

Club Officers

President

Dave Klaus
1502 Copeland Court
Greenwood, Mo 64034-9207
816-537-6023

Vice President

Dennis Tschirhart
216 SW Yost Ave
Lee's Summit MO 64081-1718
816-524-0917

Treasurer

George Wright
4408 E 137 Street
Grandview, Mo 64030-2831
816-763-1283

Secretary and Newsletter Editor

Walt Calkins
720 East 72 Terrace
Kansas City Mo 64131

Internet address: Walt.Calkins@mail.sprint.com
Send newsletter information and items for sale or wanted to the newsletter editor. He's almost always home after 9:00 PM or call his work number,

Club Web Site: www.rcsportflyers.com

The Radio Control Sport Flyers fly from Stamm Field, located near the south-east corner of Longview Park, operated by the Jackson County Parks Department. For information about the Parks department, visit their web site at: <http://www.jacksongov.org/rec.shtml> For the calendar of parks events: http://www.jacksongov.org/rec_ce.shtml

Minutes of the July 7, 2005 Meeting

There were 20 members and two visitors at the meeting. The visitors were Phil and Carrie Ramsey. Phil flew back in the 1970's with KCRC and is interested in getting back into RC. Phil has been flying some electric and has an Alpha 60 ordered.

The minutes of the last meeting were approved.

George Wright gave a report of our finances. Report was approved. While the weather wasn't very good for our fun-fly, we had a reasonable turnout and the treasury is in reasonably good shape. There is food left over that we can use at the meetings and that will bring in some more money.

Safety: Scott reminded us to be sure the big planes are securely tied down or are being held. Plus, don't fly alone. About the only potential problem we had was with a non-club member that was flying a helicopter. His young child was with him on the flight line while he was hovering. The risk was the possibility of the child running onto the field to "help" daddy. Members were encouraged to volunteer to look after young children so their parent could fly safely.

Training: Dennis Tschirhart said everyone is on the verge of soloing. He was impressed that the students were coming out in poor weather and pressing on with their training.

Newsletter Quiz: A remarkable thing happened. Scott was at the meeting but hadn't read the newsletter! Remarkable in that he wasn't able to answer the question. Also remarkable because he was probably the only person who hadn't read the newsletter. Oh well, back to reality. After a number of people tried, Bernie Drummond got the answer that you'll get a prize of \$20,000 for being the first to fly a human powered helicopter. So get out the weights and start building up those muscles!

Club Fun-Fly: As mentioned earlier, the fun fly did go on. The weather wasn't very agreeable but people showed up and people flew. Free stuff and food brings people out. Financially it wasn't a booming success but we're not broke and the treasury will very likely make it to next year.

Food: Once more we had hamburgers and hot dogs at the meeting. Thanks to Mike Krass for being the chef. If any of you are concerned about the food being a less than good quality, I can personally assure you that it is good. I remembered this time and had a double cheeseburger and it was first rate. Donations are taken to offset the cost of the food.

Volunteer Hours: Please remember to report to the club each quarter the hours you spend on anything that helps the parks department. If you pick up trash, help with club events, help new people....it all counts. Reports are submitted to the parks department each quarter.

RC Association Fly: Joe Cygan has agreed for clubs in the RC Association (RCSF is one of the clubs) to do a benefit fly next summer for a county preferred charity. More information will be coming as the time gets closer.

Raffle Prize: Scott Goergen won the \$20 gift certificate for Hobby Haven.

Show and Tell: Mike Krogh had a Sea Dancer built from an Ace kit. Ace no longer makes the kit, but plans are available. Mike has a Saito .91 on it. It's ready to fly; it simply needs the radio programmed. It is sealed with Balsa Rite and covered with Century 100 fabric. Claude built the plane so you can be sure it looks good.

