

WINDY FLYER

From the Editor

By Ed Miller



For the first time, none of our Club officers were able to attend our October meeting due to a combination of scheduled vacations and unexpected emergencies. We did send out notifications via SLACK, so those connected to our SLACK group were informed in advance. To anyone who showed up and wasn't aware-my sincere apologies. We truly appreciate your dedication and understanding!

Just a quick reminder-SLACK is the easiest and fastest way to stay in the loop with Club updates. If you have a smartphone, we highly encourage you to join us there. Simply download the SLACK app, bring your phone to the next meeting, or reach out to a (see From the Editor next page)



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

Did You Know ?

The World War II Bomber that Cost more than the Atomic Bomb

The Boeing B-29 was the most advanced bomber of WWII, and more expensive to design and build than the atomic bombs it dropped. It also helped influence the airliners we fly on today.



It was two years before Japan's attack on Pearl Harbor dragged the US into the war. But the US Army Air Corps was looking for a new bomber aircraft. What they were after was a "super bomber", capable of flying up to 2,000 miles at a time and at altitudes never achieved before.

The aircraft they got would go on to drop the atomic bombs on Hiroshima and Nagasaki and ultimately bring an end to WWII. It would also pave the way for a civil aviation boom

(See Did You Know on page 2)

(From the Editor continued)

Club officer. We'll send you an invitation, and you'll be connected in no time. It's really that simple!

Our September Fly-in and Burger/Beer night was, once again, a fantastic time filled with great camaraderie and some "expert" flying. Weather permitting, we're planning one more event in October—hope to see you there.

Our recent Fun Fly event was a fantastic time for everyone involved! Great company and lots of flying fun. Be sure to check out the photos and results—we had some memorable moments!

A special congratulations to Pete Mesha on completing his solo flight! Pete's excited about indoor flying this winter and is eager to dive into some building projects. Way to go, Pete!

Ed Miller

Club Secretary

Windy Flyer Editor-in-Chief

Perfect for that wife with
her multi engine rating



In honor of Halloween!

(Did You Know continued)

that led to the everyday air travel we have today.

It was January 1940 when the US Army Air Corps (USAAC) approached five American aircraft companies with the request to build a bomber bigger than anything the world had ever seen. Although the US was yet to enter the war, in Europe it was already raging. The US knew it was just a matter of time before it might be dragged in.

Two of the companies approached, Douglas and Lockheed, soon abandoned work on the submissions due to the problems it posed. Boeing, however, had a head start, having begun work on a design as a private project a few years earlier.

Boeing's XB-29 design eventually won the competition, but it would be another four years before the aircraft that became known as the B-29 Super Fortress entered service.

It was the most expensive and complex industrial project US industry had ever undertaken and would not be surpassed until the space programs in the 1950s and '60s. It cost nearly 50% more than the Manhattan Project that built the world's first atomic bombs. In today's money the cost equals the equivalent of \$55 billion!

The plane was designed to fly above 20,000 feet. The higher you fly, the longer you can fly, but it presented many challenges. You have to be on oxygen the whole time, they had to have electrically heated flight suits which were very cumbersome. To solve these problems Boeing turned to a promising new concept: pressurization. This meant crew didn't have to fly with oxygen masks. The air would be pulled out of the engines, cooled, purified and then pumped into the crew compartments. It could also be reheated so the crew didn't have to wear bulky flight suits.

Other innovations included three sets of wheels—called tricycle landing gear which are common place on airlines today.

After WWII the B-29 continued flying in the newly created US Air Force, in Korea, and also became the first air to air tankers, which could refuel other aircraft in flight.

Woodland Aero Modelers

Radio Controlled Flying Club

Club Officers

President/membership	Tim Mercier
Vice-President	Brad TerMaat
Executive Director	Craig McKenzie
Secretary	Ed Miller secwamclub279@gmail.com
Treasurer	John Baderman
Safety Officer	John Horwath
Chief Instructor	Craig McKenzie
Instructors	John Baderman
	Ed Miller
	Brad TerMaat
	Ludwig De Mesa
<i>Control Line</i>	Mark Romanowitz
<i>Helicopter.</i>	Steve Zielinski.

Calendar

October 2025

- 7th Monthly Club meeting at the VFW; starting at 7:00pm
- 11th SAC Club float fly, Twin Lakes, Oak Forest, 8:00am till noon. Last one for 2025
- 16th Save the date. Fly and Burger evening, weather permitting.

November 2025

- 4th Monthly Club meeting at the VFW; starting at 7:00 pm. Member points for Points Night (for December) finalized. Officer nominations.

December 2025

- 2nd Monthly Club meeting at the VFW: starting at 7:00 pm. Officer Elections, Points Night Auction and raffle.

October Birthdays

Fun Fly Recap

Our recent Fun Fly event was filled with laughs, delicious snacks, and great camaraderie among participants. Despite the rain cutting our activities short, we successfully completed three exciting events before the weather forced us to stop.

Event Highlights

Taxi Race: For the Taxi Race, cones were arranged down the center of the field to form a looping course. Each participant took turns navigating the loop, aiming to record the fastest time for three laps without allowing their aircraft to take off. The winner was determined by the quickest completion time.

Balloon Burst: In the Balloon Burst event, three helium-filled balloons were anchored in a row near the middle of the field. Contestants were given three minutes to either burst a balloon or cut the string holding it. This even tested both precision and speed under time pressure.

Long Glide: The Long Glide challenged pilots to reach the highest possible altitude within 30 seconds. After reaching their peak, participants cut the throttle and attempted to glide their aircraft back down to the field. The pilot achieving the longest glide time, with no throttle applied, were declared the winner.

Taxi Race

Pilot	Time (minutes)
Tim Mercier	1:06:14
Mark Ebert	1::24:88
Ed Miller	1:39:08
Rav Lov	1:59:08

Balloon Burst

Pilot	Burst Balloon	Hit String	Time (minutes)
Mark Ebert	1	0	1:41
Tim Mercier	0	1	1:58
Rav Lov	0	0	3:00
Garv Watson	0	0	3:00
Bill Brzostowski	0	0	3:00
Brian Opalka	0	0	3:00

Long Glide

Pilot	Time (minutes)
Tim Mercier	2:48
Ray Loy	1:36
Gary Watson	1:33
Ed Miller	1:00



The guys going over the ground rules.



View from way up in the sky.

Halloween Photos



Woodland Aero Modelers



Club Newsletter



September 4, 2025



Favorite R/C Airplane T-Shirts