



It's nice to have some consistent flying weather. I have had the pleasure of going to some nice fly-ins as well as having some good flying days at home. It's been a wonderful month.

With the opportunities to fly have come the opportunity to see others, some of which I haven't seen since last fall. It's been great to see everyone enjoying flying and the field.

Its good to see everyone doing there best to look after the wonderful flying field we have.

It makes me very thankful for the efforts of the group that started the club and the efforts they have made over the years to have a flying field, make improvements, and take meticulous care of the field we have. Thanks to all of them we will hopefully have this nice field for years to come.

Mickey Breunig

mbreunig@windstream.net

Upcoming Event

Trainer Banger Flying Competition

Saturday, June 30 @10 am

LMAC Flying Facility

Everyone Welcome

Club Members and Non Club Members

AMA membership Required

No Entry Fee



Treasurer's Report

by Carroll Ware, Treasurer



There are 76 paid up members.

Dues information and forms, click on this link

<http://www.lmacky.org/membership.html>

Future Airfield Maintenance Accrual Account \$5,000.00

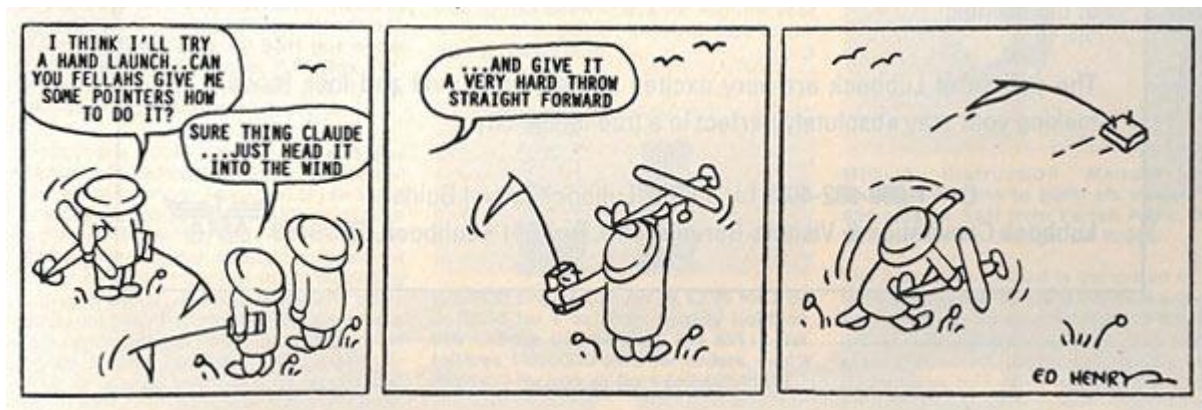
Educational Savings Account Balance..... \$621.86

Funds provided by the Lex. City Council for use in Fayette County School programs.



Income and Expense Report as of June 1, 2018

<u>DATE</u>	<u>TRANSACTION</u>	<u>DEPOSIT</u>	<u>PAYMENT</u>	<u>BALANCE</u>
5/11/2018	K.U. cat: Utilities:Gas & Electric		36.74	12,688.91
5/11/2018	Wal-Mart cat: FOOD For Meeting		53.14	12,635.77
5/11/2018	B.T.A. Lawn Care cat: Cutting Grass memo: OctNov17 Apl18		660.00	11,975.77
5/30/2018	Deposit cat: Membership Dues And Keys	450.00		12,425.77
5/31/2018	Deposit cat: Membership Dues And Keys	280.00		12,705.77



Minutes of April 12, 2018 Meeting

by Jim Newberry, Secretary



The monthly meeting of the Lexington Model Airplane Club (LMAC) was called to order on May 12, 2018 at 10:59 am by club vice president Paul Bail.

A motion was made by Paul Bail to approve the minutes of the April 12, 2018 meeting minutes posted in the monthly newsletter. Seconded by Mike Lambert and approved by vote of members present.

Mike Lambert reported on safety. There have been some flying from on the grass and not at the designated pilot stations. The individuals in violation were warned. Reminder to all – For the safety of all using our facility, we must fly from the designated pilot positions ONLY!

