

# Radio Control Club of Detroit



The wind is our friend

Gravity wins!

Volume 52: Issue 2

Newsletter Date June 2005

## Featured Shop

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### Hope's Hanger

A look into "Hope's Hanger" is more a view into "Who" Russ is rather than merely what he owns or builds. Most notable is Russ's willingness to help. If you ask, you can count on Russ's assistance. Russ's hobby fills his Van (the "Aircraft Carrier"), the Garage and his entire basement. It's the bat cave of modeling. Though Russ has been in the hobby a long time, he's never lost the thrill of new innovations. This is evident with all the stuff he picks up each year at the Toledo Show...from planes to electronics (more on that later).



Russ got into modeling in about '44. His concentration was on hand-launched gliders, built up cabin jobs with Jap Tissue and Wakefield with folding props. Before long, seeing powered models motivated him to buy a Buccaneer and get a loan from his Dad for \$6 for a Rogers Motor. After 1 ½ weeks without being able to get it started, Russ asked his Dad for another loan of \$16 for an Ohlson Engine (you can figure out the payback time at \$.25 per week). Russ flew at 8 Mile Road & Kelly, while his Dad ran dogs. He'd set the Austin Timer (which worked ... sometimes) for 17 seconds and launch. This inevitably led to having to follow the plane to 8 Mile Road & Schoenherr and climb the fence into Motor City Speedway to retrieve the plane. Russ also spent some time in Control Line and took 2<sup>nd</sup> in "A" Speed at the SMC 3<sup>rd</sup> Annual Model Airplane Meet (1949), sponsored by the Northwest Detroit Plymouth Dealers. Yup, Russ was hooked on powered flight.

While heading up North to "The Club" for Turkey Season, Russ stopped for Mocha Coffee at his buddy Ron's place in Lincoln, Michigan. It just so happened that Ron was into RC at the time and asked if Russ wanted to see the plane fly. Following the obvious answer, they headed

to the club airport and launched the plane. After Ron made a deadstick landing way "over yonder" in the weeds, Russ asked, "if those things are Radio Controlled, why don't you just land it closer to us?". After Ron's expected response, Russ asked where he could get that stuff and how much. Ron told him it would cost about \$350 and handed him a Tower Hobby's catalog. That was over 20 years ago and, as they say...the rest is History.

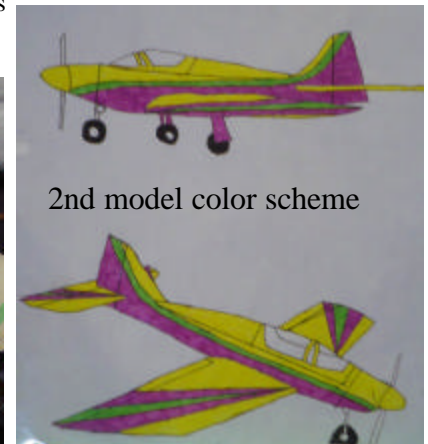
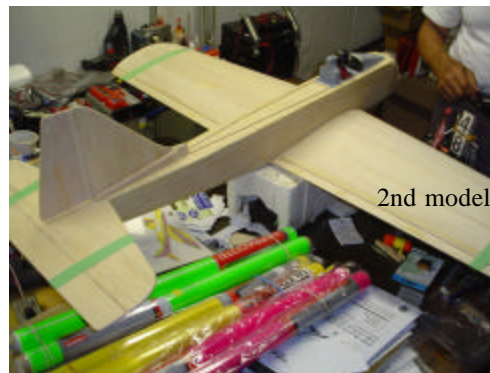


Russ retired in '85 and has vowed to "never stop learning". This explains his thirst for new and innovative "gadgets". This years' Toledo Show brought a new Dual Conversion Crystal-Less Receiver that is now seeking a plane in Russ' Hanger. This gadget allows you to choose any frequency you want. If somebody is "on" your preferred frequency, you can just change to another one and head for the air.

