

# S.I.R.S. Inc.



Newsletter for the Sentral Illinois Radio Society, Bloomington, IL

A.M.A. Chapter 621

April, 2007



Here are a couple of nice pictures from the SIRS field . Dave Ludington is getting his Four Star and bipe ready for take off. Doug Mock is getting his plane ready for his first flight of his Four Star. Dave Haas is excited about getting his Four Star Chicago Bears plane in the air. It has been a long winter.

If you have any current pictures from the field or any building projects please email me some pictures to share with everybody. Thanks.

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**Club Meetings**

Club meetings are held on the second Saturday of each month at the flying field in Covell, IL. Meetings begin at 7:00pm during the winter (CST) and 8:00pm during the summer (CDT).

**SIRS, Inc. Meeting Minutes – March 10th, 2007**

**Call to Order:**

President Tom Kirk called the meeting to order at 7:00 PM. There were 22 members present plus a new member that joined.

**Previous Minutes:**

Minutes were approved as published in the newsletter.

**Treasurer Report:**

Jim Danforth reported on the March 3rd swap meet. 34 tables were sold and 89 admissions were collected for the swap meet. It was noted that Pat Henson donated the donuts that were also sold at the swap meet.

**Old Business:**

It was motioned and approved that Mike Wilson and Jim Danforth have earned a discount on 2008 dues for their assistance in organizing and running the swap meet.

**New Business:**

It was decided that there would not be a cookout before the April club meeting due to the weather still being too cool. April 21 is designated as Field Clean-up day. It was suggested the pools should be painted. May 12th is the Static Show, and everyone is encouraged to bring out any new projects they'd like to show off. June 9th is the Big Bird, there was some discussion about the format for the event.

It was brought up about if there would be a fuel order this year, and further research is still needed. It was discussed if there should be another swap meet this year. As an alternative it was discussed about having the SIRS open house fly-in day combined with a tailgate swap meet. Possible date could be Sept. 15th, which may necessitate a need to move the SIRS Thompson Cup Race day. This was perceived as the better option. More discussion needed.

June 23rd has been designated as an AMA promotion day for model aviation including rockets, control line, R/C, and all aspects of the aviation hobby. There will not be a SIRS Aviation camp this summer.

There was some discussion about the desirability of more specific helicopter rules, including the need to be hovering safely, the need to designate instructors, and other possible rules. There was also discussion about the new Spektrum radios and the possibility of still requiring Spektrum radio users to obtain a frequency pin. Further review of a Spektrum information CD was encouraged to get ideas for how to handle frequency pins.

**Show & Tell:**

Orville demonstrated the new Spektrum Radio system, including the unique Model Match function. Orville explained 3 benefits: 1) Can't shoot down other flyers with the transmitter, 2) No antenna to pull out, 3) The Model Match function.

Bob Hawkes showed off an Eflite Cap 232.

Lou won the 50/50 drawing.

**Adjournment:**

# SIRS 2007 Swap Meet Pictures





## Wayne Geffon Spotlight SIRS Member Interview

Wayne has always been interested in aviation. He started in the hobby when he was ten years old. His dad took him to a local RC club at that age and they talked to a few of the members. The seasoned club members advised them on their first plane, radio equipment motors and how to build one of these things.

The first plane they built was a Carl Goldberg Eaglet 50 trainer. It was a typical four channel airplane. He learned to fly on the weekends over one or two months. Buddy cords were not used back then. The instructors frantically grabbing the transmitters as the plane was heading to the ground was the norm. For some reason, Wayne found take-offs were the most difficult to learn. After that his dad would build them and Wayne would crash them. It was a good arrangement for Wayne.

His advice for new commers is this. There is no right or wrong way to get started. Do research, talk to people at the local club and local hobby shop and educate yourself. Realize that if you ask ten people in the hobby one question you will typically get twelve answers. Most of the beginning trainers, radio equipment and motors are so reliable now that it's hard to make the wrong choice when starting out. Once your decision is made, he says get involved, get out and fly with an instructor. Don't take it too seriously. Remember it's supposed to be fun he says.

2007 will be Wayne's third year flying IMAC. Wayne's current airplane is a 40% Carden Extra 260. He is having a Carden 40% Extra 300 built for this season and should be ready to fly in April. That airplane will either be a backup to the 260 or vice versa depending on which one he likes more. He recently won the 2006 Tucson Shootout (Unlimited Class). This contest is the largest one of its kind and brings in the best pilots from all over the world to compete in 5 separate classes. Pilots spend their entire season qualifying to make the list to compete there. With his win in the Unlimited class last fall, he will now be moved into the Invitational Class at this contest and compete amongst the likes of Chip Hyde, Frazer Briggs, Mike McConville, Jason Noll and Quique Somenzini.

Qualifying is no longer a factor for him for this contest. In addition to the Shootout he will compete in several local IMAC events and will also compete at the AMA Nationals.

He hopes to make the list for the 2008 Masters which is another Invite only IMAC contest that is held every two years.

Pictures descriptions:

Larry Arseneau calling the sequence for me at the 2006 JR Challenge.

40% Carden Extra 260

1st place. 2006 Tucson Aerobatic Shootout. Unlimited Class

# WORDS FROM THE PREZ



RF'S

The more I get into the r/c hobby, the more I realize how lazy I am when it comes to building and repair. I have four broken planes and three helicopters in a pile. I should have just gave them all away at the swap because they have been that way for almost a year. I need a magic plane that will fix itself while I sleep and a helicopter that has a super force field around it that won't let it hit the ground. I think the club members that scratch build or kit build airplanes deserve a holiday. I am one of the guys that stuck with the hobby due to the ARF plane. Almost Ready To Fly. Well now I am ready for the next r/c faze. RF'S Ready To Fly. I want to open the r/c box like a pop up book.... out pop's a flying plane. You open it up and out comes a plane with a running motor and or charged battery. I am laughing to myself thinking about Gene Barkers response to my RF'S. Did I say running motor in my RF'S. That was a mistake now that I think about it. Electric is the only way to go for the lazy ( Me). No mess, very reliable , quiet, and the start when you just drove all the way out to the field and only have a hour to fly. A year ago I never even thought about electrics. Now all I think about is selling all my messy motor machines. It is funny to me how that has changed to me. I used to love the sound and smell of nitro. Well actually ,I still do! I just don't want the sound or smell coming from me. I hold the builder in the highest respect. Yet long live the " Electric Ready To FLY".

April meeting our theme is "Tool Talk". Please bring a handy tool or tool that others might not know about. Or share a trick of the trade on how to do a repair or some knowledge that just needs to be passed along.

Your Lazy Prez.

Captain Kirk

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# APRIL 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat	
				5	6	7	
8	9	<b>In the coming months....</b>  <b>May 12th Static Show</b> <b>June 9th Big Bird</b>					14 <small>Sirs</small> Meeting 8pm
15	16						21 <small>Field</small> clean up 10am
19	20						28
29	30						