

Radio Control Club of Detroit



The wind is our friend!

Gravity always wins!

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- Vice Pres: Noel Hunt
- Secretary: Peter Vanheusden
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- Membership: Willie McMath

Steve Surbaugh

RCCD/EAA Chapter 13 Joint Fly-In



Lou & Steve with
Steve's Cessna 150

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Speeding down the grass runway at David's Landing, with Steve Green at the controls, nearing take-off speed, I realized that I've again put my life in the hands of a fella I just met 10 minutes ago. Ok, I'm fine with that, let's get into the air. I've always loved take-offs and landings and there is nothing more exciting than that activity in a small, private, two seater, like the Cessna 150. Prior to getting into the 150, I did do a quick "once over" of the plane and was impressed with the way Steve maintains his airframe and the motor sounded very smooth as well upon start up so...I was quite comfortable and ready to enjoy the ride. Of course, "would you like to fly it" always brings a bit of adrenaline up from the depths



Steve asked me if I knew what a VOR was. Of course, I had to plead ignorance. He said, "well, I'll show you". That led to a swing up West of Port Huron to one of the VOR transponder/signal units that give you navigation points that can get you around this Country without the use of a GPS. A nice fact to have in your back pocket in case other means of navigation are "out".

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The Presidential Podium



Greetings fellow club members,

Well, another season has just about come to an end. This year has been a good year for RCCD. Our events did pretty well, although every one was a fight with Mother Nature. We also enjoyed a fairly safe year at the field with no major safety mishaps or injuries.

Thanks to all the members that showed up to winterize the field. We had a large enough turnout that the shelter erection went really fast and we were able to enjoy another good day of flying.

I would like to remind everyone that the Christmas party is fast approaching, so if you do not have your tickets yet I would encourage you to do so. Rainel does a fantastic job of putting the party together, and everyone has a great time. Also, club elections are coming up soon, and if you would like to be more involved in the club, running for one of the board seats is a great way to do so.

We are again sponsoring the indoor flying at the Ultimate Soccer Arena, and in conjunction with our warming shelter (for the seriously addicted) at the field, we should have plenty of opportunities to keep our fingers in shape for next year's season.

Congratulations to Peter VanHeusden, (our secretary) for winning the NSRCA district 4 pattern championship in the sportsman class. Glad to see all his hard work paid off.

Have a good rest of the year,
John

The Editor's "Knife Edge of Reality"

Something worth checking into is the **AMA Insider**, the AMA National Newsletter. As an AMA member, this is part of the advantages of membership. Go to: www.modelaircraft.org/insider. You can sign up and automatically receive the bi-monthly newsletter. It's an excellent and informative publication.

If you have **something to contribute to the RCCD Newsletter**, an article or anything, please give me a holler. I'd like to be the "editor" as opposed to the "writer". ;)

RCCD membership dues are....due. Give Willie or Steve a holler and re-up. Contact info and forms are on the website: www.rccd.org **Renew AMA dues/insurance also, either on-line or via snail mail.**



duckguylsb@juno.com or (586) 790-2678.

Thanks much, Lou Tisch

Note: "Would the person who requested a 4" long double male extension from Keith Jones at the meeting at the Ray hangar some time in August please contact him. Email: kaydeejay9@yahoo.com or phone 586-786-1474".

Our Christmas Party is coming up, December 14th, 2010. Be sure to contact Rainel Veres to be sure you are counted for the party.

Swap Meet season is in full swing with the DAM Swap on January 16, 2011 and the RCCD Swap Meet on January 23, 2011.

RCCD/EAA Chapter 13 Joint Fly-In

After passing over the VOR point and seeing the indicator switch from “TO”, over to “FROM”, I really realized how well developed and important this entire navigation system is.

Heading back toward Port Huron, we dropped into the airport there to top off the fuel tanks. Wow, another landing and take-off to savor. It's interesting the safety precautions observed during fueling. The Cessna 152 was parked well away from the hanger and other planes, whereupon the fuel truck came to the plane. Once grounding was secured, the tanks were topped off and then Steve checked the fuel to make sure there was no water introduced into the tanks. Safety First, very cool.

About an hour and a half after initial take-off, we dropped back into David's Landing and another “ride of my life” was in my record books. Ya know, I gotta get me one of those flying machines. I've been building and flying model airplanes since I was 3 years old and have always dreamed of a full scale of my own. I'll have to look closer into the EAA and the Chapter 13 Club and their programs.