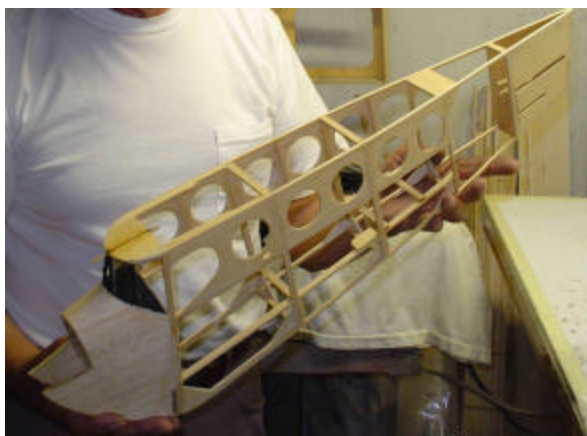
Along the same technology route, Russ builds his own computers. Buying separate components and configuring the computer to his needs keeps him "alive". His current computer has 2-200 Gig hard drives. Now that's power for anything you'd like to do.



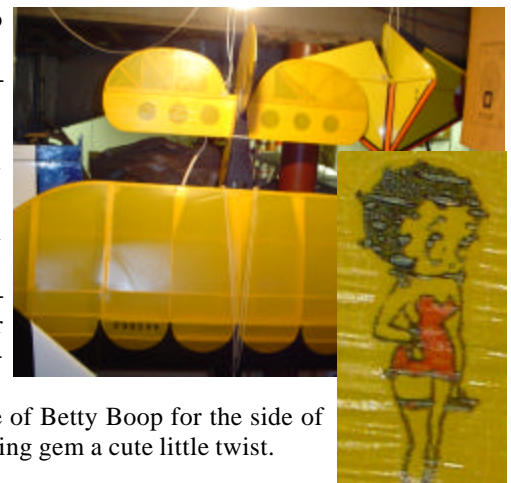
Russ has long been know for his selflessness when somebody needs assistance. Two years ago, a handicapped fella, Danny Redd, built a plane and asked for the club's help with the covering. Russ immediately stepped up and took on the job and Danny's pleasure was reward enough for the job. Well, Danny has another plane and has again asked for help and Russ stepped up to the task. Danny has supplied a drawing, covering and the plane. Russ is in progress with the prep work and will begin the covering as soon as sanding is finished.



One of Russ' friends bought a Fokker Tri Plane and has asked Russ to fly it the first time for him so as not to have it crashed. Well, Russ, not having flown a tri-plane before, went out and bought one for himself so he could be assured that he could fly one before attempting to fly/crash his buddy's plane. Turns out that this plane is not one of the easiest to fly and a "typical scale landing" had the real plane tipped up on it's nose. Wanting to avoid that, Russ found the Fokker in the Flight Simulator and has spent a lot of time perfecting the "scale landing".....unfortunately that will not be good for the model. He has made several wheeled landings but is finding it difficult to be consistent. Fortunately, Russ's buddy hasn't finished assembly of his ARF Tri-Plane so there has been no rush to perfect landings but the time is coming and Russ is still working on the simulator before taking his Fokker to the air and then the buddy's. Let's cross our fingers.



Russ had a real itch to build a Lazy "Betty Boop" Bee. He got into the building and set everything up true, plumb, level & square just like it should be.....or should have been. Night Gremlins somehow twisted the fuselage during drying and Russ had to make patterns and build another fuselage from scrape. Following final assembly and finish, he had a decal made of Betty Boop for the side of the fuselage, giving this flying gem a cute little twist.







A look into the “bat cave” reveals the wide range of Russ’s modeling interests. You’ll find Old Timers, Pattern, Scale, Twins & 3D.



There’s not much in modeling that Russ hasn’t gotten into. If it can be built, he’ll go for it. Russ has some of his favorites (PT-19, Space Walker, Signature Series Great Planes, Twins) and several kits on hand that are slated to be built very soon (J-3 Cub on Floats, TF AT-6 Texan, 1/4 Scale Fly Baby & the BTE Super Flyin’ King). Check out the wheels on the BTE. That will be one awesome plane.



There are several models hanging “in the bones”, awaiting completion and a few that are finished, awaiting their own air time. A couple of the hanging planes are experimental models that Russ is flight testing for designers while others belong to fellas who are hoping that Russ can help them straighten out the mess they’ve created.

Russ is a modeler/mentor in the fullest sense of the word and has given many fellas/gals the tools they needed to reach for their modeling goals. There is so much more to cover and see in Russ’s Hanger but this space doesn’t allow more time. You’ll be seeing more of this great shop and Russ’s innovations in future issues.



I’ve thoroughly enjoyed my peek into Russ’s Hanger and he is a true inspiration. Thanks much Russ.

By Lou Tisch

# The Presidential Podium

Greetings to all,

We are already having a great flying season and there are a lot of great events in which to participate. If you are unable to fly, you can always come out and help.

