SUPER RC FLYER

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Coming events:

- Dec. 12th - Indoor fly SVSU 6-10pm
- Jan. 1st Snow Fly Chesaning
- Jan. 8th MRCMC Snow Fly 11:000
- Feb. 2, 201 – MRCMC banquette
- March 18-20, 2011 - Midland mall static display.
- April 1, 2011 - Toledo show begins
- May 7th Spring clean-up

MRCMC General Membership Meeting Minutes

Date: Dec 1 2010
Members Present: Brian Allison, Jim Barchustin, Ron Brewer, Gary Brookhouse, Jim Clark, Karl Eckerle, John Fabinski, Mike Fjerstad, Greg Gavit, Jerry Hahnfeld, Ron Helmer, Bobby Hill, Jim Macrae, Rob Pound, Al Quick, Ray Ruszala, Milt Strom, Gene Thompson, Jim Whitehead, Leroy Wituck, Brad Wolfgang

Visitors Present: None
Brad Wolfgang called the meeting to order at 7:30PM

1. Minutes from last months meeting were accepted as printed in the newsletter.
2. The treasurer's report was given and accepted.
3. Karl reminded everyone that club dues for 2011 can be paid any time now.
4. Jerry Hahnfeld gave a summary of the meeting held with our Dow landlord. Todd from Dow and Jerry and Greg from the MRCMC club were present. The following key points were discussed:
    - Todd commented that the field and surrounding areas are in good shape
    - A written plan will be developed for the wildlife habitat council project. This will ensure that the work will carry on if even if our landlord changes.
    - Jerry stressed that we can not violate the terms of the lease. Dow must be able to maintain control of what happens on their land. If we violate the terms of the least, then Dow will feel that they do not have control over what happens on their property.
    - Dow will investigate the potential for a longer term lease.
    - Dow public affairs will be engaged especially regarding community involvement.
    - It is important to not mow outside the boundaries established by the markers at the field.
5. The indoor electric fly events at SVSU are posted on the MRCMC web site as well as the Frankenmuth club web site.
6. Upcoming dates were discussed.
    - Jan 1, 2011 – Chesaning snow fly.
    - Jan 8, 2011 – MRCMC Snow fly beginning at 11:00. There will be coffee and chili. Jerry H will chair event.
    - Feb 2, 2011 - MRCMC banquette location TBD. Brad/Karl to chair event.
    - March 18-20, 2011 - Midland mall static display. Setup on March 17th after 8:00 PM. Mike to chair event.
    - April 1, 2011 - Toledo show begins.
    - May 7th – Spring cleanup at field.

- May ??? – Float fly – Gary Brookhouse volunteered to chair the event.

7. Ray Ruszala brought an E-Flight Untra stick 25 for show and tell.

The meeting adjourned at 8:20.

Minutes respectfully submitted by Greg Gavit on 12-3-10

Minutes respectfully submitted by Greg Gavit on 11-5-10

Dow Chemical – Midland R/C Modelers Meeting Summary, November 12, 2010

Todd Konechne from Dow Chemical met with Jerry Hahnfeld and Greg Gavit, representing MRCMC to review the status of the flying field, which MRCMC leases from Dow. We also discussed the current lease agreement.

FLYING FIELD: Todd agreed that the flying field is in very good shape at this point. This includes the land directly surrounding the field, which MRCMC manages as part of a Wildlife Habitat Council (WHC) project. For the last few years much brush surrounding the field has been cut down. The area surrounding the field was recently brush-hogged to control "woody" invasive species such as willow and buckthorn, which are prominent in the area. This strategy has been quite successful and has resulted in a grassy wildlife habitat. Over the last couple of years, poplar trees have also been felled in the field north of the flying field. This has also been quite successful, to the point that no trees in that area were felled this fall. The grassy areas surrounding the field are ideal for the flying club, with no tall obstructions and easy access to downed aircraft.

