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[Flying Pilgrims RC Club](#)

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July 16th, 2025 Newsletter and meeting minutes.
 Next meeting is scheduled August 20th, 2025 at 7:00PM,
 this summer meeting will be held **At the Flying Field.**

Call to Meeting

President's Report:

Dale Harrison called the meeting to order at 7:00PM at the flying field. There were 24 members present. Instructors and students receiving instruction ended their session and joined in the meeting. Don Borkin moved and Dan Debens seconded to accept the minutes of the last meeting. Minutes of the June 18th meeting were approved.

Two updates from Dale. We did get an estimate for the fence repair, and it will be done within the week. Grassy area in the center of the field will most likely be mowed this coming weekend, so if you are flying, please try to look out for the mowers and keep them safe.

Treasurer's Report:

Jim reported 132 members paid, same as what we had last year at this time. Reminder to members that the \$20 late fee is already in effect for **renewal** of club dues. Please pay your dues if you intend to join again this year to get the most for your money. Our budget is on track according to Jim. Thanks to Jim for all his work! Ryan Gohl, a new member, was present at his first club meeting and was greeted by all present. Another new member, probably our youngest, who appears to be 6 years old, whom I heard say his name as "Ohm", was present. I'm sure I misheard that and I apologize if I have that wrong.

Safety Officer's Report:

Jim addressed the membership with several safety issues that have, over the years, faded in importance to many members and yet need to be maintained if we do not want the FAA and local authorities to consider our club a safety risk to surrounding communities.

1. **Fly Aways.** This is when your transmitter loses connection with your plane's receiver. The plane could continue to fly uncontrolled into a neighborhood and cause property or more serious damage when it eventually crashes. For this reason all pilots should set up in their aircraft **Fail-Safe** settings. This is done with the transmitter. Most important is that the settings are set to **kill the engine** of the aircraft so it will fall to the ground near to or in our field. Jim said that recently we had an aircraft fly on and land in homes 1.5 miles from our field. Besides the throttle-kill, you can also set the control surfaces to put the plane into a continuous turn with a 5 degree left rudder setting so that hopefully the plane might spiral down within the field area.
2. **Aggressive Flying.** Any flying that could be deemed risky, loops, rolls, aerobatics, high-speed passes, etc., all should be done north of the runway. That means over the central area of the field. **Not over the runway!** And certainly not over the pits or south of the safety fence.
3. **Crossing the Field.** If for any reason you have to enter the flying field (which means north of the safety fence), you must call out **"ON THE FIELD"**. This is a **REQUEST**. It does not mean that you have priority to enter the flying area, but instead is a request to other flyers that you WISH to enter the field to retrieve a downed plane that poses trouble for other flyers if they are landing or other limited reasons. Before you make a move onto the field you need to be sure that all other flyers have not declined your request for whatever reasons they might have. Listen to your peers. Be in communication with all others who are sharing the flying field with you. And when you enter the field, keep your time on the field to a minimum. Walk within the pit area to the location of your downed plane and enter the field at right angles to its location. If your plane is downed in the central area of the field in the tall grass, there is no reason for you to have to go to get it until after others who are flying have landed. Basically, this is being considerate of the other flyers. The protocol here besides safety is Courtesy and Consideration.
4. **Flight Patterns.** This is usually determined by the wind-sock. That determines if pilots fly clockwise or counter-clockwise. But if there is no wind, then the first pilot to go up usually determines the direction of flight. Again, courtesy and communication is important here.
5. **Small Airplane/Large Airplane.** This is mostly an issue of good choices based on courtesy and consideration of sharing the field with other flyers. Small aircraft fly in small circle patterns and large aircraft fly in larger circle patterns. Then there is also the issue of speed of the aircraft. It is not a rule as such, but when a high-speed turbine jet is flying for his 10 minutes, smaller craft should probably chose to go up after he has landed. And the reverse is true. The speeds and patterns of flight of the different types can be a distraction bordering on a safety issue. We all possess the use of this field. So keep in mind to **SHARE** it. Courtesy and Consideration are the key elements of club flying.
6. **Tabletops.** These are for set-ups of your aircraft. Once you have the aircraft configured to fly, you should place it on the grass in the pit area in front of the shelter. Also, charging of batteries should **NOT** be done on the tabletops. Battery charging can be a volatile activity, and as such should be done outside of the shelter away from persons, and not on the tables. Many members field-charge batteries at their cars, or south of the shelters.