See the web site event calendar for opportunities to fly and participate in events. We can always use a helping hand at our club events as well as the Work Party Days.

By way of keeping the club updated.....please notify us when there is a sickness or death in the family so we may send flowers, get well cards or pay our respects as the occasion dictates. Without this notice, we have no other way of knowing about our members' health and well being.

If you have any suggestions concerning club events, field improvements, club rules , etc., please bring them to the attention of the executive board, or better, bring them to a meeting.

O.K., I have to close now – that pesky news letter editor says I am holding up the works...again.

'till next time,  
Ernie



## The Editor's "Edge of Reality"

Most pictures in the "pdf" formatted Newsletter are at a resolution high enough that they can be enlarged for viewing. In the "pdf" toolbar, merely click on sizing and enlarge to whatever size you'd like for viewing. Pictures in the newsletter can be emailed to you upon request. The Newsletters are now on the website as a downloadable pdf.

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. You may also pick up the newsletter in person at a meeting or at the field....look me up. Emailing will save the club some funds throughout the year and allow us to better serve the club's needs.

If you have something to contribute, please give me a holler: [duckguylsb@juno.com](mailto:duckguylsb@juno.com) or (586) 790-2678. Thanks much, Lou Tisch



## A Tribute for a Modeling Friend

For 30 years I have known Tom Brubaker and his sons, Matt and Tom Jr. at the Prop Shop. I have come to regard him as a Friend who would do any thing to try to help his fellow modelers. He was well versed on all types of modeling and did his best to satisfy you. We have lost a good friend in modeling but I am sure his sons will carry on the Family Business that he formed. As modelers and members of RCCD, we will miss Tom and will also continue to support the Hobby Shop he brought to us.

From the heart: Willie McMath  
Membership Committee - RCCD



## ROUND & ROUND

It's been a busy flying season for the control line squadron here at R.C.C.D. We've staged our first annual stunt contest on June 4th. For a first time event we did well. We had the field for one day and turned a decent profit for the club. We drew the top fliers from as far away as Cleveland and they put on the best control line aerobatic show I've seen in a long time. There were some very nice planes out there that day and it was great watching them fly.



Bi Slob-prep for launch

I got to dazzle the crowd by crashing my trick bi-plane several times at Dave Keats's C/L Fun Fly on June 18th. He brought balloons and attached them to a 3 ft balsa stick. The idea was to bust the balloon with the plane. First pass I came around inverted and nailed the balloon. There was a very satisfying pop when I hit it. But the stick broke. Now I had just a balloon about 4 inches off the ground and that's when the crashing got started. I never did manage to bust the balloon again but I'm glad to report that after several dips in the turf the bi-plane is still in one piece and ready for more abuse.

Jan had a new Baby Pathfinder with a Norvel .74 on it that he flew for the first time. He's coming along well. Norm Zabik was there with his collection of planes. Dick Babish put in some very nice flights. Big John Paris came down from Flint. Willie McMath flew his classic model. I was pretty busy flying and gossiping so the particulars escape me for the day. Except that I had a lot of fun and got to visit with the best friends a guy could have. It's events like these that make aeromodeling such a great way to spend time.



I'm very proud to be a member of R.C.C.D. and the club should be proud of it's 50 yr. history of promoting model aviation. The Mall Show and Kid's Nights and the flying events our club puts on are fine examples of what dedication, commitment, and teamwork can do.



Two heads are better than one??



See you at the circle,  
Frank Carlisle



## Another Chance



He dejectedly surveyed the damage. His trusted OS .19 was still attached to the firewall, together with the nose wheel on a very bent strut, but they had come to rest a short distance from the rest of the wreckage.

The muffler was cocked at an angle on an exhaust stack the metal of which was now split. The low-speed mixture screw was missing, having stripped its thread in the carb and been ejected by its tensioner spring into the African bush, where it probably still lies today. The butt of the sheared-off idle speed screw was flush with the carb, and the spinner was severely grazed where it had sheared with the muffler, the impact of the one-point “landing” on the paved runway. He forlornly placed the whole assembly in a plastic grocery bag for later rebuilding.

This was something with which he had much practice! Like many youngsters in the sixties, he started flying planes with a Cox .049 on a poorly made U-control kit. It lasted a few sessions on the molehill-dotted park across the road. On a tight

budget he started scratch building from his best interpretation of magazine plans and then from his own plans, drawn on any paper that was large enough, and that he did not have to buy. The backs of posters were great!