Dave Price reported that we are currently training 2 student pilots.

The first trainer banger is scheduled for June 30. Paul Bail proposed spending \$180.00 on trophies for the trainer banger. The proposal was seconded by Dan Thompson and approved by vote of members present.

Dan Thompson reported that more investigative work was done on a camera for the flying field but that more work is needed before anything firm can be proposed. He will be researching various carriers and cost.

It was proposed that there be no grass mowing on Tuesdays or if mowed on Tuesdays that the mowing be complete before 8:00am. Micky Bruenig is responsible for talking to Brian Alderman about this.

The runway will be inspected for potential repairs and will be reported to the members at the June meeting.

Reminder – Last person to leave the flying field is responsible for locking the gate. There has been at least one occurrence of the gate being left open.

Paul Bail made a motion to adjourn the meeting at 11:30 . am The motion was seconded by Jim Newberry and approved by vote of members present.

Next LMAC Club Meeting:
Saturday, June 16 at 11:00 AM

Meeting Location:
LMAC Flying Field
4200 Hedger Lane.

Visitors are Welcome !!

Blast from the Past

by David J. Price



This series of articles will present advertisements from vintage modeling magazines. The intent is to illustrate technological advances that have taken place in our hobby. For some, it will bring back memories, for newcomers it will present a piece of history of radio control model aviation.

Here is an advertisement from the July 1950 issue of Model Airplane News for the Hornet 60 engine. The price of \$10.95 in 1950 would cost \$113.38 in 2018. Note the rear carburetor and ignition system. A detailed description of the Hornet engines by Adrian Duncan can be found in the Model Engines News web page (<http://www.modelengineneeds.org/ad/hornet.html>)

\$10⁹⁵

Factory close-out of assembled engines. Plenty of parts on hand for repair and replacement.



YES! \$10⁹⁵

FOR A

HORNET "60"

Be the proud owner of the famous Hornet "60." To clear our shelves—we are not discontinuing—you can now have a HORNET "60" for \$10.95. No COD'S—Go to your dealer. If he can't supply you order direct.

HORNET MOTORS
3849 VENTURA BLVD.
FRESNO, CALIF.



Kentucky Bluegrass Vintage Festival

by Dan Thompson



AMA Sanction 18/688

May 25 & 26 2017

The KBVF commenced at Bob Evans restaurant at 6:30 in the evening on May 24, 2016. with 11 people attending the arrival dinner.

To try something different, the meet was moved to Friday and Saturday this year instead of Thursday and Friday. Hopefully those that couldn't come during the week would come on Saturday, but that didn't happen.

Friday morning came with low winds and sunny skies. Beautiful day for flying. There was a lot of flying activity by the VRCS guest and club members.

The Friday evening meal was at Bennigan's Italian restaurant with 15 attending.

Saturday brought low winds, good temperatures and no rain. A lot of flights were flown by all.

The best theme plane award went to Doug Weaver for his Contender. The pilot's choice award was Joe Fife's Gimlet.

The registered pilots numbered 16 which included 7 from out of town and 9 club members. The out of town attendees were, Don & Karen Patterson from Detroit MI, Paul & Ruthie Thoms from Carlyle IL, Jean-Marie & Gloria Piednoir from Columbus OH, Ron Howard from New Albany IN., Joe and Pat Fife from Ft Meyers, FL, Dean Van Sky Hock from Bristel IN and Doug Weaver from Buffalo, NY.

Many vintage planes were present. A non-inclusive list is: Vamp, Tweedy Bird, Kougar Kwik Fly, Esquire, Gnat, Contender, Pronto, Chicken Hawk, Real Thing, Excaliber, Wizzard, Bombette, Galloper, Invader, Shark Face, Gimlet, Eaglet, Tri-Squire, Esquire, Charger.



Bill Althauser relaxing while flying. (club member)



Doug Weaver and his winning Contender. Theme plane.



Doug Weaver's MicroStar in a Heathkit case.



Jean-Marie Piednoir with the Bombette and Kraft on 2.4 GHz.



Joe Fife and his ???????. Oldtimer.



Don Patterson and Steve Gallop just relaxing



The pilot's choice Gimlet by Joe Fife.



