

Radio Control Club of Detroit



The wind is our friend

Gravity wins!

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Featured Shop

Team Gilkey

Step down into the basement of Scott & Brian's place and you're in "Combat Central". There is definitely a "need for speed" evident throughout their shop. Scott really enjoys working on the planes and tweaking the motors to squeeze every bit of life from them. Brian's passion is combat flying...which is evident when you look at his record of contest wins.



Scott began flying at the age of 8 or 9 with a Cox P51, U-Control model. This made about a half circle before it met its demise. This was followed by a Cox PT-19 flown in the back yard as well as a field near Summit Mall. As a teenage, he joined the Sky Masters with a Falcon 56 with an Enya .35 mounted on the front.....all acquired from Tower Hobby Shop. It wasn't until Scott was married and bought a house that he found the room to build and the time to fly. This was the real beginning of RC flying for Scott.

Pylon Racing in Quickie500 (with its accompanying adrenaline rush) was Scott's primary flying activity, until it died out in the 80's. He then moved on to IMAC (basically-aerobatics for scale) with an Ultimate Bipe. Already owning 15 engines from the Quickie 500 flying, it seemed like a natural transition to Combat. Now, with an inventory of over 100 combat engines, it appears that combat is "here to stay".



Brian, on the other hand, began with the rubber wind up planes and then moved up to U-Control when he was 5. Around the age of 8 or 10, he began flying a Sig Kadet and Dad's Ringmaster and Glider. Brian dabbled in Pattern Flying for a while but once he got a taste of the speed and adrenaline of combat.....he was hooked.

(continued on page 2)

Team Gilkey (continued)

Combat work began with the Zagi, combat wings. Following familiarization with the basics of combat, they used a Tug (tow plane) to slowly tow a streamer around the sky so a new combatant could get the feel & thrill of cutting a ribbon without the frustrations of the typical avoidance of the ribbon carrying plane. Scott &

Brian both compete in SSC (Slow Survival Combat), Open B (fast) as well as the Scale Combat events. Both maintain respectable showings in National Standings (see 2003 results) through the RCCA (Radio Control Combat Association). Points are accumulated through all the sanctioned combat contests the RCCD hosts as well as the other events that Scott & Brian attend in and out of Michigan.

2003 Scale	Open B	SSC
PlaceName	PlaceName	PlaceName
1 Gilkey, Brian	1 Wenges, Eric	1 Gilkey, Brian
2 Seaholm, A. J.	2 Liddle, Lee	2 Fredricks, Mike
3 Howard, Don	3 Howard, Don	3 Liddle, Lee
4 Rohrke, Neal	4 Seaholm, A. J.	4 Quinn, Christopher
5 Liddle, Lee	5 Fredricks, Mike	5 Fuller, Mike
6 Fredricks, Mike	6 Adams, Kirk	6 Laboyteaux, Mark
7 Adams, Kirk	7 Horton, Jr., Ronald	7 Howard, Don
8 Panonville, Andy	8 Wilcox, Mike	8 Carveron, Ron
9 Shepherd, Chris	9 Morrow, Ben	9 Thompson, Joe
10 Veres, II, Donald	10 Chesney, Brandon	10 Morrow, Ben
11 Gilkey, Scott	11 Shamulas, Victor	11 Engler, Russ

If you've had a chance to observe Scott & Brian at a contest, it becomes evident that their competition strategy is very much a "team effort" for them. Both of them compete but they truly don't compete against each other. Scott's primary focus is having the equipment functioning properly so Brian can perform at his best, though Scott is not above competing as well.

When it comes to engines, Scott really takes the lead. Tinkering & tweaking are necessary to get the most out of a motor so as to maximize performance during an event. Scott is very methodical when it comes to the engines. Once the buzzer goes off, signaling the start of competition, you have a very limited amount of time to get your plane in the air to avoid disqualification. Nothing will defeat you faster than an engine that will not perform to expectations when the chips are down. Every engine (over 100) has it's own performance sheet, stored in ring binders for easy data retrieval. A tag goes onto each engine when stored, whether in a box or on a plane. When it comes to preparation, nothing is left to chance.