On a positive note, Jim strongly urged members to bring their specialties, interests, skills, particulars to the attention of the officers prior to any meeting to get on the agenda and share their ideas with other club members. Not every member knows every detail of model aircraft flying and it would be great to hear others talk at the meetings about what they know to share in this great hobby.

C.D.s Report: Jack Javor:

Jack is seeking volunteers for the various jobs needed to be performed for the upcoming Fall Phase-Out Flying Event on September 13-14. Below is a table of the jobs needed and who so far has filled in as volunteers for specific positions. Email or call Jack Javor to get your name on this list ASAP!

Front Gate Donations/Parking	50/50 Raffle	Kitchen	Announcers
At least 6 needed per day for 3 2-person shifts	Need 1	At least 6 needed per day for 3 2-person shifts	At least 2 per day needed
Hal Hultman	Mike Clapsaddle	Glen MacIntosh	
		Pete Cavagnaro	
Airboss / Flightline Coordinator	Friday setup	Sunday teardown	Pilot Registration
At least 2 per day needed	As many as possible	As many as possible	At least 1
	Pete Cavagnaro	Pete Cavagnaro	Jim Lorenz
	Mike Clapsaddle	Mike Clapsaddle	
	Bob Huard		

Instructor's Report:

New members were added to the club as they were signed off by their respective instructors. Welcome them when you see them on the field!



Upcoming Events

Mark your calendars for these events. Fun-Flys as follows:

Aug 10 (Rain Alternate August 17) This puts 5 weeks until the Fall Phase Out.

Fall Phase-Out Fun Fly Event is scheduled for September 13 and 14.

Meeting Adjournment

The meeting was adjourned by Dale at 7:34 to begin show and tell.



Field Safety
starts with all members' vigilance!

Be sure to read your club's rules. They are posted on the west shelter. They are also posted on the website under the Rules and By-Laws tab.



John Doe The Flying Pilgrims RC Club

FAA UAS no: FA1234567

AMA no. 7654321

Your plane (drone) needs to be registered with FAA. Click here on the [Drone Zone](#) to update or verify your registration. Follow instructions for how to label your plane and how to obtain your FAA registration.

Show and Tell

Mel Berent has spoken before on his 3D printing of planes. He showed off today a product of his \$100 3D printer (click> [Ender 3 Pro](#) which was a moderate sized pontoon plane of exquisite lightness and fine detail which is shown here. He spoke about the different kinds of 3D printing, and this plane is designed by the (click> [Eclipson Airplanes](#) company. The company designs and sells the codes for creating these planes on your 3D printer. The files are stored on an SD card which you put into the printer to direct it to build the parts of this plane. You load up the printer with the plastic filament to create it, turn it onto the program, and come back after an hour or so to see a finished part. CA glue is used to assemble the parts into the whole plane. The program for this particular plane was \$38.



Dan Schwartz brought a (click> [BangGood](#) toy sized airplane, \$89, brushless, with a multi-protocol module receiver that lets it bind to almost any transmitter. However, Dan said that it flew terribly, and he ended up swapping out the electronics to bring the actual cost up to \$150. So much for frugality! In light of today's discussion someone asked Dan if it had Fail Safe installed, and he said that it did! By the way that is set to a 40% left rudder and the included self-levelling gyro turned on with the throttle off, so it should just come down in a circular glide. He has included many 3D printed supplemental parts like a steerable tail wheel that Dan designed himself.