Ron Howard and his Contender.



Taurus by club member Gary Hyde



Steve Gallop (club Member) and his kit built Balsa USA Excaliber.



Club President Mickey Breunig with his PT-17.



Falcon 56 by Dean Van Sky Hock.



Ron Howard and Taurus.



Club member Dave Price and A Vamp.



Dave Price and his E Gnat out of foam board.



Friday night banquet.



Jean-Marie Piednoir's Chicken Hawk.



Club member Lee Wright and his Sig Kadet.



CD Dan Thompson and Charger.

2018 Club Officers

President
Vice President
Secretary
Treasurer
Safety Officer
Senior Advisor
News Editor
Training Coord.

-Mickey Breunig
-Paul Bail
-Jim Newberry
-Carroll Ware
-Mike Lambert
-Gayle Moore
-John Royalty
-David Price

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dprice@lexingtonky.gov





Model of the Month

Congratulations to Jim Newberry who won the **Model of the Month** award with his Westland Lysander RC plane that he built from a Seagull Models ARF.



Westland Lysander SPECS

WINGSPAN = 118"

WEIGHT= 22 POUNDS

MOTOR= Saito 60cc 3 Cylinder

Pilot is Best Pilot Brand

2018 Calendar of Events

(Email John Royalty to add event dates)



Lexington Model Airplane Club (LMAC)

Numb Thumb Fly.....	Jan 1, 2018
KY Bluegrass Vintage Festival Fly-in.....	May 25, 26 , 2018
Trainer Banger Flying Competition.....	June 30, 2018
LMAC Club Picnic & Fun Fly.....	July 14 , 2018
Kentucky Fall Classic Fly-in.....	Sept 13-16, 2018
LMAC Swap Meet.....	Nov 10, 2018

Central Kentucky Float Fly (CKFF)

Charity Float Fly-in Event	May 28 , 2018
Brown Bag Float Fly-in Event	Sept 1, 2018

Clark County R/C Barnstormers

Glider/Sailplane Fun Fly.....	May , 2018
Harold Brown Memorial Fly In.....	Jun 9 ,2018
Brown Bag Fall Fun Fly.....	Oct , 2018
Fall Indoor Fly In.....	Nov , 2018

For Sale Items by Club Members

FOR SALE

Zenoah G62 \$400, new in box
Evolution 62GX \$400, new in box

Call Jim Newberry at 859-684-3175 if interested .



For Sale

Hanger 9 P51D Mustang (Marie)

Plane is in good shape .Has mechanical retracts. Will sell with or without engine which is Saito FA-100 4 stroke. Does have Futaba servos. No receiver.

Price \$300 w/motor. or OBO

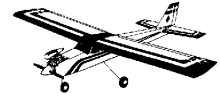
Call John Royalty at 859-619-5827

Specifications

Wingspan:65.5 in Fuselage Length: 55.75 in Weight (Approx.): 7–8.5 lb (3.2–3.9 kg)
Recommended Engines:2-cycle: .60–.70 4-cycle: .72–1.00



Wanted Item

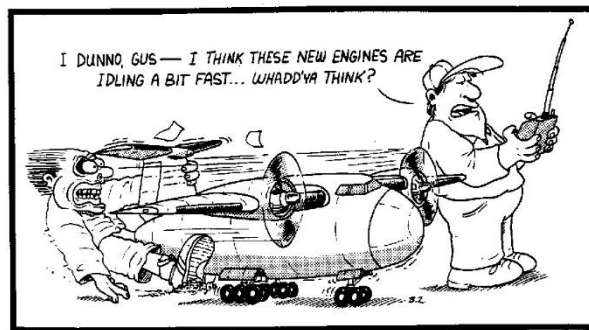


Club Member is looking for a gently used trainer airplane or NIB ARF. If anyone has one or knows of someone that is looking to sell one. Please contact myself or Curtis Cox. A newcomer to the hobby lost his during a training session and it was a total loss. Need to get student back in the air quickly. Thanks John Royalty

Contact Numbers and emails

Curtis Cox859-227-0914 or ccmcox@twc.com

John Royalty.....859-619-5827 or jroyalty@lynnimaging.com



Thanks to Coyote Hobbies for their support to
the Lexington Model Airplane Club



Coyote Hobbies
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1301 Winchester Rd. Suite 121,
Lexington, KY 40509
(859) 253-9330
www.coyotehobbies.com



We are Lexington's only family-owned brick and mortar hobby shop! Our primary focus is on remote control vehicles of all types. We offer service and parts for airplanes, helicopters, cars, trucks, drones, as well as 1/24 drag slot cars. All of our staff participates directly in the hobby in some form or fashion. Come see us for all your R/C hobby needs.