Recognizing his interest in flying was persisting, his parents had bought him the incredibly powerful OS .19! This went into a progression of improving designs. Each one's life invariably ended by trying to exit a maneuver at a negative altitude. There was rumor that the park moles began wearing helmets! Each time he crashed, he would strip the motor to clean out any ingested dirt, and thus he got to know the inside of his 19 pretty well. Along the way, an R/C carb was added and using a third line, he could fly on his own. Then came a muffler, to the relief of the neighbors.

The jump to R/C happened in high school when he was able to scratch together enough from his parents and a part-time job at the local hobby store to plough it right back into that store. The old .19 and a new 4-channel radio went into an early ARC.

He was just learning the landing part of R/C flying when he tried to drill the hole in the blacktop. Now he gathered up the rest of the airframe pieces and headed back to his parents' car for the long, quiet ride home. The minimal conversation they had, was probably about what he'd learned.

About that time, he discovered that when the power flyers were grounded and frustrated by the frequent Port Elizabeth wind, the slope soarers were not. He was soon among those eagerly heading for the coast on windy weekend days. From the Antarctic, the wind had plenty of momentum when it slammed into this wind-blown end of Africa. Launching from the high slopes above the Indian Ocean, into the lift created by steady 10 to 20 mph breezes, gave him flight times that were limited only by the RX battery life, or his concentration. By now the wrecks were infrequent and he even made and sold a few copies of his soarers.

College came and flying time decreased. Then the rest of life got in the way of even that limited flying time. For a lot of years, R/C flying, if not forgotten, was relegated to occasional reminiscent thoughts, as he began a series of moves that took him to other parts of the world.

32 years after challenging his .19 against the blacktop – and loosing – his son was given a 2-channel Cox R/C foam plane by grandma and the recollections of his flying flooded back. Wading through memories and storage boxes, he found the old .19, still in the same grocery bag, still with grit imbedded in the spinner, still waiting to be rebuilt. Neglected for all that time!





At the workbench he stripped it like he had done so many times all those years ago. But this time he had to use a torch to gently heat the green goo that had a strangle grip on everything. He coaxed out the remains of the idle speed screw with a jeweler's file and screwdriver, tapped out the mixture screw hole one size larger and through other garage engineering and support from the helpful folks at the local hobby store, the .19 eventually fired back into life.

Was it time to return to R/C flying? The Avistar, Futaba and OS AX that his wife gave him for Christmas answered that question. Within 2 weeks it was built and waiting in the basement for suitable weather.

But the .19 was still there! Could it still fly a plane? Soon there was a sheet of paper (paid for this time!) on the drawing board. A design took shape, morphing into a three-dimensional aircraft (No; not 3-D capable!) that ought to be real easy to re-learn to fly. And possibly, also launch his son into R/C flying. The finishing touches were all done and it sat next to the Avistar....waiting....patiently.



Waiting for the winter temperatures to rise above the tolerance threshold of one of the club instructors. He was nervous about taking it up himself after all these years, and of course; more nervous about bringing it down again! He really wanted the little motor's next flight to end with a gentle 3-pointer. But after waiting for thirty two years, he and the old OS could wait no longer.

With snow on the runway, he fired it up and ran the checks, then topped off the tank and restarted it. Witnessed by two kids – his son and the kid still in him - the old OS .19 on the **A32Y** lifted off, back in the air **After 32 Years**.

This time though, after doing circuits above the field, the return to earth was a light touchdown on the mains. Phew! Although bagged for 32 years, the old OS could still fly - and so could he!

Look out Michigan moles, grab your helmets.....I'm back.

Submitted by Noel Hunt

OS Max introduced this model .19 in 1962. The one in the article was purchased in about 1966; over-worked until the wreck in about 1973; then remained in the bag until December of 2004 when it was rebuilt. Since its first flight in January '05 the A32Y has logged more than 85 flights as of this writing (May '05) - or about 12 more flight hours on the old OS .19.

## **The A32Y**

Wing span – 50 in.

Wing area – 350 sq in.

Section – Flat bottom

Length – 34 in.

