

# SHARKS TALES

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NEWSLETTER OF THE  
SHEBOYGAN AREA RADIO KONTROL SOCIETY  
AMA CHARTER 1490

FEBRUARY 2011

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## The Prez Sez...

By Mike Gradinjan

Say Hey, Sharksters!

Another month has come and gone. Indoor flying continues at Oostburg High. We're starting to accumulate a nice fund for the school, so please remember to keep contributing when you go. We've got one more Wednesday evening on Feb 9<sup>th</sup>, and two Saturdays from 5 until 9 on Feb 19<sup>th</sup> & 26<sup>th</sup>. The schedule for March and April is on page 3. Please note that the Saturday dates may be subject to change.

I was disappointed to find the parking lot at our town hall full of cars last Sunday, so I dejectedly returned home with a still fully charged battery. With my year-round flyer status at stake, I took my Parkzone P-51 to school Monday, January 31<sup>st</sup>. The wind wasn't too bad when I got there, so I put on a little show for the students in the pole field in Beaver Dam. You gotta love that interference-free 2.4GHZ technology. I flew a short routine between the lines and swung around for my last downwind run. I then realized some of the guys had parked the line trucks to watch on the driveway I was going to use for my landing. ARRRRRRGHHH!!! You guys gotta move! I set my bird down on the snow along the road and my YRF string continued. YES!!!

This was followed by blizzard conditions on Tuesday night, and then neither Punxsutawney Phil nor Jimmy the Groundhog saw their shadows on Wednesday, so I'm really hoping for an early spring. It'll take some pretty warm temperatures and high winds to melt the 5 foot snow drifts we must have at the field, but I'm pretty sure another FANTASTIC season is just around the corner. I hope your latest projects are nearing completion.

We cancelled the February SHARKS meeting at the January one, so don't wait for anybody to show up. We still have Movie Night on Feb 11<sup>th</sup> when we'll be showing *Air America* with Mel Gibson and Robert Downey Jr. Volunteers are always welcome, along with anybody who wants to fly something small before the show for the crowd. Our next meeting will be March 12<sup>th</sup> at the Heritage Center, when we'll talk about the upcoming elections and April 10<sup>th</sup> swap meet.

That's it for now.

*Mike*

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WEB LINKS:  
[HTTP://WWW.SHARKSRC.COM](http://www.sharksrc.com)  
[HTTP://GROUPS.YAHOO.COM/GROUP/SHEBOYGAN SHARKS/](http://groups.yahoo.com/group/sheboygan-sharks/)  
[WWW.AMADISTRICTVII.ORG](http://www.amadistrictvii.org)

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# Minutes of the Meeting

January 8<sup>th</sup>, 2011

The meeting was called to order at 9:15am. There were 12 members present.

The minutes from the last meeting were approved.

## Treasurer's Report

The checkbook activity was read and filed.

Joe Kuranz reports that we have 15 paid members as of the start of the meeting, with several people in attendance that were waving checks at him.

Total gasoline expenses for the mowers over the course of the 2010 season were \$225.44. Joe figures that we burn around 80 gallons a year. There is talk of gas prices going to \$4 a gallon by spring and possibly \$5 by summer. This could push our projected gas expenses for 2011 to \$350 or \$400.

## Items of Discussion

1. Cully reports that the mowers didn't require any extraordinary maintenance this past year and are in good shape for next year.
2. Bob Rogge had looked into setting up a brat fry at one of the local grocery stores and reports that all of the good dates were taken. And, as usual, there was the question of getting people to commit to doing it. So the extra brat fry plan is on hold for now.
3. Bob Nyhuis checked with the AMA and reported that we would not be eligible for tax-exempt status. The club's main focus would have to be education, research, etc., and that just doesn't fit our club.
4. In looking at alternate weekends to hold the Jet Rally, we are figuring out what exactly is taking place on Father's Day this year.
5. Mike got word from the Valley Aero Modelers to say that they are moving the venue of their upcoming swap meet on March 6th. The Wave is closing so they are going back to their old Waverly Beach location, which has recently been remodeled.
6. Jerry and Ken are planning on not doing the lawn mowing next year. So far Jim Vetting is going to, but he needs a partner. Let someone know if you can commit to mowing all summer for a waiver of your 2011 dues.
7. There was discussion of abbreviating the meeting schedule during the winter months once again. Right now there isn't much going on to necessitate a meeting next month, but these things can change quickly sometimes and we still don't have 100% coverage via e-mail of our membership. In lieu of making a permanent change, those in attendance at the January meeting voted to bypass the February meeting and meet again in March.
8. Jeff Miller plans on bringing a 20 minute movie to show at the March meeting on the development of the Gee Bee.
9. By a show of hands at the meeting, we had one member on Facebook and two "lurkers." If there are a fair amount of members on Facebook we could maybe move all Yahoo! Group operations to a SHARKS Facebook Fan Page. It is very easy for members of other clubs to join and keep tabs and get updates on our activities. The Calumet Flyers have a Facebook page and it seems to be going very well for them.