Aug 4 RCSF Club Meeting – at Stamm field
Aug 6 RCSF Informal Fun Fly
Aug 20-21 Rocky Mountain Big Bird Festival; Ft. Collins, CO; Bob Ferrero, 970-214-1716, bobferrero@aol.com
Aug 27 49th Jumbo Jamboree
Sept 1 RCSF Club Meeting – at Stamm field
Sept 3 RCSF Informal Fun Fly
Sept 24 RCSF Club Picnic
Oct 1 49th Jumbo Fly What You Bring Fly-In

Calendar of Events – Full Scale

8/30-9/5 National Antique Airplane Fly-In, Blakesburg, Iowa

Here's a article from AVweb commenting on the possibility of automated airliners, as in no pilots. I can imagine sitting in my seat as the plane taxis out with the announcement of completely automated flight, pointing out there's "no possibility of a mistreak...mistreak....mistreak..." From AVflash, Volume 11, Number 18a -- May 2, 2005, <http://www.avweb.com/cgi-bin/udt/im.display.printable?client.id=avweb&story.id=189600>

As the Beacon Turns #89: Send In the Drones!

May 1, 2005

By Michael Maya Charles, Columnist

Who needs two pilots in an airline cockpit when one will do? For that matter, who needs one when a flight-sim-trained teenager can do it from the ground? Heck, get one of those brains in a dish and you don't even need the teen! AVweb's Michael Maya Charles ponders the future of airline cockpits in this month's As The Beacon Turns column.

I don't pay a lot of attention to the news -- it just seems to be endless variations on the same four themes: killing, stealing, copulating, and government/corporate waste and corruption. But lately it's been hard to ignore a few stories that have made it above the ridgeline. Reading these stories makes me glad I'm looking at retirement from the airline profession in a few years instead of striking out hopefully into the dawn of a new career like the pilot I profiled last month.

Earth Rounder

First, there was the story of the successful 'round-the-world flight by Steve Fossett and his Burt Rutan-designed Virgin Atlantic Global Flyer. Fossett left Salina, Kan., one cold, March evening at 6:47 p.m., dumped some fuel overboard just to add a little drama to an otherwise bland news event, and 67 hours, 1 minute and 46 seconds later, bounced back to earth at Salina, having traveled 19,880 nautical miles. By the way, that figure was a mere 17 miles over the requirement for the 'round-the-world record. Fossett and his crew deserve all the accolades that we can bestow upon them. Bravo!

The Baddest Of The Bad

Then there were the first pictures of that mega-jumbo thing from Europe, the Airbus A-380. Is that a monster or what? It looks like something out of a children's cartoon book. How can something that weighs 1,235,000 pounds fly? This double-decker, four-isle bad boy will be a third-again larger than Boeing's venerable Whale. For the airline executive who has everything but a balance sheet with black ink, these are the ultimate "Mine's bigger than yours" machines. All you have to do is figure out how to fill the 555 seats at \$29.95 each ... and, of course, pay the monthly nut to the leasing company who probably owns not only the engines but most of your airline. These behemoths won't be flying from Duluth to Des Moines; they'll be plying what the airline brain trust calls the "long, thin routes," which means we're going to have to invent new human DNA to allow us sit in one of those things most of the way around the world without sleep or instant messaging, to say nothing of the threat of deep-vein thrombosis. They're working on the instant messaging, of course.

Connecting The Dots

Now let's look at the connection between these two stories. If the airlines get a whiff of Fossett's successful little flight, the airline pilot profession, as we know it, is toast. Kaput. Game over. First, we won't need so many pilots to fly the long, circadian-busting, international routes in the future; Fossett has shown it is perfectly acceptable to fly around the world all by yourself. Forget all that crew-coordination stuff. Who needs all those dang Prima Donna pilots, anyway? Airline management (is that an oxymoron?) is convinced that long-range, single-pilot aircraft are the foundation of their new economic plan. At least until they send in the drones. More on that in a moment. Fossett's flight also proved that we don't need to rest so dang often. We'll soon be flying those big A-380s single-pilot, non-stop around the world. After all, what's 16, 20 ... even 30 hours in the seat compared to the whopping 67 hours that Fossett flew? Why are airline pilots so worried about getting adequate rest? What's the big deal? What a bunch of wimps! And think of the money the airlines will save on crew meals. They'll just buy a couple of cases of those diet milkshakes like Fossett had on his trip, throw in a couple of

bananas, and call it good. And since there won't be any need for a crew sleep facility, they can pack another couple hundred people into the flight deck. Just forget about trying to find your black rollerbag in the sea of black rollerbags when you get to baggage claim at your destination.