Weight – 40 oz

Motor – OS .19

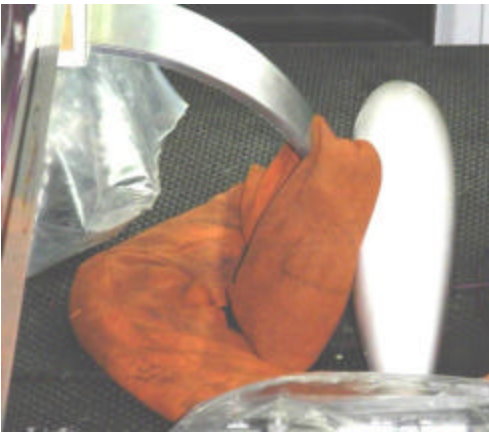
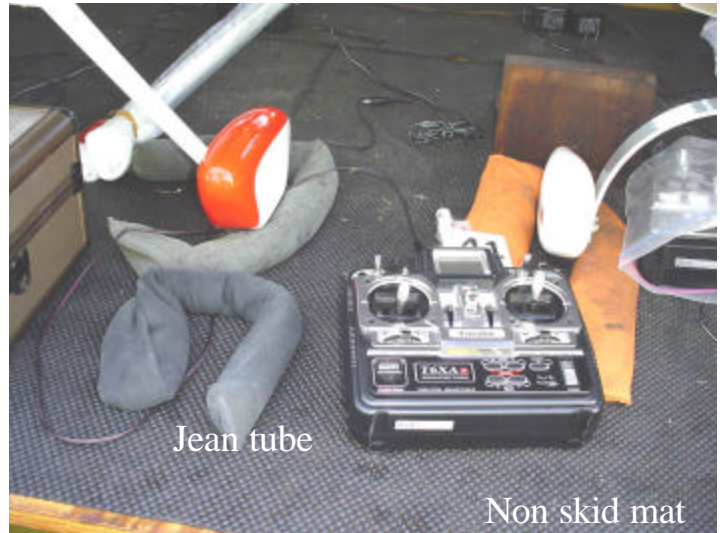
TX & RX – Futaba

Servos – 5 Hitec HS81



## Shop Solution

How often have you placed your plane in the bed of your truck to run it out to the field just to have it roll around and cause damage, either to itself or something else? Well, there are easy solutions. These ideas go hand in hand with some of the other innovations of Russ Hope. Russ sewed up some blue jean "tubes" and filled



them with metal shot. They are then wrapped around the wheels of your model to keep them in place.

In conjunction with this, the anti-skid, rug mats work wonders keeping models and materials from slipping around in the truck bed.

Lou

## Shop Feature-The Carrier Deck

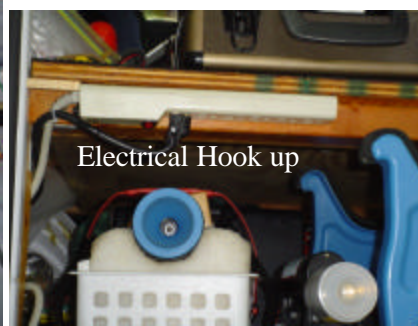


Ever find yourself out at the field looking for that necessary item required to get you back in the air? Russ Hope has solved these problems by bringing his own aircraft carrier and support equipment right to the field with him. That "Carrier" is his familiar white van.

You'll find an anti skid deck for the fuselages and a wing rack above that with tent strap hold-downs for the wings. When Russ backs into his driveway, he plugs an extension cord right into his carrier deck charging circuit. This keeps his quick charge battery system charged and ready for field operations.

Everything needed for flying is close at hand at the rear of the carrier deck. Below deck, you'll find starters, plane stands, fuel, tool box and the field charger. The entire area ahead of that contains supplies for repairs along with the standard folding chairs, covers and necessities required when.....away from home base. Too cool Russ.

Lou



Electrical Hook up



Storage



## KIDS NIGHT----JUNE 16

### GROUND SCHOOL FOR ALL



On Thursday evening, June 16, eighteen kids---seventeen of them from shelter homes for neglected and abused children---experienced the thrill of flying a radio controlled model airplane. After a ground school by Russell Hope, they were guided around the sky by instructor-pilots-Russell, Howard Mottin, John Miklas, Scott Schultz, Scott Pavlock, Don Veres, and Larry Chaltron. Resident photographer, Steve Surbaugh, recorded their flights with his trusty digital camera while Rainel Veres and Jennifer Shultz cooked hot dogs and hamburgers for everyone. Scott Padlock, with one of his beautiful airplanes, entertained not only the children but all RCCD members with an awesome flying demonstration of very difficult maneuvers. Also on hand, lending support and assistance, were Ernie Varilone and Willie McMath.