Meeting adjourned at 9:47am for some flying in the lab.

*Dave Meyer*

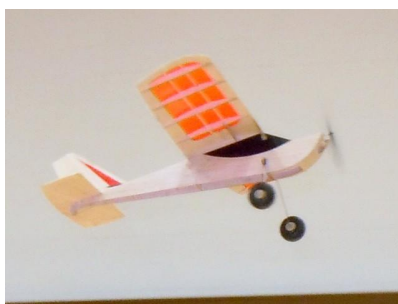
Secretary

# AHC Movie Night

Friday, February 11<sup>th</sup> is Movie Night at the Aviation Heritage Center. This month's movie is *Air America* (1990, rated R.) The plot is adapted from a Christopher Robbins 1979 non-fiction book chronicling the CIA financed airline during the Vietnam War that transported weapons and supplies within Laos and other areas of Indochina. The story follows two pilots, Billy Covington (Robert Downey Jr.) and Gene Ryack (Mel Gibson) and their wild adventures flying various missions for Air America.

Doors open at 6:30pm and the movie begins at 7:00. Helpers should be there by 6:00. The Aviation Heritage center features locally made Palo Popcorn at the concession stand.

## Indoor Flying – So Far, So Good



## Indoor Flying Schedule for the Remainder of the 2010-2011 Season

Saturday March 5<sup>th</sup> \*\*\*  
Saturday March 12<sup>th</sup> \*\*\*  
Wednesday March 16<sup>th</sup>  
Saturday March 26<sup>th</sup> \*\*\*  
Wednesday March 30<sup>th</sup>  
Wednesday April 6<sup>th</sup>  
Wednesday April 13<sup>th</sup>

All nights are 5:00pm to 9:00pm

\*\*\* - Saturday dates are tentative for now. The school doesn't have its spring sports activities figured out yet, but if these nights stay open we'll be flying. If a schedule conflict arises, an e-mail will go out ASAP.

# The Turbulent Tale of a B-52

January 10, 1964, started out as a typical day for the flight test group at Boeing's Wichita plant. Pilot Chuck Fisher took off in a B-52H with a three-man Boeing crew, flying a low-level profile to obtain structural data.

Over Colorado, cruising 500 feet above the mountainous terrain, the B-52 encountered some turbulence. Fisher climbed to 14,300 feet looking for smoother air. At this point the typical day ended. The bomber flew into clear-air turbulence. It felt as if the plane had been placed in a giant high-speed elevator, shoved up and down, and hit by a heavy blow on its right side.

Fisher told the crew to prepare to abandon the plane. He slowed the aircraft and dropped to about 9,000 feet to make it easier to bail out. But then Fisher regained some control. He climbed slowly to 16,000 feet to put some safety room between the plane and the ground. He informed Wichita about what was happening. Although control was difficult, Fisher said he believed he could get the plane back in one piece.

Response to the situation at Wichita, and elsewhere, was immediate. An Emergency control center was set up in the office of Wichita's director of flight testing. Key Boeing engineers and other specialists were summoned to provide their expertise. Federal Aviation Administration air traffic control centers at Denver and Kansas City cleared the air around the troubled plane. A Strategic Air Command B-52 in the area maintained radio contact with the crew of the Wichita B-52.

As Fisher got closer to Wichita, a Boeing chase plane flew up to meet him and to visually report the damage. When Dale Felix, flying an F-100 fighter, came alongside Fisher's B-52, he couldn't believe what he saw: The B-52's vertical tail was gone.



Felix broke the news to Fisher and those gathered in the control center. There was no panic. Everyone on the plane and in the control center knew they could be called upon at any time for just such a situation. In the emergency control center, the engineers began making calculations and suggesting the best way to get the plane down safely. The Air Force was also lending assistance. A B-52, just taking off for a routine flight, was used to test the various flight configurations suggested by the specialists before Fisher had to try them.

As high gusty winds rolled into Wichita, the decision was made to divert the B-52 to Blytheville Air Force Base in Northeastern Arkansas. Boeing specialists from the emergency control center took off in a KC-135 and accompanied Fisher to Blytheville, serving as an airborne control center.

Six hours after the incident first occurred, Fisher and his crew brought in the damaged B-52 for a safe landing.