Winter is spent building the next fleet of planes to meet the needs of the coming years competition. One of the things the Gilkeys told me is that "if you're going to fly combat, you must get used to breaking airplanes". It's a fact of life in the Combat Arena.

(cont. page 3)

Team Gilkey (cont)



A tour around the shop gives you a sense of history with their flying. You'll find some of their first Control Line ships, along with hand launched gliders, RC trainers, competition pattern and IMAC .. racked on the wall and in the rafters. There is a great diversity in modeling that has brought the Gilkeys to where they are now.



Brian has really gotten the itch for electric 3D flight. He's been scratch building them from plans on the web and easy to find materials. You can see that a fleet of electric bipes is in the works. They are easy to make though their primary drawback is that they don't handle the wind well in this size. It's my guess that bigger and better electrics will be in Brian's future...along with a bit of U-Control flying that has recently caught Brian's attention again.



Beyond the obvious "need for speed", Scott & Brian are drawn to the great camaraderie present at the RCCD Combat Events as well as the entire combat fraternity. If you've broken something during competition, somebody will jump in to give you a hand & get you back in the air (of course, once that's taken care of, it's every man for himself again). Combat is in their blood and will remain in their future.

I truly enjoyed my evening with Scott and Brian, they are true gentlemen of the sport. They've both offered to help me learn combat and will Tow a Tug for me. I'll take them up on that.
Thanks for everything fellas, see you on the field. Lou Tisch



The Presidential Podium

Greetings to all,

We've had a great flying season, the field has been "buttoned up" for the season but that doesn't mean there's no flying. The recent work party has winterized the shelter, enclosing 2 full bays. This gives you a place to set, out of the wind on those Winter flying sessions. Have fun!

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

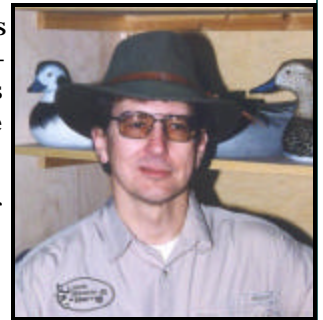


The Editor's "Edge of Reality"

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. Be sure to check the website and update your email address so you will be able to receive the newsletter.

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



Announcements

1. Don't forget the Christmas Party that's coming up December 20th at Zuccaro's Holiday House at 20400 S. Nunneley in Clinton Township. Dinner is \$22 per person. A pdf file of the invitation can be emailed to you if you'd like (ask Lou). Contact Rainel to place your reservations.
2. There are dozens of videos that are still outstanding, some for years. If you have any club videos that have been checked out for some time.....please take the time to return them so others may enjoy them also.
3. Our Swap Meet is coming up January 22, 2006 and it's in a new location. See the advertisement in this issue of the newsletter for details. If you'd like, I can email you a pdf file, along with directions.
4. If you have any "hints & kinks", please submit them to Scott Pavlock for publication on the website.
5. There is a propane heater in the West shed that may be used by members during the Winter to warm the shelter up during flying sessions. Please be sure to refill the propane tank when needed. Thanks all.

CONTEST REPORT- RCCD OPEN AND SCALE COMBAT CHALLENGES

AUGUST 20-21, 2005

RCCD held its annual late-summer combat contest on this weekend. Saturday we hosted the Open combat events, RCCA Open B and SSC (Slow Survivable Combat). The day started out rough as it was raining cats and dogs. Prospects looked dim and we feared a rain-out, but stuck it out and ended up getting blessed by the weather gods as the skies cleared enough for us to start Open B in the early afternoon. It was damp, humid, with occasional spits of rain, so we flew all five rounds with forestry tape instead of crepe paper streamers. This had a tendency to keep the quantity of cuts very low. Midair frequency was very high. That, coupled with the forestry tape, kept scores low. This often happens when contests get delayed, probably because everybody gets antsy and when the flying starts, they tend to be overly aggressive.