Trainer Banger Competition - June 30, 2018 ***at LMAC Field Start Time 10:00am***



If you have a trainer then you need to bring it out to this Fly In on June 30. This event is a lot of fun! Last years event was so much fun and everyone that was there had a good time. Take a look at the Rule Book below to see the maneuvers that you will have to perform. Everyone is invited and you won't be sorry!

The Trainer Banger Flying Competition was designed by P.J. Ash of Lexington, Kentucky to allow pilots of all "shapes and sizes" to enjoy competition. After competing for several years, he wanted to open this fun sport to as many as he could. The idea behind using trainers was two fold. One, most every RC pilot either has or can get his or her hands on a trainer relatively easy. Two, with everyone flying the same type of aircraft, all the pilots are now competing on the same platform being judged on only flying ability.

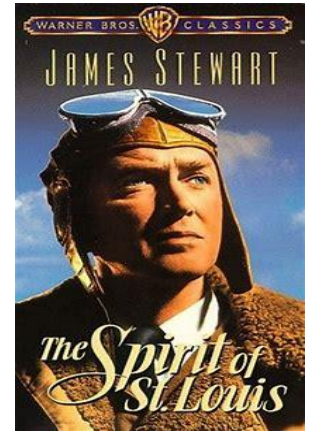
The purpose of the rule book is to educate you how the maneuvers are supposed to be performed and how those maneuvers will be judged. It is very important to perform all maneuvers within the guideline the judges will be judging on. The maneuvers were picked to simulate how a full scale high wing aircraft (Cessna type) would perform. All the maneuvers are set up to eliminate any type of advantage an aircraft would have such as larger engine, elliptical wing, etc. Your main focus is to simulate your aircraft as close to how the full scale counterpart would fly.

To Review the Rule Book[Click Here](#)
Or, go to www.lmacky.org website for Details.

Airplanes in the Movies – The Spirit of St. Louis

by Paul Bail

Seems to me I've been watching this movie forever. It came out in 1957 but I don't remember seeing it in a theater. Back then we only had 3 major TV networks – NBC, CBS, ABC and a UHF channel. So I would see it on TV – and I never ever got tired of seeing it even though I could recite every single line in the movie. I eventually bought it on a VHS tape but I've been wearing that out for years so it's time to buy it on DVD or some other medium. Another reason I find this movie so appealing is the music. This movie was made back in the days when a full orchestra was used. The movie score fits the mood of the movie perfectly highlighting tense, dramatic moments. There was one instance, however, when a trombone player made a mistake and issued a rather prominent “bleaaaah”. It sticks out like a sore thumb.



(Above photo shows replica taking off from grass field)



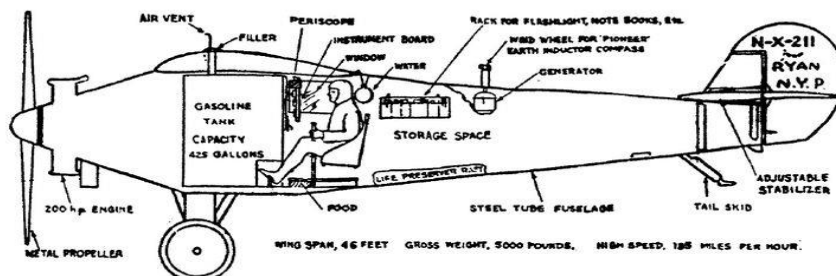
This movie documents the story of one man on a seemingly impossible journey all by himself. He had little or no sleep the night before he took off on his history-making flight. Then he took off from a muddy airfield in New York with an airplane fully loaded with fuel. No airplane had ever taken off with that much gas. Others had tried, failed, crashed, and died. In the movie Lindbergh barely gets off the ground and barely clears some power/phone lines at the end of the runway. The tail hook snags the power lines and there's a panicked look in Jimmy Stewart's eyes which seems to ask the question: “Did I clear those power lines or not!?” I'm not sure if this incident is accurate or put into the movie for drama's sake.



