



The wind is our friend

Gravity wins!

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 - Editor: Lou Tisch
 - Membership: Willy McMath
- Ken Sulkowski

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Featured Shop

Swap meets and ebay are going to be the death of me. Having been out of flying for 10 years, I jumped back into the hobby in the Spring of 2003. I got some flying done then but ...not nearly enough, of course. The biggest problem was a shortage of planes, motors & up-to-date radios. Well, ebay & the swap meet circuit have fulfilled that need for now... but only for the short term. I can just feel the need formore stuff.



Partial view of Lou's model barn

My name is Lou Tisch and ...I'm a shop nut and diehard modeler. There, I've said it and that puts me closer to recovery....right! This is the beginning of our Featured Shop section. We expect to be highlighting a

member's shop in each issue. If you'd like to have your shop featured, please give me a holler so I don't just show up on your doorstep someday unannounced. There is a wealth of phenomenal shops in our club and it's time to show them off.

My "model space" occupies an 18' x 36' barn behind my house and holds the accumulation of 50 years in the hobby, having begun when I was 6. RC & U/C are both passions of mine with planes & equipment in both areas. It's nice that our club is involved in each arena.

I'll be jumping deeper into scale & tail draggers this season. I'll fly some of the RTF/ARF's I've picked up and then finish some of the kits I've got in various stages of building. The furnace should be operable by the time this newsletter goes to press... allowing me to at least get a jump on the Spring prep & finish work.

Currently "hangered" are some control line models (i.e. Tomahawk) that I built back in the '60's & we're not even going to talk about the Smoothie that I began 44 years ago and hope to finish this Spring. Ok, I've already mentioned it but I really hate to rush a building job. I picked up a couple C/L jobs to get me into shape for flying the Smoothie so it looks like I'll be going "round & round" this season.

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The President's Podium

Greetings to all,

I hope this newsletter finds everyone healthy, wealthy, and wise – in whatever order you prefer.

I would like to take this opportunity to introduce your new newsletter editor – Mr. Lou Tisch. He has taken on this formidable task, and will be asking for input as to content, articles, or any other ideas that you might have. Please forward your thoughts to Lou for possible inclusion into future newsletters.

We have many events planned for this summer, similar to last year. There is something for everyone while still leaving the field open for general flying. Please visit the club website (RCCD.ORG) for a complete listing of coming events. Even if you choose not to compete, we can still use your help to manage the events. The first one will be the Field Opening Day – no contests, just flying and a free lunch – hope to see you there!

I am running out of space, so in closing I would like to remind everyone to be especially conscientious about safety. You all know what to do – just do it. The rules and protocols are there to protect you and your fellow fliers, and in extreme cases, maybe even the use of the field.

Fly safe – fly often – have fun.'

'Til next time

Ernie

The Editor's "Edge of Reality"

How does one become an editor? It's simple..... you volunteer. I've never been one to merely sit on the sidelines, thus I'm smack in the middle of the club's primary communication media and I "control" what you will be reading. Now, that sounds like fun to me.

"Walk softly and carry a big stick"....yup, you won't even know I'm there!

If you have something to contribute, please give me a holler: duckguylsb@juno.com or (586) 790-2678.

Thanks much, Lou Tisch

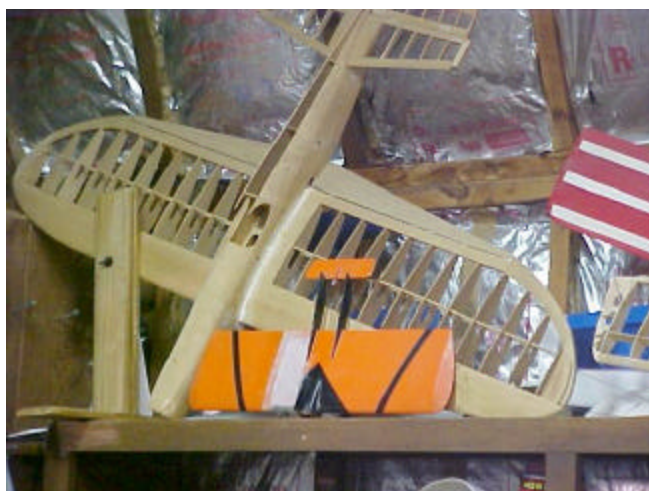
Newsletter via Email

The RCCD Newsletter will be available via email and will be emailed to all those with active email addresses. If you would like to receive the Newsletter via Postal Service only, please give me a "heads up" & I will put you on the "USPS only" list. Emailing will save the club some funds throughout the year and allow us to better serve the club's needs.....