We enjoyed the company of three new fliers from North-Eastern Ohio- Corey Stein, Sean Rupp, and Aaron Snyder, a great group of guys who seemed to have a good time and we hope they will join us for our future meets. Sean wowed the Woodward Dream Cruise spectators with a smoky burn-out from his front-wheel-drive GMC motorhome during their trip up. Anybody who peels out with a motorhome HAS to be a great guy. Plus these guys are really good at smack talk so they'll fit right in with the regular combat crowd!



By the time we started SSC the skies had cleared so we changed to crepe paper. Again midairs were pretty frequent though seemingly not as bad as with B. Still, the scoring was on the low side as a result of the heavy attrition.

Trophies and prizes including engines, etc were awarded. It was a long day and we did not wrap up until after 6:30 pm, due to the weather delay. Overall we had a fun day of combat at the beautiful RCCD field. Thanks to Don Veres II for organizing and CD'ing the Open event.

Unlike Saturday for the Open contest, Sunday dawned bright and clear for our Scale contest. We had beautiful clear skies all day with the only mar being high winds of a solid 15 to 20 mph and a lot of turbulence over the trees. However, all fliers handled the wind well. Midairs occurred but at not too alarming a frequency (as

usual, individual results varied....), and launches/landings were all handled with great skill without mishap. Most spectacular crash was Don Veres II, who was flying a nearly-supersonic Hawker Sea Fury, by far the fastest plane at the meet. Don took a low pass downwind, with a groundspeed possibly exceeding 100 mph, when turbulence, wind shear, oil on the tips of his thumbs, and perhaps some other contributing factors, caused him to plow right into terra firma. The debris field seemed longer than that of the Titanic, probably at least 100 feet long, with his battery being found an additional 50 feet downfield. The biggest remaining fragment of his plane was perhaps big enough to serve as an epoxy mixing board. Possibly due to the horrible weather forecast, (which turned out to be way worse than reality) our turnout was a bit low, we had 7 show up for Scale.

It took a long time to get 6 rounds done in 2610 as we had a lot of recovery of downed planes way out in the weeds for some, reason folks were flying WAY out, possibly due to the high wind. We then changed to 2548. This is a new class where the scale fidelity of the planes is judged by the pilots, and the higher-quality planes get better "static" scores which may end up affecting the outcome of the event-in other words, flying skill alone does not determine the winner, though the static portion is fairly small and the flying portion is still the lion's share of the scoring.

(Combat-continued on page 14)



Work Party-Safety Benches



**RCCD's NEW
FIELD BENCHES**

Mysteriously, a new, "Safety Bench" showed up at the flying field. This bench provides safe support of the airplane and allows for easy adjustments and allows you to stand while working on the airplane and motor. The bench was such a hit that the club wanted at least 3 more. Well, now and then, you find that it's "your turn in the barrel". Thus, I volunteered to take on the task of organizing a work party to build 3 benches. I acquired the materials, enlarged and copied the plans and had everything laid out for the day of the Party (loosely speaking). As it turned out, I woke up to a bunch of rain and called the "powers that be" to see if the Party had been cancelled since there was some equipment painting scheduled as well. As expected, it was presumed that we'd reschedule the day.....thus, I unhooked the trailer. A half hour later I received a phone call from Willie McMath. He was out at the field (yup, in the rain) with 8 other fellas and they were ready to work. I hooked the trailer back up and hustled out to the field. Fortunately, it had just finished raining and everybody pitched in and got everything unloaded and the cutting began. Just about that time, another thunder storm came in with high winds and we all retreated to our trucks since we were still getting wet standing on the tables under the shelter. Once the weather broke (about 40 minutes) building commenced and in short order, we had 3 more new benches ready to run. The following day, I was out and sprayed a coat of sealer on the benches and Russ Hope installed pull handles & Tx handles on each bench. But, that's not the end of the story. I liked the benches so much that I made one for myself to set outside my own model barn. It's the ideal bench for test running and setting up engines. If you would like to build your own bench, you can find the info with a google search of "Meroke Radio Control Club" (the originators of the bench- www.meroke.com) or I can email you a pdf and info on the benches. Happy Flying.....Lou Tisch