The Spirit being built at the Ryan airplane company in San Diego, California. (from the movie)

The Literary Digest for June 4, 1927

Diagram Showing The Interior Of Lindbergh's Plane



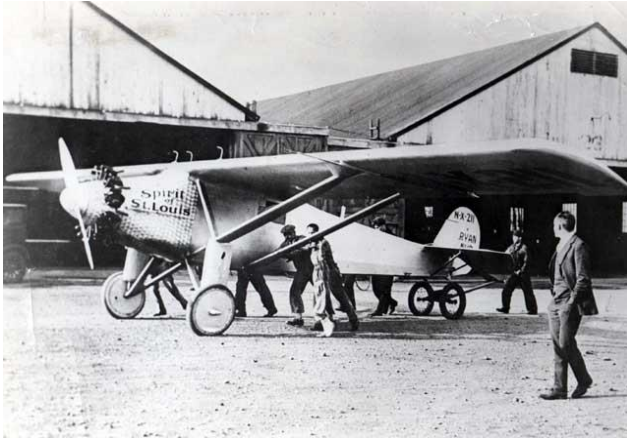
THE RYAN 'Spirit of St. Louis' TRANSATLANTIC MONOPLANE

OldMagazineArticles.com

Interesting diagram showing the configuration of the Spirit. There's no windscreen to see through ... just a tiny periscope to see forward.



Cockpit of the real Spirit. Notice the interesting system of fuel switches. As he was crossing the English Channel the engine quit because the switches weren't in the correct positions to draw fuel from a tank with gas in it. He says: "No, no, no ... switch to a tank with gas in it!"



It took Lindbergh 33 hours and 20 minutes to fly from New York to Paris. During that time he would daydream about his flying career including buying his first plane (an Army surplus Jenny), his flight training at Brooks Field, Texas, flying in an aerial circus, and he did nod off at one point. With his plane in a left bank descending toward the Atlantic ocean, he woke up just in time to pull out and continue on his journey. Also, at one point his wings iced up so he descended into warmer air and the ice broke free from his wings.





(Above photo shows Jimmy Stewart after landing his dilapidated Jenny at Brooks Field, Texas)



After flying for hours across the Atlantic, he is amazed and elated when he sees ...L A N D !!!!
The Irish coast! So all he has to do is fly over Ireland, England, the English Channel, the
Seine River, and then to Paris.



Landing at Le Bourget Field in on the outskirts of Paris, France. As Lindbergh is coming in to land, he is tired, the bright lights of Paris are annoying, he's having trouble controlling the plane, and he tells himself: "What's the matter with you? Have you forgotten how to land an airplane?" Then he says "Oh God ... help me" and manages to land.



(Mobbed by ecstatic Parisien's after his flight.)

Here's some interesting information from tcm.com:

"The Spirit of St. Louis" was plagued with cost overruns. The original plane, *The Sprit of St. Louis*, cost \$13,000 to build in the 1920s; the full-scale replicas painstakingly reconstructed for the film from the original blueprints cost over \$100,000. Although much of the film took place inside a cockpit, there was extensive (and expensive) location and aerial shooting in New York, Nova Scotia, Newfoundland, Ireland and Paris. Wilder later said of the shoot: "We had unbelievable mechanical problems. We could not communicate with a plane once it was up there, so when we had to do another take, it had to land, get the instructions, and take off again. We had other planes in the air to film the plane when we were shooting. The weather would change from one minute to the next. God, it was horrendous." The film's budget topped \$6,000,000, but it grossed only \$2,600,000 in its initial run. Jack Warner characterized it as "the most disastrous failure we ever had." While it is perhaps neither Stewart's nor Wilder's strongest work, it nonetheless remains a worthy effort."

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