Send In The Drones

Seems like everyday we see reminders in the news of the proliferation of UAVs (unpersoned aerial vehicles) in our skies. They're employed over Iraq, Afghanistan, the Academy Awards, the nation's capital and who knows where else. Actually, we do know, but it's top secret; and if we told you, well ... you know what we'd have to do. Our little eyes in the sky aren't totally autonomous -- yet. For now, they're flown by 14-year-old former Game-Boy champions from comfortable couches in a not-so-secret location in Southern California. This is just plain weird. But it's the wave of the future. As Bobby D. sang in the 60s, "The times, they are a-changin' ..." If you think that there won't come a day when cyber-pilots will fight the air wars in the skies over oil-rich countries, you're as naive as an Enron vice president. Yes, drones and UAVs will become even more a part of the aviation scene in the future. This future does not include any prissy fighter jocks or airline pilots with too many ex-wives to retire before they're 80. Nossir, we're talking a sea-change here. I just hope the engineers continue to refine the software to make TCAS (or whatever evolves from TCAS) more reliable in the future so we're not running into each other at altitude. And you thought that our future "crowded skies problem" was to be caused by the proliferation of VLJs flown by the unwashed! Note to Game Boy Champs: Before you get feeling a little cocky about your starring role in all this, you might want to digest the following story with your Twinkies and Starbucks vente carmel macchiato.

Dish Brain

There it was on CNN last fall. The headline read: "Brain in a dish flies flight simulator."

Yes, folks, we knew it would happen sooner or later: Scientists succeeded in getting a brain in a Petri dish to fly an F-22 simulator. Actually, the "brain" was a collection of 25,000 neurons borrowed from a rat. I never figured a rat had that many brain neurons, but I've certainly known pilots with fewer. Come to think of it, I've probably had fewer brain neurons firing after a week of all-night flying. The brain was created by Thomas DeMarse, a biomedical engineer at the University of Florida in Gainesville. The rodent grey matter was connected to a computer by 60 electrodes, each only six hundredths of an inch wide. It did a pretty respectable job of flying the jet, but the Air Force is going to have a real recruiting problem if this catches on -- how will they ever get kids to sign up for military service without those lanky young men in fancy blue flight suits flying their F-18s at airshows? It just wouldn't be the same watching those shiny blue and gold jets make their diamond pass knowing that Dish Brains are doing the flying. The old saw about the cockpit of the future being a human monitor and a dog is a little dated. Soon, both the dog and the human will be replaced by a Petri dish full of neurons. We won't need pilots at all. Those wizards in Florida can create as many brains as they want from the nearly endless supply of rats jumping off the sinking ship called the airline business. Don't worry, though; I'm sure they'll give the neurons back to the rat when they're done with them. Think of the advantages to the bottom line here, folks: There are no layovers for Dish Brains; thus, you never have to contract for swanky hotel rooms, don't have to buy Dish Brains three squares, or mass quantities of beer. And you don't have to pay for Dish Brain's retirement. When you're done with the Dish Brain, or the thing just plum wears out, you just pull the plug on the computer. Come to think of it, that's a lot like what's going on in the airline business today.

Man, this is the mother lode of airline economic health! That's it; I'm buying more airline stock.

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Gotta have some weird stuff, from AVflash, Volume 11, Number 28a -- July 11, 2005

HERE'S THE BEEF, SO BE CAREFUL TAXIING

An Air France A330 carrying 196 passengers ran into a herd of cattle at Nigeria's Port Harcourt International Airport about 4 a.m. last Wednesday. None of those on board were hurt. Seven cows were killed. The A330 was checked and found to be undamaged. Local reports were not clear as to whether the cattle were on a runway or a taxiway, but they did say -- and we quote -- that security has been "beefed up" to prevent further incidents. Aviation Minister Isa Yuguda told AllAfrica.com that the presence of the cows was a "strange and unusual occurrence."