LOU'S FIELD BENCH



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Work Party-Field Closing, Seeding & Enclosure



**WORK CREW ?
& ENCLOSURE**

The Fall work party was a huge success and a fun time for all. Several items were put away that could be harmed by the coming Winter. The bare spots in the pit area and field received a coating of top soil and seed to get a head start on the grass season for 2006. Two complete bays of the shelter were enclosed for our



NOEL HUNT



**DAN & FRANK
HARD AT WORK**

Winter Flying Comfort. How much better does it get? Well, how about food? Rainel put on a fine feast for us of hot dogs and hamburgers along with coffee, pop, donuts & potato chips. "...it just doesn't get any better than that. Great job folks. To top it all off, a couple fellas braved the high winds to fly. My hat's off to Paul Smith, Noel Hunt and Don Veres....nice flying guys. Well, come on out and enjoy the Winter flying.....Lou Tisch



**CULINARY CUTIE
RAINEL HARD AT WORK**

Round & Round

Hello Circle Fans,

The summer flying season is drawing to a close and pretty soon most of us will be cleaning off our planes and setting them up for winter storage. During the course of this past season I attended contests and events in our area and got a chance to see different guys flying at different levels of expertise. Here are a few of my observations on what makes the difference between good model pilots and great model pilots. I think these observations are universal and can be applied to any modeling discipline, be it control line, radio control, free flight, or whatever.

The first thing I observed was the equipment the fellows were using. The best flyers were using engines and planes that were specifically designed for their brand of flying. Note here that I didn't say the most expensive gear, just gear that worked well for their particular event.

My second observation was that the best flyers took good care of their planes and gear and performed regular and routine maintenance on them. A poorly maintained model will always result in poor performance so it is essential to take care of your equipment. Take the time to inspect your model after each flying session. If something is loose or not working right, fix it before you bring it out to the field for the next session.



All of the flying disciplines require set routines or patterns that escalate in difficulty from beginner to expert levels. The most accomplished flyers practice these maneuvers every time they fly and it is this practice that makes them great. As the plane flies through the maneuvers the CG changes due to fuel consumption and the patterns are set up to utilize these changes. At the beginning of the run the plane is more nose heavy, so the maneuvers will generally require the stability of the plane in this condition. Hence the first maneuvers are basics, such as level flight and simple loops. As the fuel is depleted and the CG moves more forward the plane becomes more aerobatic and the maneuvers progress

from single to multiple loops, squares, etc. With this in mind it is easy to see why learning to fly the patterns is essential to becoming a great model pilot. It doesn't matter if you plan to compete or wish to be a sport flyer, if you don't concentrate on learning to fly the patterns in sequence you will always be in a battle with CGs. And even more importantly, going out there without practicing a set routine leaves you flying by the seat of your pants and gives you plenty of opportunity to crash needlessly.

This winter as you build next years' airplanes follow these guidelines and you will have your most successful and rewarding season ever.

#1 Get the right equipment for your model.

#2 Spare no effort in building your model straight and true.

#3 Study the contest flight patterns and plan on learning them next year. These patterns incorporate everything you can do with a model so when you learn them you learn everything you need to be a great model pilot.

(cont. on pg. 8)

Round & Round-Winter Work

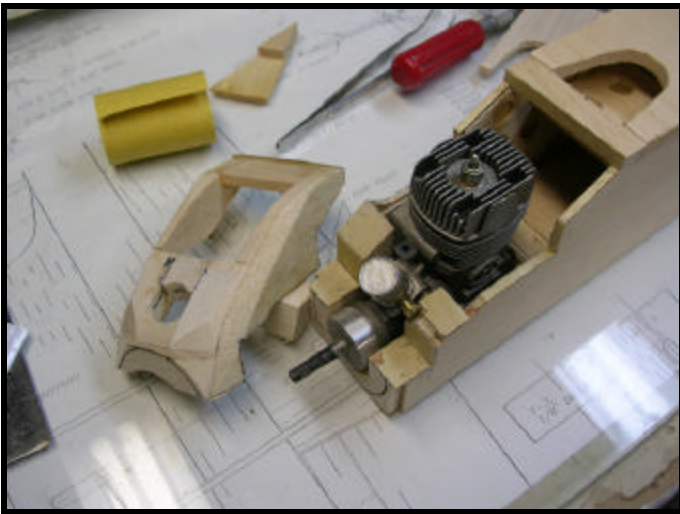
I've culled through my photo files and am including pictures that exemplify the idea of choosing the proper equipment for the proper plane. My passion is control line stunt so these will be examples that apply to that particular event. Keep in mind though, that no matter what your interest in model aviation there is a proper plane and equipment that when chosen will make your effort more successful.

