

## **Green Valley RC Flyers Meeting Highlights**

### **October 11, 2010**

No treasurer's report. Waiting for our Treasurer, Phil Korth, to return to Green Valley.

Reminder: AMA dues must be renewed or current by December 31, 2010 to remain a member of our club in 2011.

Reminder: Green Valley Flyers dues will be determined by the board before year end. Dues must be paid by March 1, 2011.

The slate of nominees for club officers will be presented at the December 13, 2010 meeting. Voting will occur during our January 10, 2011 meeting.

Ken Fleshman told the group about a Sahuarita firm, Hydronalix, that is developing unmanned high speed portable watercraft. The craft most publicized is the E.M.I.L.Y., EMergency Integrated Lifesaving LanYard, which is a "robot operated with a remote control by nearest lifeguard." In the future, the robot lifeguard will be autonomous. Google "hydronalix emily" for lots more information. Ken would like a Hydronalix representative to make a presentation to our club.

Holiday Pot Luck Dinner: Will be held at the La Posada Recreation Center on December 13 at 7PM. Members can sign up at the next meeting or online via our web site.

Safety report: There was a mid-air collision at the FICO field between a foam trainer and a large gas-driven ARF. The ARF lost and is a basket case.

Field reports:

Flat Top – the weeds have dried up so the field is usable. Canoa – Hopeless with tall weeds growing all around.

FICO – The runway has been mowed twice by club members. The rest of the area was cut by FICO. The lawn mower needs more repairs. Repair parts for the club's string trimmer are en route, so the high grass around the barriers and benches will soon be cut.

Local Events: The Tucson Aerobatic Shootout will not be held this year, due to other organizer commitments.

Continental School Airplane Club: Dan Dyvig reported that our volunteers are preparing for the first session of the Club on October 26. Trainer planes and radio

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equipment are being checked out. Computers with Real Flight simulators are now ready again for use. A lesson plan has been developed for the first few sessions.

### **Show and Tell:**

Ron Simonds told about his trip to Denver where he took toured the Aero-works company warehouse. Most of the aircraft there were ¼ scale Cubs and other aerobatic planes. He did come back with a nice landing gear assembly.

Art Siri presented his home-designed and scratch-built, twin-motor, channel wing plane. He designed the plane from photos of the prototype that was developed by Willard Custer in the 30's and 40's. Custer's plane could make vertical takeoffs due to the static thrust generated by the flow of propeller-driven air over the airfoil. Art made numerous changes to Custer's design to solve some of the problems of the original plane. Art said that he made the airfoil out of 500 pieces of wood and 4000 glue joints. He planned to run a test of the plane on a tether to determine if it could lift off vertically. (Follow-up: the tether test showed that the motors are generating a thrust of 75% of the plane's weight, but no vertical lift as of yet.)

John Ferrara brought the fuselage of his Stearman 4E. He showed how he is covering the frame with sheet metal. The rest of the plane is getting its final fittings. The fabric covering will be Ceconite, a fabric that is better than Coverite. Stits makes the Poly Lite Fabric that must be tacked to the frame with Poly Tak, liquid cement. John will paint the fabric with F&M Enterprises (Stits) water-based polyurethane.

Ted Dore showed the Great Planes Anniversary Cub that he inherited from John Ferrara. The plane has a 90" wing and weighs 13 lbs. Ted recovered the fuselage and repaired a wing tip to make it flyable again. He planes to put a Saito 100 up front.