Thanks, Lou Tisch



Let's take a few minutes for some control line look-see. My model building began with the typical hand launched gliders and then progressed to built up cabin & scale. I spent all this time "dreaming" about getting into Control Line Flying. There were several fellas who flew a half mile from my house at the grade school playground. It was like a magnet. I can remember bringing home bits & pieces of other fella's crashed planes because.....they were cool! Control Line was where I was heading. It took some time but 1/2A & then Torp & McCoy.35 size models soon made it to my Christmas list and that's when the real trouble began. I was unstoppable. I'm still flying some of the models I built back in '64.



The first date I took my "wife to be" on was a double date with my flying buddy, John, & his girl. I brought 13 planes with me, he brought 8 and you'd have thought both of these girls would've taken off on a dead run to put miles between them and us. Well, I've been married to that girl since '69 and there's no turning back now for either of us. That day we flew Control Line Stunt, Free Flight (School Boy), Hand Launch Gliders and there were still some we couldn't get started but that was the norm back then. I believe John crashed his "Chief" & I crashed a Renegade and a Flite Streak that day but that just gave us something to work on back in the shop.

I still have a Smoothie (C/L Stunt) "in the bones" that I began about 44 years ago. I bought it with money from my 12th birthday and began it immediately. I'm hoping to finish it soon and fly it this Summer. Fortunately I have a couple other C/L planes to keep me dizzy until this one is finished....just hate to rush a project! :)



I watched the Fly N Wolverines for about 8 years before I finally made a trip down to Toledo (1977)....still only doing Control Line. That 3 days in Toledo was the turning point. I spent \$1.00 on a raffle ticket and won a 5 channel KGL radio. It was a sign f r o m God....."...honey, it's time to get into Radio Control... the Lord has spoken".

It's been a down hill spiral ever since...a lot like my flying.





I flew mostly sport but did enter a couple of contests but, fortunately, I'm not that intensely competitive...when it comes to my hobby anyway. That time was mostly Radio Control with some control line thrown in, mostly to involve my oldest son in the hobby. One nice thing we learned about Control Line..."..you only have to walk about 60 feet to pick up the pieces". That's a good thing...right!

The Wolverine Club was my "home" club for about 15 years until business got too busy for me to stay active. But, with the hangered models starring me in the face on a regular basis, it was just a matter of time before I was back in the thick of it.

I have learned a few things

about shipping models, primarily as a result of my Ebay & RC Universe activities. Greyhound has proven to be the quickest, safest and least expensive way to ship models. I bought 4 C/L planes from a fella in Maryland. I explained to him how to box them up securely with proper packing, peanuts and anchoring any loose boxes down with tape or glue. He dropped the box off at Greyhound in Maryland at about noon on Monday. At 8:00 a.m. the next morning, I received a call from Greyhound that my package was at the Detroit terminal, awaiting my pickup.

There was absolutely no damage and the box was in great shape as well. The box, packing and shipping cost me a total of \$55. If I were to have these shipped by a UPS store, they were going to charge \$160 for packing and approximately the same for shipping. The planes I've had shipped via UPS have all sustained damage.....some quite extensive. If you are shipping a plane, your best bet is to "go Greyhound"



The Radio Control Club of Detroit has become my new "flyin' home". There is a camaraderie, friendship and willingness to help others that sets this club apart and has drawn me to RCCD.

Thanks all.....Lou



Shop Features

Wing & Fuselage storage...where do you put all that stuff? You can't live with it and you can't live without it.

Here's a solution. I merely screwed a bunch of 12" x 14" metal shelf brackets to the studs in the wall and wrapped them with foam to cover any exposed edges. Wings occupy one rack and fuselages occupy the other. Everything is up and out of the way but still visible (I like looking at "my stuff") and easily accessible.

Now I need to make a set of racks to hold the Control Line Models. I'll think about that tomorrow.....manana.... today's greatest labor saving device.

Lou



Ground School & Flight Training

Hello Club members,

Welcome to a new season of flying. I like to say to all students and instructors that ground school has started and all are welcome to join. Ground school dates are posted on the Internet. The next meeting will be held on May 10, 2004 @ 7:30 pm. The first meeting was a great success. We had about 20 people and three of the students brought their planes in to be inspected. Russell Hope was doing all of the talking during the meeting. We started with an Introduction and went on to "How to Build" your airplane. Remember students that the ground school is a great place to learn. The pilot training program is on the Internet. I recommend a copy for your self. There is so much information on this program that all can learn something new. Please join us for the next meeting.