I've chosen the Brodak Legacy as the starting point for my competition airplane. The picture here is of my third Legacy. The first two came out nose heavy and required two ounces of tail weight., so on this one, I recessed the engine crutch back into the wing by one inch. The finished model should balance without additional (dead) weight. There are many planes to choose from. I chose the Legacy because I knew it to be a great flyer and because it is big. I have one more kit Legacy and after I build that one I'll be familiar enough with the model to be able to build it from scratch.



The best reason for building from a kit is that it gives you a starting point for learning what the proper methods of building a good airplane are and pretty much guarantees that your efforts will result in a plane that flies.

Don't try to improve something until you know how it's supposed to work.



I chose the Super Tigre G-51 engine for the Legacy's power plant. The engine falls within the recommended weight and power range for the Legacy and is a proven stunt workhorse. It takes a lot of time and skill to build a plane like this and I don't recommend it for the beginner. There are better choices for getting started that will give a less experienced modeler a chance at building a plane that works well.

The profile model is not a very complicated plane to build. It is essentially a board with a wing. The engine and fuel tank mount to the side of the plane making it a fairly easy build. These planes are relatively easy to repair and

maintain.

I built these two planes from Brodak kits. The one in the foreground is a P-51 Mustang. The one behind it is a Pathfinder. Both are profile models. They also fly very well, and have given me many pleasant hours flying them.

It is very important to get out and fly the airplane often and if you have no plane at all you will want to consider getting an ARF (almost ready to fly) model. These planes only take a few evenings to prepare for their first flights and enable you to practice your maneuvers while you're building your new plane.

(continued on page 9)





Round & Round-Winter (cont.)

This is a Brodak P-40 Profile ARF (left). It comes already covered and requires only a few evenings to assemble. With the recommended engine and fuel tank the newer modeler can have a nice looking, good flying model airplane in short order.



The Bi-Slob is an ARF from Brodak. It's a tricky little bi-plane that is lots of fun to fly. Whatever you do, if you want to be a better builder and a better flier follow these simple guidelines and you'll be on your way.

Frank Carlisle

KIDS NIGHT---AUGUST 9, 2005

By Paul Garceau

What a great night---a beautiful summer evening and twenty-four children from three Shelter Care foster homes and the Turning Point Safe House came to our Wetzell Field for their first experience of flying a radio-controlled model airplane. This is the fifth year that RCCD has held these events and the third for 2005 alone. Word must be spreading amongst the various shelter homes on how much enjoyment the children get from our Kids Nights. Thirty-seven kids originally signed up for this August event. It was therefore feared that all the kids could not be accommodated unless their individual stick time was decreased. However, thirteen of the kids could not attend so twenty-four became an ideal number. In the future we'll have four flying stations planned so as many as forty kids can be accommodated.

Prior to flying, two ground schools---one by Russell Hope and another by Chuck Fleming--were conducted to familiarize the kids with the transmitter and the airplane's controls. Then under the expert guidance of instructor-pilots Russell Hope, Howard Mottin, and John Miklas each child had a ten minute buddy-box flying experience. Assisting the instructors were Willy McMath, Scott Schultz, Doug Norris, Chuck Fleming, Noel Hunt, and Jim McCoul. President Ernie was also present, helping where ever needed. When not flying, the kids and their adult supervisors were treated to one (or two!) hot dogs or hamburgers prepared by Master Chef Rainel Veres and her crew: Luella Veres and Jennifer Schultz.