There were more than enough Full Scale and RC Airplanes to go around. A small part of the flight line!



RC Pilots who both took rides with Bob Mahieu in his 1947 Luscombe. RC Pilots Brian Gilkey (above) and John Morgan (below) posing with Bob (yellow shirt).



Dave Shirey on buddy Box with Noel Hunt (white shirt) on the Instructor Box

The time had come to get some of my models into the air and enjoy the rest of the festivities. We had more RC modelers taking Full Scale rides and Full Scale Pilots putting in some RC flight time with an instructor and a buddy box. There was plenty of both to go around.



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RCCD/EAA Chapter 13 Joint Fly-In



Norm Zielinski caught some great sequence shots. Landing sequence of Peter Dugdales's RV-6 (top pictures) and a take-off series of Dave Shirey's Fisher Celebrity Biplane (above)



Kitfox-Mike Fisher



RV-6 Peter Dugdale



Piper



Cessna 172-Laurelle White



Aeronca Champ-Doug Conciatu



Varga-David Shirey



Kitfox-Rex Phelps



Partial Aerial View

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RCCD/EAA Chapter 13 Joint Fly-In

The “other half of the story” involves the great variety of RC models, ranging from Combat Ships & Trainers, through Sailplanes, Pattern, Bipes, Big Birds & Scale. There was even an RV-6 model to challenge the full scale RV-6, owned by Dugdale, that performed so well.



**RV-6
Russell Hope**



Team Gilkey's Hanger



**Meyers Bipe
Darrell Rohrbeck**



**Otter Twin by Joe McMillan (above)
Couple of Trainers for RC instruction (below)**



**Nice Ultimate (above) and PT-17 (near right) owned
and flown by Ken Sulkowski.
3D Doubled's IMAC (far right) by Joe Tasse**



Special thanks to Noel Hunt & Rex Phelps for their organization, Dave Shirey for his outstanding hospitality & runway and all who participated, making it a great time. See you next year.
Lou Tisch

MORE.....RCCD-EAA Chapter 13 Joint Fly-In

By Noel Hunt



Aerial View of Dave Shirey's Place

The 2nd annual EAA Chapter 13 / RCCD joint fly-in occurred at the end of August, 2010.

Rex Phelps and Noel Hunt are two friends with a mutual, if slightly different, interest in aviation. Rex is the Chapter 13 president of the Experimental Aircraft Association (EAA), while Noel is the vice president of the Radio Control Club of Detroit (RCCD), a member club of the Academy of Model Aeronautics (AMA). The home flying fields of the two clubs in Southeast Michigan are just a few miles apart.

Sometime in the winter of 2008/2009 the two friends posed an interesting question: Would members of their respective clubs have an interest in each others' flying activities? Each had appeared as a guest speaker at a meeting of the other's club, but felt there was an opportunity to share more. A joint fly-in seemed like a possibility.

From the seed of an idea, individual elements grew to become a proposed format: "Full scale" pilots would fly R/C planes with R/C instructors; R/C pilots would go for short rides in EAA planes; R/C demo and general R/C flying would be laid on; Pilots of both model and full scale planes would be available to chat about the objects of their pride; And a BBQ lunch would provide additional time to share aviation conversation.



Noel Hunt in rear seat of Shirey's Varga

clear before commencing any take-off or landing.

A casual survey of members the evening before the event revealed a major issue: there were far more people intending on participating than Rex and Noel had anticipated. Dave's septic tank might be overwhelmed. Additional restroom facilities were needed. Finding a "portapotty" at 8:00 pm on a Friday night seemed impossible, but the resourcefulness of club members, not to mention the great service RCCD gets from Pot O' Gold, saw the welcome yellow structure in place the next morning.

Next, the level of interest was polled at club meetings: There seemed to be enough interest on both sides to proceed.

Where to hold such an event? Dave Shirey, a member of Chapter 13 is the owner of David's Landing, a public use airport (5Y5) and was most agreeable to hosting the fly-in, provided it was held after the soft spring ground had hardened. This led to timing of the first weekend in June.

