



## September 2011 Newsletter



Saturday morning of the Thompson Cup came and so did eight brave pilots. The poles were GPS located and precisely placed in the proper positions. The pre-race atmosphere was jovial but, you could tell some pilots were keeping some secrets held close and sneaking glimpses of the competition. Ken could not hide the sound of his flow through pipe on his K&B 40. It was leaked that the engine and pipe combination were purpose built for the unmarked secret prop formed by Art. Duane lost his primary plane to mechanical difficulties twenty minutes before race time. This was one of those “hey, I might have a chance” moments for the other pilots. His racer was found and transported back to the pits with only a broken prop but he was still forced to enter his back up. Nate was spending his testing time doing flat spins and knife edge flights with his 56 powered Grimlin. Dave Ludington snuck into the pits with his 4\*. There are some changes being mad to security next year. It seems that someone was able to work themselves to Dave’s ship and place a small piece of paper in the fuel system of Navy inspired craft. The obstruction was found and his TT 46 was running at full song in no time. Dave Hass had fallen asleep in his hanger after working all night on his Viper Q500 racer. If the film documentary crew had not decided to check on him, he may have missed the race. At the wire a dark horse pulled into the facilities. Jim Danforth with his plane sponsor and father Gordon entered “The Fastest Trainer East of the Mississippi.” Mike and Jay, the two professional race circuit pilots were busy doing final prep and tuning.

The heats were set with a blind draw. Heat one would be Jay, Ken, Jim and Dave Hass. The horn blew for the one minute start sequence. All but Jay stated up and headed for the line. It seems that the bearings on a TT 46 do not like to run at 17,000 RPM’s and let go on the poor engine. The three other planes took to the air with a vengeance. Dave’s Viper was moving along and Jim’s ship was on target but nether could be heard over the cry of the K&B 40 on Ken’s Screaming Demon. On they went for 20 minutes. Dave made 3-4 stops with a 4 oz tank and with the lack of sleep he could not grease it in on the last landing and broke his fuse with just 3 minutes remaining. Ken, trying to shorten his pit time, gambled on an idling landing and paid the price of pulling out his firewall. That left Jim to cruise to the 20 minute mark without his ear plugs.

Heat two would put Duane, Nate, Mike and Dave Ludington wing tip to wing tip. Again the horn blew and all but one started. It seems that the same sava tour that tinkered with Dave’s fuel system also had their way with Mike’s. A kinked pressure line kept Mikes entry on the ground. Again the others screamed to the poles and all played nice with no mid-air on the day. Duane just kept turning left and making laps. Nate’s Grimlin lost some power and slowed about the 9 minute mark. He continued on in a valiant effort to make laps. Dave pushed his 4\* to the edge on every lap and made some incredibly fast pit stops.

In the end Duane had made more left turns then the rest to secure another name plate on the Thompson Cup with 89 laps. Nate wound up 5 laps short of a win with 85 laps. Ken took home the bronze with 81 laps.

### In this issue...

SIRS News .....	1
SIRS Meeting Minutes .....	2
Adds and Info.....	3
Upcoming Events .....	4

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**SIRS Web Page**  
<http://www.sirs-rc.com>

#### **Club Meetings**

Club meetings are held on the second Saturday of each month at the flying field. Meetings begin at 2000 (CDT).

#### **Classified and Advertising**

Visit <http://sirsbb.sirs-rc.com>

Classified Ads may be placed by members for no additional charge. These are to be of a private sales nature.

PLACE ADS HERE INSTEAD OF ABOVE PARAGRAPH. ADS MAY BE COPIED FROM SIRS FORUM, BUY AND SELL

Meeting started at 8:02 pm  
9 members present and 2 guests  
Approved minutes from last meeting

#### Treasurer report:

\$6418.93 after all bills have been paid.

Pylon races: September 24<sup>th</sup> and 25<sup>th</sup> 20 pilots have registered already and we have added the EF1 electric class. Workers have been hired to help run the races; however we still need help with cooking lunch. About 4 more volunteers are needed. The Pantagraph has promised to come out during the races Saturday and to have a write up about them in Sunday's paper. See Jay Cappis for more info.

Canopy: Fred has gotten a slightly damaged canopy for free and is hoping to get it fixed up for our club to use. If not they are on sale at Bed Bath and Beyond for around 30 dollars. This canopy will be used during club events when it is not practical to set up our much larger tent.

#### New Business:

District six president Charlie Bauer has sent a memo with his recommendations for the upcoming AMA elections. He recommends voting for Gary Fitch for executive vice president and Bob Brown for president.

Dumpster: This will be the last month we will have the dumpster at the field. This was approved last month in an effort to save funds. In the future club members are asked to pack out any garbage they have.

Club Tractor is up and running, and stopping too. Thanks go to Ken Ausili for getting its brakes repaired and working well. The tractor still needs some work; however it is up for discussion on whether it should be fixed up or sold for something more user friendly to use to mow the field.

Membership dues: Currently there are 40 paid regular members, 2 junior members, and 5 family members. A reminder will be sent to active club members that have not yet paid their dues. If you have not paid your dues, please see Jim Danforth or a club officer.

Officer Nominations: Nominations were made for the following officer positions: Jay Cappis for president, Fred Logue for vice president, Jim Danforth for treasurer, Dave Hass for secretary, Ken Ausili for safety officer, and Bob Stadsholt for newsletter editor. Elections will be held at next months meeting.

Business Cards: Dave Hass has volunteered to purchase more club business cards for club members to pass out and promote our club and hobby. They should be arriving soon and will be given to club members as well as local hobby shops. See Dave if you would like some to pass out.

#### Show and Tell:

Nate Strait has built and improved his gremlin airplane he uses for combat flying. He has added functional rudders to the plane and gone are the days of flat spinning out of control to the ground. It is amazing how simple and functional they are. They work great, who would have thought a gremlin could fly knife edge!

Meeting adjourned at 8:52pm

Additional information about A Day At The Airport event:

For the second year in a row SIRS members were a part of The Prairie Aviation Museum's event known as A Day At The Airport. On Saturday September 17<sup>th</sup> Father Rick, Ken Ausili, and myself set up and manned a display at the event. Included were many model airplanes, micro indoor fliers, RC engines and battery technologies, as well as an RC Aircraft simulator. Many children and families stopped by our booth and checked out the models and asked about a million questions. The last of our club business cards were handed out and many families expressed interest in what we do and each every one of them was invited to stop by our field for a closer look. The children had the most fun with the simulator, and that little red button on the controller sure did get a workout. Thanks go to the Prairie Aviation Museum and event organizer John Ohler for inviting us out again this year. I talked to the event organizer as the day was winding down and he thanked us for coming and plans on inviting us again next year. Our partnership with him and the museum is valuable and is a great way for our club to reach out to the public. I look forward to attending this even next year, and thank you to Father Rick and Ken Ausili for helping and attending.

Dave Hass



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### Thompson Cup Results

Duane—89

Nate—85

Ken—81

Dave L.—75

Dave H.—67

Jim—42



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S.I.R.S. Newsletter Editor  
Jay Cappis  
104 Diane Drive  
Lexington, IL 61753



# October 2011

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						<b>1</b>
<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8 fun fly</b>
<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>
<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>	<b>21</b>	<b>22</b>
<b>23</b>	<b>24</b>	<b>25</b>	<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b>
<b>30</b>	<b>31</b>					