During the evening the children were treated to two flying demonstrations---one by John Lewinski and his model helicopter and another by John Miklas with one of his beautiful model planes. These flying experiences also have an educational benefit for the children. They learn what forces act on an airplane in flight and how they are controlled and maneuvered. With this in mind, they all are given a copy of the paper "How Airplanes Fly" with its accompanying Final Examination which they can have some fun with when they return to their homes.

Before leaving, the kids received a balsa glider and later are mailed a Certificate of Achievement prepared by Ken Sulkowski. (in this instance, faces have been "fogged" to protect the anonymity of these children....the instructors receive no anonymity)



2005 RCCD Pattern Contest - **Impressions of a Rookie by Noel Hunt**

"How about entering in our pattern contest?" That's how it started for me. After I had been flying one afternoon, Mike Darr walked up and suggested that I enter in the pattern contest to be held at RCCD on July 30th/31st. He was the CD for the event. Of course I tried all the stock



answers: "I have never entered in an RC competition"; "I'll watch this time and see if I'm good enough"; "perhaps next time"; etc. And he countered each one: "every competitor has a first time"; "I have watched you fly - you'll be OK"; "The next one is a year away". And then he added more: "There are usually only a few entrants in the Sportsman class, so you are almost certain to place."

So from the NSRCA web site, I printed up a "call card" for Sportsman class and started flying the maneuvers in that sequence whenever I was at the field. I had just completed a Goldberg Matrix and it is way more capable for this kind of flying than my ability. Then about 2 weeks before the event, I performed a classic "phat-phinger", and exploded the Matrix on the field. Now I had the ultimate excuse not to enter the contest! No pattern plane.

On Saturday July 30th 14 contestants signed up in 5 increasingly challenging classes: Sportsman (AMA 401), Intermediate (AMA 402), Advanced (AMA 403), Masters (AMA 404) and FAI (international P05 sequence). I showed up to help out and had my Avistar in the truck to fly during the open flying session after the competition. I soon noticed that there were only 2 entrants for Sportsman and because I had previously psyched myself to compete, I signed up! Make that 15 contestants - more flyers than we have on an average weekend day! As I snapped a photo of all the Pattern planes lined up with my "trainer" at the end, it hit me: What was I thinking?!!

AMA 401 Sportsman		
1	Takeoff (U)	K=1
	ENTER BOX	
2	Straight Flight Out (U)	K=1
3	Half Reverse Cuban Eight	K=1
4	Straight Flight Back (D)	K=1
5	Half Cuban Eight	K=1
6	Two (2) Inside Loops (U)	K=2
	EXIT BOX	
	ENTER BOX	
7	Two Point Roll (D)	K=2
8	Stall Turn	K=2
9	Cobra without Rolls (U)	K=1
10	Immelmann Turn	K=2
11	One Horizontal Roll (D)	K=1
12	Split "S"	K=1
13	Double Immelmann without Rolls (U)	K=2
	EXIT BOX	
14	Landing	K=1
	TOTAL	K=19

Pattern Contest

The good guys were up first and one cannot avoid being amazed by the precision of their flying. Straight lines, same radii, consistent speed and using lots of sky within the "box". In pattern flying, the pilot is required to fly all maneuvers within a box defined by lines running at 60° out from the pilot's station. The further out you fly the larger the box, but the harder it is for you, and more importantly, the judges, to see the plane. Fly too close and you run out of space real quick. These guys get it "just right".



Included in the top group, was Michigan's Andrew Jesky, who recently placed 7th in FAI at the Nats, and won the Futaba Xtreme Flight Championships International. He competed with his electric-powered Brio. I spent a lot of time watching flying that was near perfection, and talking with some really pleasant guys who are quite willing to share what they know. Courteous questions to the judges were also rewarded with insightful replies. I learned a lot.

I suppose I should have been getting nervous as the Sportsman flying approached, but I was too "into" the whole competition action to realize my flying would soon be closely scrutinized by a couple of judges as well as bemused competitors and spectators. Although there was some good-natured razzing between us, I also received great support from the guys with whom I was competing in the Sportsman class.