In the weeks before the fly-in there was considerable discussion about safety. A set of flight rules was established that would ensure that R/C aircraft were securely grounded during the take-off or landing of all full-size planes, and that pilots of the "big boys" would verify by radio with the flight boss that the air strip was



**Rex Phelps at the controls of his
KitFox Homebuilt**

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MORE.....RCCD-EAA Chapter 13 Joint Fly-In

The first joint fly-in was a great success and even as the R/C planes were being loaded back into vehicles, canopies, tables and chairs stowed and pilots getting ready to fly their planes to their respective base airports, questions were being asked about the next joint fly-in. Those questions were in fact an answer to the original question: "Would members of their respective clubs have an interest in each others' flying activities?" The answer was a convincing YES! (It appears that the leaders of the two respective national organizations have come to the same conclusion.)



Pilots meeting is finished and it's time to get planes into the air...let's rock!

And so the 2nd annual EAA Chapter 13 / RCCD joint fly-in made it on to the 2010 calendar for both clubs. The June date was rained out, resulting in postponement until August. The format of the second event followed the first fairly closely, with minor improvements learned from the experience. Members of both clubs began arriving at David's Landing around 9:00 am, either flying or driving in and soon a "settlement" of pop-up canopies, camp chairs, R/C pits, and full size aircraft parking was visible from the air for the arriving pilots.

As probably occurs anytime pilots gather, landings are assessed with critical eyes. And so there were murmurs of appreciation when a 1947 Luscombe performed a beautiful sideslip over the trees and road to the north of the strip, straightening out just in time for a feather-light touch down in front of the "gallery". "That's Bob Mahieu" someone said. That's a very cool approach to watch and a real ordeal when in the passenger seat.



Bob Mahieu in his '47 Luscomb doing his Side Slip Approach. It sure seems like he's going to miss the runway completely

After a short pilots' briefing to reinforce the safety precautions, Bob was the first brave pilot to try flying without the benefit of seat-of-the-pants feel. Noel took an R/C trainer to a safe altitude before depressing a switch on his instructor's transmitter giving control to Bob's student transmitter – the "buddy box". Accompanied by many "helpful" comments from his fellow Chapter 13 "friends", Bob did some pretty fancy aerobatics even though he was attempting to fly a smooth oval pattern! Any time the ground seemed to be pulling too strongly, Noel would release the switch and get the plane out of the strong gravitational attraction. Back at a safe altitude, control was passed back to Bob. Soon, the smooth ovals became recognizable and Noel then guided Bob through basic, intentional loops and rolls.



Don Veres Buddy Boxing a Pilot

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MORE.....RCCD-EAA Chapter 13 Joint Fly-In

From then on, the R/C instructors were kept busy. Full-size pilots (“full-size” referring to the planes, not the pilots!) get the hang of R/C flying so much quicker than true rookies. Their understanding of the principles of flight already exist. The only tough things to overcome are having no feel of the plane, and the apparent reversal of roll and yaw controls when the plane is approaching. Most were able to achieve controlled flight in an oval pattern, and basic loops and rolls by the end of their first flight.

After his R/C flight, Bob then started his other role of the day: taking R/C pilots for rides in his Luscombe. Everyone of them eagerly agreed to return to the field with a sideslip. The other Chapter 13 pilots also began providing rides to RCCD members. The planes included 2 Kitfoxes of Rex Phelps and Mike Fisher; Peter Dugdale’s RV-6; 150 and 172 Cessnas belonging to Mike Grass, Steve Green and Laurelle White; Doug Conciatu’s Champ; Bob’s Luscombe; and Dave Shirey’s Varga. Dave also flew a quick solo circuit in his recently completed Fisher Celebrity Bipe. Some planes, both full-size and model were at the field, but did not participate in the flying. Pilots only flew if they felt comfortable doing so and no-one was pressured to fly. Naturally all were happy to discuss their aircraft as groups clustered around them throughout the day.



Dave Shirey’s Celebrity Fisher Bipe

A common perception developed among the R/C pilots: The Chapter 13 pilots don’t know how to fly their airplanes; they only know how to take off and land. This perception developed because as soon as a plane was safely off the runway, they’d say “you take it”. That often lasted until it was again time to return to the airfield! Just kidding of course! The very well-executed landings only emphasized the flying skills that the pilots possess. The R/C pilots certainly enjoyed piloting the plane they were flying and looking down at the ground, rather than watching from the ground.