Thank You,

Scott Schultz V.P.

*It's better to be on the ground,
"wishing you were in the air"
rather than in the air, "wishing you
were on the ground"!*

Hints & Kinks

Ever found yourself with "not enough hands" while working on a project? If your answer is "yes", that makes you an honest man.

I was working on one of my C/L profile jobs (built in '64) that required some repair to the covering on both sides. If it was only one side, the job would have been easy. Not wanting to stretch it to twice the time required, I needed a solution.

A couple simple word clamps attached to the fuselage allowed me to rest the plane inverted to make it easy to work on the underside of the wing.

Voila.....the extra hand I've always needed.



Wood clamps allow for support of the inverted plane and made the repair easy.

Safety is *NO* Accident!

By Mike Derbabian, Safety Officer

It's that time of year again. Time to dust off the planes, charge up batteries, and otherwise get everything ready for what promises to be a great summer of flying. It's also time to take a moment and think about safety. Time to look over all electronic and mechanical systems on your planes, radios, and support equipment.

Airplanes

Starting at the nose of the plane, check the following items for tightness: spinners or safety hubs, engine mounting screws/bolts, muffler mounting screws/bolts, fuel connections to the carb (secured with a zip tab or clips). If you have nose gear, is the set screw tight? Is the control horn tight and aligned properly? Also while up front, check props for cracks.

Next is the fuel system. Check hoses for clamps (zip tabs) on all connections. Are any hoses rotted or pierced/cracked? Now is the time to replace them. Check the fuel tank for cracks also.

Let's have a look at the electronics area of your plane. Check the following for tightness: servo mounting screws, control horns mounted to the servos, control rods connection to the control horns. Do you have safety clamps (pieces of fuel line) on the clevises? Are the battery and receiver mounted in foam and is the foam in good shape? Don't forget to check the receiver antenna for breaks or cuts. Cycle your receiver battery to make sure it's in tip-top shape. Remember to also check your landing gear at this time. Are tires in good shape? Are wheel collars secured? If you have ever lost a wheel in flight and had to land on one wheel, you'll remember to check this one every time. Another item to check is your wing mounting area. If you have them, are the wing mounting blocks tight and not cracked? Are the bolts in good shape and not stripped? If your plane uses rubber bands, check the rubber bands for freshness. Rubber does deteriorate and go bad after a period of time. A new box of rubber bands is cheap insurance from losing a wing while airborne.

Outboard from this point, check ailerons and flaps (if present) for proper control horn connections and safety clamps. Check the control surfaces themselves at the hinges for good, solid mounts. If you are using outboard servos for your ailerons/flaps, check the mounting for tightness and connections to make sure they are secure. All servo to extension connections should be wrapped with tape to prevent them from coming apart.

Further down the plane, we reach the aft control surfaces. Check both the horizontal and vertical stab (rudder and elevator) control surfaces themselves at the hinges for good, solid mounts. If you are using remote servos for your elevator, check the mounting for tightness and connections to make sure they are secure. Are there safety clamps on the clevises? If you have a tail dragger, don't forget to check the rear wheel for alignment and overall condition.

Other items to consider: Is your plane balanced on the CG? Is it balanced side to side? It never hurts to check this every year. You may also want to check your props for the correct balance. Cycle your Transmitter batteries to insure they are operating at peak efficiency. Don't forget to bring an airplane restraint with you to the field – they are required. As usual, a mandatory range check of your radio is required before any plane takes to the air.

Don't forget to review the club safety rules and become familiar with them. These rules were created so that everyone may enjoy a safe environment. With a little time spent now, we will all enjoy a great, safe flying season!

Editor's note: There has been a notice about **Lithium Batteries** posted by the AMA. If you have an email address, you should have received a notification already. If you have not received a notice, please contact Mike Derbabian for the information.....it's important.

Safety is everybody's concern and it is expected that everybody operates as a "safety officer". Do not be afraid to speak up if you believe somebody is operating in an unsafe manner. Your life and the life and safety of others depends upon it. Let's have fun out there!

