount on either a plane, car, or equipment.

Model building hints and tips: None

New Members: None

Planes for Points

-Bill Brzostowski brought in a Stuka built by Ed Niccum. It took Ed about 2 years to build. It includes a bomb drop. The Club will perhaps sell it at the Fox Valley Swap Meet.

-Billy Byan showed off his "Ghost". He got it at a Swap Meet. After changing the CG he discovered it was easy to do rolling harriers. It flies amazingly slow.

- Tim Mercier brought in a E-Flite Ultra Stik. He bought it to inspire Brad TerMaat to build his Ultra Stik. It flies well and he can throw it in his car, and it is easy to set up.



German Stuka



Tim Mercier and his Ultra Stik



Billy Byan and his "Ghost"

Photos



Tony Mataitis with his German Fieseler F1 156 Storch. This was the plane that was used to rescue deposed Italian dictator Benito Mussolini.