Todd requested that we work with Carie Lefevre, representing Dow, to develop a written plan for management of the WHC project area. This would be very helpful in defining how MRCMC can manage this area and would assure that the project can continue into the future, even if those involved from Dow and MRCMC are not in their present positions. Todd reiterated that MRCMC check with Dow before taking action, especially in the WHC project area. This is to insure everyone is on the same page. The WHC area should also be defined, mapped and staked (Todd will take care of this)

LEASE AGREEMENT The lease agreement was discussed in general terms. Todd was comfortable with the status of activities and emphasized that it is very important that MRCMC does not violate ANY terms of the lease. This is important so that Dow is not given the impression that the use of the land is not under Dow control and that there is compliance with the lease. Todd emphasized breaking terms of the lease or terms of the WHC project agreement are actions that could threaten our lease. Greg and Jerry committed to educate our members of the conditions of our lease, as well as the WHC project agreement. The potential for a long-term lease was discussed, which would give MRCMC more comfort with having a viable flying field in the future, Todd will investigate. Greg and Jerry emphasized that the club may not be able to survive the loss of the flying field.

Todd committed to communicating with Dow's Public Affairs Department regarding the field and especially the community involvement at the field. It is important that the Dow community is aware of the positive aspects of leasing this property to MRCMC. Jerry and Greg suggested that the Cub Scout rocket launch would be a good opportunity to introduce the Public Affairs Department to MRCMC's positive impact on the larger Midland community

All parties agreed that we would continue to work closely in the future.

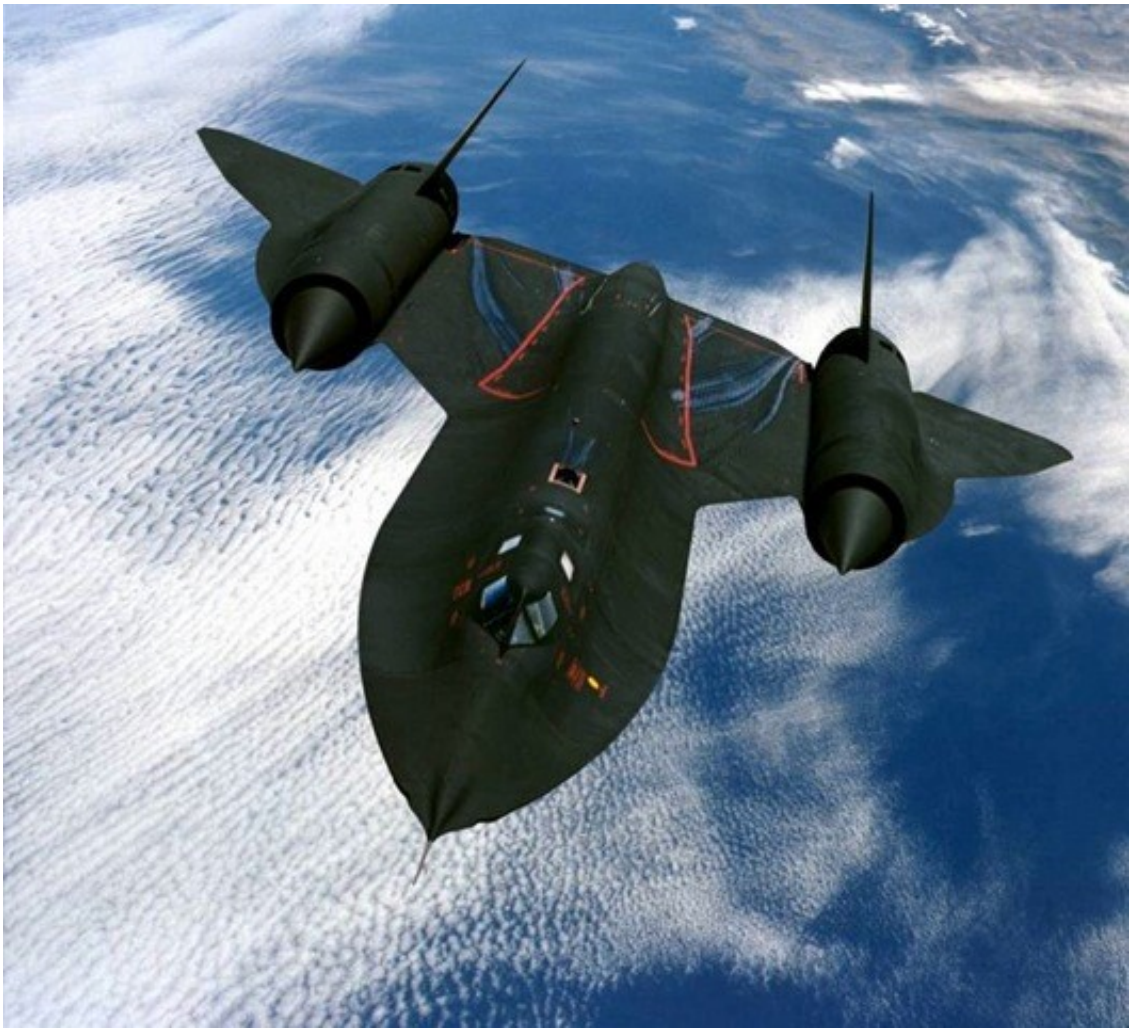
Respectfully submitted,
Jerry L. Hahnfeld
MRCMC Corresponding Secretary