The "Tangled Web"

If you have been into the Gallery section of the club web site lately you'll notice all of the pictures are of RCCD members. My thought is that we can see airplane pictures in all the magazines, but an airplane picture with you in it is something special. Everyone can look up the photo of the guy he just talked to at the field or at the meeting and find out his name. If you are not pictured on one of the pages it's only because I don't have your photo. We can remedy this by you e-mailing me one, by you giving me your photograph at the club meeting or at the field. It will be returned to you.

Do to a number of requests for things like the club roster and other club only business, I have created a MEMBERS ONLY AREA. There are several different ways to get to the members only page. Once there you are given directions on how to use the Field Combina-

tion Number to get into the MEMBERS ONLY AREA. Remember that the Combination Number is on the back of your club card. Once there you can down load the club roster and find members e-mail address. As other things become available, I'll post them. If you have any ideas or suggestion, please contact Ken Sulkowski: rccd@comcast.net or call me a (586) 751 2525.

Please check the members email page. See if I have your name and address correct. If you change your internet provider please let me know, email me your new address at rccd@comcast.net If you don't want your address posted let me know and I'll remove it from the web. However from time to time I send out club notices and news, so please send me your address and let your wishes be known.

Ken Sulkowski.....webmaster

Library

There is a wealth of information available in our video library. You will find dozens of tapes and the collection is growing regularly. We even have a few CD's joining the collection. There is no charge for "rental" from our library though we do ask that you return them within a reasonable time frame. On that note, there are several tapes that have been out for a long, long, long time. Please check your home tape library for any tapes that may have been forgotten and return them at your earliest convenience or give them to somebody who will be attending the meetings.

Thanks much.....John Rein.....Video Custodian

Community Involvement

The Macomb "Mall Show"



This years Mall Show, held at Macomb Mall, was a resounding success with tons of members' models on display and plenty of modelers to answer onlookers' questions. The real hit of the show, especially for the kids (ages 8-80) was the Flight Simulator. Everybody who's ever dreamed of flying a Radio Control Model Airplane was given a chance to "really" fly in the virtual reality of our Flight Simulator. There are dozens of aircraft and flying field scenarios from which to choose. There's a flight simulation to suit everybody's needs.

Our hat's off to Mike Pavlock for organizing this great event as well as all the volunteers who showed up with their airplanes and donated their time to help the club and all those who showed an interest in the hobby.

Also set up in the club booth was a display about the Wetzel Area where we have our club flying field. This display was put together by Ken Sulkowski. Great job Ken.

The booth was manned by a bunch of fellas who really deserve a round of applause for the time they gave to help everybody. Darrell, Russ, Steve, Harold and several others, who I can't recall, are always there with a helping hand at every event.

The club raffle at the Mall Show was a resounding success with the winner pictured at the bottom right of this page.....the proud new owner of a complete flight system. This package was the Supreme 40 size Select Trainer package. This

package included the plane, OS Max 40 motor, Futaba SkySport radio and flight simulator software. This package allows the winner to practice in virtual reality, assemble the plane, radio and motor and head for the field.

Thanks all for a great show.



Seminars & Speakers



Dave Turner gave a great presentation on his methods for attaching cowls as well as hinged doors to hide unsightly switches and fittings. The cowl fittings that Dave makes allow a flush cowling fit with easy removal using a special tool that Dave has rigged up. The cowls and hinged doors are real works of art.



Scott Pavlock & Jay Lawless each gave well thought out presentations. Scott filled us in on the fine points of Pattern Flying and competition. Jay gave us the low down on Combat, covering not only the rules & field layout but also the various categories and planes that are allowed in competition. Great job fellas.



Dick Babisch brought his Brodak Accentor. This is a control line plane and well dressed out in Green & White. I'm looking forward to it airborne.

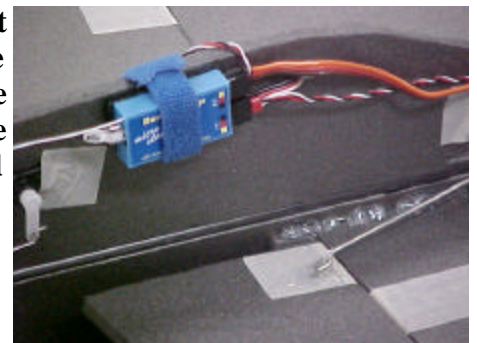


John Miklas brought a new offering of a CAP 232 by Planes Plus. It's a new ARF and the bad habits of this type of plane have

been eliminated & this plane should now be a real joy to fly. John is also a Rep for this model.