Suddenly it was my name they were calling as "up next". I had filled the tank and tweaked the high end on the O.S. earlier, so I fired up the engine and walked to one of the 2 pilots' stations while Ken Thompson carried my plane out past the flight line. With his calm voice calling the pattern, all I had to do was fly what I had been practicing for the past few of weeks. No sweat! It wasn't until I had landed the plane that I remembered my flying was being watched closely - very closely - and then I noticed a slight shake in my hands! No sweat eh!?

Pattern contest



In almost perfect weather, we each flew 6 rounds over the weekend, with the 2 lowest scores being discarded. About the only mishap was Andy Jesky blowing the gearbox on his motor in the 5th round.

In what has become something of a tradition, Mike hosted a BBQ on Saturday evening, and although I was unable to attend, the others all agreed that it was a great success.

So how did the first-timer with an advanced trainer do? Dead last! But not as far out of contention as I and others had expected: 258 points behind the Sportsman class leader, Ken Thompson with his perfect 4000. And I was awarded a third-place plaque for my efforts! I thoroughly enjoyed the experience and am looking forward to competing with a more capable plane in the future. More importantly to me, is how much I learned and the good people I met while competing. Thanks guys, and thanks to Mike for CDing a very well-run event. From those "guys" who are not RCCD members, RCCD was recognized for hosting a great contest. For that we thank all the folks who helped out;

from Mike's wife Cindy keeping score and providing cookies, Bob Kopah who kept pilots at the flight-line and planes in the air, to the club members in the "gallery" managing the impound, cooking up food and all the other tasks that keep things running smoothly.

So, "How about entering in a pattern contest?" I urge you to print off a Sportsman call sheet from www.nsrca.org and try flying the pattern. Even if you do not enter in a competition, it will challenge you and make you a better RC pilot. Please do it on a day when there are few planes around as it does require that you fly the same line in both directions, not an oval, as we must, when other planes are in the air. If you would like some help, just ask someone who has flown pattern. From my experience, I know they will be happy to advise you. From my "phat phinger" experience, I can advise you to practice "3 mistakes high" until you are confident.

Thanks all, Noel Hunt



3RD ANNUAL RCCD
PRECISION AEROBATICS CONTEST
July 30-31, 2005
3RD PLACE
SPORTSMAN

RCCD
(THE RADIO CONTROL CLUB OF DETROIT)



PRESENTS ITS 10th ANNUAL

SWAP MEET

Sunday, January 22nd 2006

NEW LOCATION!!!

**Lakeshore Knights of
Columbus #2733 Hall
25003 Little Mack Ave.
St Clair Shores, MI
(200 Yards S of 10 Mile,
0.8 mile E of I94 exit#228)**

Admission: \$3

Children under 12: \$1

Under 5: Free

**Tables \$15 (booked in
advance)/\$18 at the door
(includes 1 admission per table)**

9:00am – 2:00pm

Table setup 8:00am

**For more information,
contact Keith Jones**

Phone: (586)-786-1474

KAYDEEJAY9@YAHOO.COM

Hourly Door prizes

50/50 Drawing

Food and refreshments available

More info? www.rccd.org

Over for map

Combat (continued)

With the influence of the scale fidelity scoring however, the planes do look more authentic, and this is turning out to be a very exciting class to watch. Since 2610 had taken so long, we wanted to move 2548 along. The pilots did a great job with this and we got the judging done rapidly, with minimal pauses between heats. We banged out 6 rounds in great time. Five pilots competed in 2548 (Kirk left due to long drive home). Since all the participating planes had been judged at the AMA NATS, we went thru the judging motions rapidly, calling for pilot votes, and got each plane voted on with minimal controversy (some discussion did come up on one plane, but it was resolved by calling for a vote and the majority ruled). Keith Jones' and Bob Loeshers' nicely finished Spitfires and P-40s earned bonuses (plus 20 points per round). Don and Jay's were nominal (no additional points per round, due to minor issues, but they were still attractively finished) and Brian's were penalty planes (receiving a deduction of 20 points per round). Flying in all 6 rounds was pure pursuit, there wasn't a furball to be seen. Despite the turbulent winds which made flying a challenge, all seemed to enjoy the pursuit with many catcalls and much trash talk occurring during the chases. Most spectacular midairs goes to Jay and Bob who hit nose-to-nose at a closing speed of perhaps 110+ mph. The rain of debris was more spectacular than the actual damage, considering the hard parts bumped so severely.