SR-71 Blackbird

In April 1986, following an attack on American soldiers in a Berlin disco, President Reagan ordered the bombing of Muammar Qaddafi's terrorist camps in Libya.

My duty was to fly over Libya, and take photographs recording the damage our F-111's had inflicted. Qaddafi had established a 'line of death,'a territorial marking across the Gulf of Sidra, swearing to shoot down any intruder, that crossed the boundary.

On the morning of April 15, I rocketed past the line at 2,125 mph. I was piloting the SR-71 spy plane,



the world's fastest jet, accompanied by a Marine Major (Walt), the aircraft's reconnaissance systems officer (RSO). We had crossed into Libya, and were approaching our final turn over the bleak desert landscape, when Walt informed me, that he was receiving missile launch signals.

I quickly increased our speed, calculating the time it would take for the weapons, most likely SA-2 and SA-4 surface-to-air missiles, capable of Mach 5 - to reach our altitude. I estimated, that we could beat the rocket-powered missiles to the turn, and stayed our course, betting our lives on the plane's performance.

After several agonizingly long seconds, we made the turn and blasted toward the Mediterranean. 'You might want to pull it back,' Walt suggested. It was then that I noticed I still had the throttles full forward. The plane was flying a mile every 1.6 seconds, well above our Mach 3.2 limit. It was the fastest we would ever fly. I pulled the throttles to idle, just south of Sicily, but we still overran the refueling tanker, awaiting us over Gibraltar.

Scores of significant aircraft have been produced, in the 100 years of flight, following the achievements of the Wright brothers. Aircraft such as the Boeing 707, the F-86 Sabre Jet, and the P-51 Mustang, are among the important machines, that have flown our skies. But the SR-71, also known as the Blackbird, stands alone as a significant contributor to Cold War victory, and as the fastest plane ever, and only 93 Air Force pilots, ever steered the 'sled,' as we called our aircraft.

The SR-71, was the brainchild of Kelly Johnson, the famed Lockheed designer, who created the P-38, the F-104 Starfighter, and the U-2. After the Soviets shot down Gary Powers U-2 in 1960, Johnson began to develop an aircraft, that would fly three miles higher, and five times faster, than the spy plane, and still be capable of photographing your license plate.

However, flying at 2,000 mph would create intense heat on the aircraft's skin. Lockheed engineers used a titanium alloy, to construct more than 90 percent of the SR-71, creating special tools, and manufacturing procedures to hand-build each of the 40 planes. Special heat-resistant fuel, oil, and hydraulic fluids, that would function at 85,000 feet, and higher, also had to be developed.

In 1962, the first Blackbird successfully flew, and in 1966, the same year I graduated from high school, the Air Force began flying operational SR-71 missions. I came to the program in 1983, with a sterling record and a recommendation from my commander, completing the weeklong interview, and meeting Walt, my partner for the next four years. He would ride four feet behind me, working all the cameras, radios, and electronic jamming equipment. I joked, that if we were ever captured, he was the spy, and I was just the driver. He told me to keep the pointy end forward. We trained for a year, flying out of Beale AFB in California, Kadena Airbase in Okinawa, and RAF Mildenhall in England.

On a typical training mission, we would take off near Sacramento, refuel over Nevada, accelerate into Montana, obtain a high Mach speed over Colorado, turn right over New Mexico, speed across the Los Angeles Basin, run up the West Coast, turn right at Seattle, then return to Beale.

Total flight time: Two Hours and Forty Minutes.