Scott Pavlock showed off his sheet foam 3-D electric flier that he made using plans downloaded from the internet. The plane is light, simple and easy to make and maintain and should be a great flier.



Members Helping Others

RCCD is a club that takes a Helping Hand seriously. We are there for the young, old and disabled as well as the able bodied. Well, Russell Hope took it a step further to help a man by the name of Danny Reed, who has a real love for airplanes.

Danny is a pilot at the Romeo Club. When he asked his club to help him build an airplane, no one would help....until he contacted RCCD and Russell stepped up the the plate immediately.

Russell and Steve Surbaugh went to meet with Danny at his house to pick up the plane and his plans. Russell took one look and knew he had a lot of work ahead of him, but you know Russell, he started right in on the project. It took him three days of sanding and another couple of weeks to cover and detail. When he was done, the plane was beautiful, as usual.



Russ & Danny

Steve & Russell went to deliver the airplane to Danny and the look on Danny's face was just sheer joy. When Russell saw the look on Danny's face, he knew all the work he put into it was well worth the effort. Later that night, Danny was so excited that he went to bed with his airplane at his side. Danny said that he was going to be flying at our field because it has a very nice handicap access for him and his friend to fly. See you soon Danny!

"There is a Santa Claus"

Round & Round-C/L

Life is one great merry-go-round.....especially if you're a "Control Liner", and we've got a bunch of those fellas active in the club. Frank Carlisle was running his 1/2A **Manooney** on a nice inverted pass with everything under control until.....the ground jumped up and grabbed the plane. Frank smacked it inverted right into the center block he should have been standing on. :) The plane about disintegrated. Frank figured, "it's nothing a little CA can't handle". It took Frank all of 8 minutes to have the plane repaired and ready for the air.

We have a very active group of fellas flying C/L these days in the back parking lot. Come on down and join us...not many "fly aways" in this group.

Our 5th Annual Control Line Fly In is being held June 27th, 2004.



Announcements

We will be reserving a portion of the newsletter for members' classified ads. If you have anything you are looking to buy, sell or swap.....this is the place. You can mail/email me the info and pictures and I'll see to it that your ad gets placed. Accepted ads will depend upon available space and ads will be at "no charge".....at this point anyhow.

If you are the first one to the field on a flying day, open the gates and then please chain & lock them open to the posts that are provided. The gates must be chained/locked in an open position whenever we are at the flying field. This will help prevent accidents and is a condition of our lease.

Thanks much.....Lou

Swap Meet

I'm sure that if you check the "Husband's Handbook", you'll NOT find anything that will justify a Swap Meet to "the wife".....it's just not written "in the book". Like I said earlier, Swap Meets and Ebay are going to be the death of me yet.

It had been over 12 years since I'd been to a swap and that was down at the Toledo Show. Having been out of the hobby for a little while, it was time to do some looking and our club's swap meet in January was the first of the season.....and what a season it has proven to be. I wasn't able to make the Toledo Show this year but there were enough local Swap Shops between Port Huron & Lansing to keep the modelers and myself plenty busyand broke.



My hat's off to Keith Jones who did a great job organizing our 2004 Swap. Understandable, Keith was a bit frazzled when we showed up to set up for the show and the doors weren't open for us yet and nobody knew when they would be open. A few phone calls to the right people and we were rockin'. Everybody pitched in to get tables and vendors set up. The show was up and running faster than anybody expected, given the delays.

Big THANKS go out to Rainell and all the other ladies who provided us with hot food and refreshments during the Swap. Great job Girls!

There was one set of club tables set aside for the sale of a donated model estate. This was a great success and the proceeds are earmarked for education and instruction of young pilots. What a great gift to the club.



All in all, we had a great Show and I'm really looking forward to next years Swap.

Lou

RADIO CONTROL CLUB OF DETROIT

Lou Tisch-Editor
36568 Boyce
Clinton Township, MI 48035

Phone: 586-790-2678
Fax: 586-790-2653
Email: duckguylsb@juno.com



Gravity Wins !

*We're on the web
www.rccd.org*

Combat Corner

The combat season is upon us. It's time to pull those winter building projects out and get them good and slicked up with castor oil....time to hit the field....if not the other fellas' planes or the ground.

Our first Combat Contest is scheduled for June 5th & 6th, 2004. Information is available on the club's website or you can contact CD: Jay Lawless, Keith Jones or Don Veres for information.



Action combat