The original date of the event was Tuesday, June 14, but that was cancelled due to a weather forecast predicting severe storms, hail and damaging winds. Not much of that threat actually occurred but given the dire forecast, which could have included dangerous lightning, we had no choice but to postpone the event to the Thursday "rain date". In retrospect, that decision seemed questionable as a drenching downpour was falling on the field at 4:30. From then until the completion of flying at 8:30 intermittent sunshine and rain was experienced. Fortunately, all the children got their turn and thoroughly enjoyed the evening.



The final rainy period began at 7:45 when all but three of the children had completed their flights. Additional kudos are due to Russell, Scott Pavlock, John Miklas, and Steve Surbaugh for waiting out that final half hour downpour in order to give those three children an opportunity to fly.

Before leaving the children were all given a glider and a copy of the article "How Airplanes Fly". Later they will be mailed our club's "Certificate of Achievement" that Ken Sulkowski prepares.



As one group of six kids from Turning Point were leaving, a 10 year old boy ran up to one of our members, gave him a hug, and expressed his thanks. The children that must be taken to shelter homes get little opportunity for pleasant experiences and to build up pleasant memories. Thanks to RCCD, they have one now.

By Paul Garceau



## Control Line Contest



The control line contest this past June 4th at our club flying field could have been twice as big, but it couldn't possibly have been any better. The weather that day was the best for flying that I've seen so far this year. The temperature was 80. The humidity was low and the wind gusted to about 4 knots every now and then. Twelve of my best friends showed up with their planes to see who looked best that day to the judges. Twelve pilots would not seem to make a big show, but when the pilots are the top contenders in District Seven.....well....you know.....quality beats quantity. Note: National Anthem sung by Samantha Phillips...well done.

We've gotten excellent feed back from the guys who flew and some of the spectators too. It looks like we get to do it again next year or at least it looks like a club vote would be favorable. Everyone liked being able to get a soda and a bite to eat. They like the stuff we do with the kids. Consensus from the spectators as well as competitors was that the announcer helped people understand what was going on.

The field looked great with a putting green surface. The trees in the background and all that green lawn looked like a Hallmark greeting card. There were flags and balloons along the fence line and the first thing you saw when you drove in was our club banner---**RCCD**---



It was truly a beautiful day. The weather was great. The pilots were great. Our club personnel put on a great show. We were there. Frank Carlisle



## Combat

Ok all you adrenaline junkies.....you had 2 full days of rough housing.....now back to normal lives.....nah! Our open combat challenge brought out a great bunch of speed junkies, giving you everything from Slow Survivable Combat (SSC) to full out Scale Speed. What a great time.



Check In Time



Club Wear Sales



Control Tower & Data



Let's get it on guys!



Now, what was I doing ????



Team Gilkey-"Gettin'er done"

## Work Party & Field Clean Up

On April 30th we had a Wetzel clean-up. On that day, we had about 10 guys from are club to clean the sheds and put the flag on the big pole by the West shed. They also spread out some dirt and put out some seed that we had. Ray Wahl and myself cleaned out the East shed. We threw out a lot of "STUFF" that was just sitting in there collecting dust. I had the guys take a before and after picture.



We also cleaned out the West shed. That too was a "BIG" mess. I'm very sorry, if something was thrown away that belonged to somebody. "BUT YOU WERE FORE-WARNED ABOUT THIS CLEAN-UP AND TO GET THINGS OUT THAT YOU WANTED. "

The East shed has become my second home and we need to keep it clean and neat. So.....IF YOU GUYS GO IN THAT SHED AND TAKE SOMETHING OUT...."PLEASE PUT IT BACK WHERE YOU FOUND IT." Everything in that shed has its place. So put it BACK.....then next year, we will not have to throw out anything of value.

Sincerely, Rainel Veres, The Culinary Comm.



## RADIO CONTROL CLUB OF DETROIT

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*Gravity Wins !*

*We're on the web  
[www.rccd.org](http://www.rccd.org)*



# Coming Events

July 10, '05.....Great Lakes Scale Fly In

July 16, '05.....Work Party (R/D 7/17)

July 30 & 31, '05.....Pattern Contest

August 9, '05.....Kid's Night (R/D 8/10)

August 20 & 21, '05.....Open Combat Challenge

September 3 & 4, '05.....Camp & Fly-Club Picnic

October 16, '05.....Closing Day (R/D 10/23)

December 6, '05..... Club Elections

December 20, '05.....Club Christmas Party

Please check the club website ( [www.rccd.org](http://www.rccd.org) ) for updates and changes to the schedule.