One day, high above Arizona, we were monitoring the radio traffic, of all the mortal airplanes below us. First, a Cessna pilot asked the air traffic controllers to check his ground speed. 'Ninety knots,' ATC replied. A Bonanza soon made the same request. 'One-twenty on the ground,' was the reply. To our surprise, a navy F-18 came over the radio, with a ground speed check. I knew exactly what he was doing. Of course, he had a ground speed indicator in his cockpit, but he wanted to let all the bug-smashers in the valley, know what real speed was, 'Dusty 52, we show you at 620 on the ground,' ATC responded.

The situation was too ripe. I heard the click of Walt's mike button in the rear seat. In his most innocent voice,

Walt startled the controller by asking for a ground speed check from 81,000 feet, clearly above controlled airspace. In a cool, professional voice, the controller replied,'Aspen 20, I show you at 1,982 knots on the ground.' We did not hear another transmission on that frequency, all the way to the coast.

The Blackbird always showed us something new, each aircraft possessing its own unique personality. In time, we realized we were flying a national treasure. When we taxied out of our revetments for take-off, people took notice. Traffic congregated near the airfield fences, because everyone wanted to see, and hear the mighty SR-71. You could not be a part of this program, and not come to love the airplane.

Slowly, she revealed her secrets to us, as we earned her trust. One moonless night, while flying a routine Training mission over the Pacific, I wondered what the sky would look like from 84,000 feet, if the cockpit Lighting were dark. While heading home on a straight course, I slowly turned down all of the lighting, reducing the glare and revealing the night sky. Within seconds, I turned the lights back up, fearful that the jet would know, and somehow punish me. But my desire to see the sky, overruled my caution, I dimmed the lighting again. To my amazement, I saw a bright light outside my window. As my eyes adjusted to the view, I realized that the brilliance was the broad expanse of the Milky Way, now a gleaming stripe across the sky. Where dark spaces in the sky, had usually existed, there were now dense clusters, of sparkling stars. Shooting Stars, flashed across the canvas every few seconds. It was like a fireworks display with no sound. I knew I had to get my eyes back on the instruments, and reluctantly, I brought my attention back inside. To my surprise, with the cockpit lighting still off, I could see every gauge, lit by starlight. In the plane's mirrors, I could see the eerie shine of my gold spacesuit, incandescently illuminated, in a celestial glow.

I stole one last glance out the window. Despite our speed, we seemed still before the heavens, humbled in the radiance of a much greater power. For those few moments, I felt a part of something far more significant, than anything we were doing in the plane. The sharp sound of Walt's voice on the radio, brought me back to the tasks at hand, as I prepared for our descent.

San Diego Aerospace Museum

The SR-71 was an expensive aircraft to operate. The most significant cost was tanker support, and in 1990, confronted with budget cutbacks, the Air Force retired the SR-71. The SR-71 served six presidents, protecting America for a quarter of a century. Un-be-known to most of the country, the plane flew over North Vietnam, Red China, North Korea, the Middle East, South Africa, Cuba, Nicaragua, Iran, Libya, and the Falkland Islands.

On a weekly basis, the SR-71, kept watch over every Soviet Nuclear Submarine, and Mobile Missile Site, and all of their troop movements. It was a key factor in winning the Cold War.

I am proud to say, I flew about 500 hours in this aircraft. I knew her well. She gave way to no plane, proudly dragging her Sonic Boom through enemy backyards, with great impunity. She defeated every missile, outran every MiG, and always brought us home. The Blackbird had outrun nearly 4,000 missiles, not once taking a scr the Blackbird, destined for the Smithsonian National Air and Space Museum, sped from Los Angeles to Washington in 64 Minutes, averaging 2,145 mph, and setting four speed records.

Items for sale:

Steve Makowski
Selling a brand new complete set up radio controlled trainer airplane package. It comes with the plane, radio, field box with control panel, fuel pump and built in battery, chargers for radio and field box battery, misc wrenches, gallon of fuel, fuel fill hose, torque nose cone starter and software. This plane is cool because you can load the included software on your computer and practice flying the plane with the JR radio. For more info got Hangar 9's website. Almost $1000.00 invested. asking $400.00 989-662-6434 makow@chartermi.net

For sale: new and used previously owned nitro engines. All engines have been cleaned, test run, and given performance ratings. I have over 140 engines from an OS .35 FP two stroke to a YS140 Four Stoke. They are posted on web site brucercengines.com
Thank you, Bruce Fischer b-fischer@juno.com 1208 Guildford Ct., Iowa City, Iowa 52240