On Sunday we had a good turnout of spectators and as a result we were able to have the, always popular, kids' paper airplane contest. The support and interest of the public is, I think, a key benefit to the club from these types of events. Thanks to Don Veres II for helping me run the meet and doing most of the legwork in making arrangements with the club facilities. Thanks also to Keith and Jay for assistance and suggestions during the running of the event. And many thanks to those who assisted with judging, line marshalling, and staffing the kitchen under the experienced direction of Rainel Veres.

Article by Scott Gilkey

When it was all done, the Final standings in Open B

Brian Gilkey 1360
Scott Gilkey 1176
Mark Shofield (Indiana) 1080
Kirk Adams (Maryland) 1024
Corey Stein (Ohio) 856
Sean Rupp (Ohio) 788
Keith Jones 756
Matt Chantos 700
Jay Lawless 672
Rick Wise 524
Don Veres 380
Bob Loescher (Ohio) 360
Aaron Snyder (Ohio) 40

Results 5 rounds-SSC

Kirk Adams (MD) 1740
Mark Schofield (IN) 1320
Brian Gilkey 1192
Bob Loescher (Ohio) 948
Matt Chantos 937
Rick Wise 808
Scott Gilkey 716
Don Veres 540

Results 6 rounds-2610 Scale:

Brian Gilkey 2660
Kirk Adams (Maryland) 844
Don Veres II 793
Keith Jones 600
Jay Lawless 460
Bob Loescher (Ohio) 120

Results 6 rounds-2548 Scale

Brian Gilkey 2375
Don Veres II 1676
Keith Jones 880
Bob Loescher (Ohio) 860
Jay Lawless 268

“Crash & Burn”-The Inevitable

*As you may recall in the “Rookie Pattern Adventures”, Noel tried to get out of competing with some “phat-phingering”. The “Matrix in a Bucket” is the inevitable results of giving “up stick” when you are inverted. Doh!



**Not to be outdone, there was a special trip to the windsock tower that resulted in “less than desired results”. There was an in-flight exchange of landing gear for the windsock. Doh.....another time.

***I personally re-learned what stalling an aircraft will do when improperly fighting a cross wind, the wrong way...Doh...Doh.....Lou



Classified Section

Bruce Steingraber, due to increasing health problems, has decided to sell most of his model airplane equipment. A complete list can be acquired from Bruce or I can email it as well. There are several airplanes that are either ready to fly or very close to flying condition. Also available are a good selection of kits, plans, engines, electronics, gear, support equipment and an extensive collection of modeling magazines (over 1800-cataloged). This is a "must see" collection. You can reach Bruce at (586) 731-1273. Bruce is located just North of 19 Mile Road, just West of Schoenher. Give him a holler and see what you can't live without.



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Don Peters is also finding his health getting in the way of his love of modeling. He has a bunch of modeling equipment, airplanes, engines, radios and supplies for sale...more than space allows here.



Don may be contacted at: (586) 415-8675 and is located just West of Utica Road, between 14 & 15 Mile Roads.

I would like to express a heart felt thank-you to Don for a bunch of "Old Timer" Airplanes and Wings (20 to be close to exact) that he donated to the club for members who could find a use for them. These were some equipment from Don and a friend of his who was also getting out of modeling due to health issues. These donations were quickly gobbled up by happy members. Lou



RADIO CONTROL CLUB OF DETROIT

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Gravity Wins !

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



Coming Events

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

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

January , 06Swap Shop (new location)

Event schedules are currently being planned & will be posted in the December-05/January-06 issue.

Please check the club website (www.rccd.org) for updates and changes to the schedule.