**“...I feel the need, the need for speed.”
Trainer & Skybolt looking like they’re both
straining at their tethers to get into the air.**

The flight boss role was shared by a few guys and they were busy. However, both sets of pilots were disciplined and there were no incidents or even close calls. If the engine of a full-size aircraft was heard starting, or if a plane was seen flying a crosswind entry at 1000 foot agl over the field, the flight boss would call “FULL SIZE” and any R/C planes currently in the air would land, taxi off the airstrip and be shut down. Radio communication was used for confirmation.



Scott Gilkey launching one the hot rod RC models for a blistering demo flight by his son, Brian.



**Another sweet landing.
Pipistrel owned by Chuck Zichichi**

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MORE.....RCCD-EAA Chapter 13 Joint Fly-In

Punctuated between the rides and buddy-box flying, were R/C demonstrations. RCCD's formidable combat pilots Don Veres II, Keith Jones, Scott, Brian and Erik Gilkey, provided thrills and spills with a few heats of 1/2A combat. In addition to the streamer cutting, there were the inevitable mid-air hard contacts and downed combatants. Brian also flew some electric-powered "hotliners" at speeds in excess of 150 mph, demonstrating the reflexes and depth perception of the young. Noel put his Super Skybolt bi-plane through some precision aerobatics and there was also some general R/C sport flying.

Around midday people began drifting toward the BBQ set up in Dave's garage, then with loaded plates in hand, groups gathered in the shade of the canopies where the food was seasoned with aviation conversation.

Flying resumed after lunch and by the time things started to wind down, about 20 people had flown on the R/C buddy box, and almost 30 had gone for a ride in a full size airplane. There were some who elected not to fly, but no-one was turned down.

Judging by the "when's the next joint fly-in?" questions heard again this year, it looks like the EAA Chapter 13 / RCCD joint fly-in will be a regular calendar fixture for both clubs.



**Combat Guys,
Gett'n 'Er Done!**



**That's a wrap! What a ride!
Let's do it again next year!**

Commentary: As a result of their friendship over the past couple of years, Noel has joined the EAA, and attended his first Oshkosh AirVenture in 2010. Rex has begun accumulating what is needed for his first R/C aircraft.

Thanks All, Noel Hunt



EAA Ch. 13—Member Perspective

By Rex Phelps

On August 28th, full scale pilots joined together with radio control modelers to enjoy aviation. This second annual event celebrated nice weather, families, a barbecue and opportunities to experience each other's brand of flying. Dave Shirey graciously welcomed the members of both clubs to his property with a full scale runway. Like last year, members from each club shared their aircraft with pilots from the other club. You could look around at any time throughout the day and see smiles everywhere. Everybody seemed to have a great time and it looks like this event will be on the calendar every year.

As one might expect, most full scale pilots have at least "some" radio control experience already. Conversely, most of the R/C pilots have also flown in general aviation aircraft. On this day, everybody got to expand their experiences in a fun and relaxed atmosphere. Spectators on the ground got an eyeful as R/C guys put a variety of aircraft in the air while airplanes with two people on board were up poking holes in the sky. The timing of events was well organized to keep all planes well separated. Safety at the event was the highest priority.

My last flight of the day was quite memorable. Willie McMath and I had tried unsuccessfully to fly last year, but ran out of time. We made it a high priority to make sure it happened this year. It finally did. For those of you who happen to know Willie, you would have loved to see how he came out of his shell! He explained to me that he's a very shy and quiet fellow, but once the opportunity to get in the right seat arose, he was unflappable! The R/C combat planes were in the air and looking to me like a ballroom brawl taking place in a broom closet. Willie talked to me through the headsets as we waited in my Kitfox. He told me all about the ribbon cutting "ceremony" going on out there as I went through my checklist for our flight. Anybody watching the two of us sitting in a 39 inch wide cabin with Willie's arms flailing around, had quite a sight.

Finally, it was our turn. There was no apprehension on Willie's part, just anxiousness to get air born. As I pushed the throttle forward, he was one big smile. I didn't have to take my eyes off the runway to see it either. Once we reached a safe altitude, I gave him the controls and sat back to enjoy the ride. It was obvious that he knew how to fly. He did mention that he'd done some full scale flying before, but not enough to get his license.

Willie & Rex beside Rex' Kitfox



The Kitfox' doors hinge at the top. One of the many nice features of the plane is the ability to open the doors while flying. When I mentioned this to Willie, there was no hesitation. Once he checked the opening procedures with me, that big smile got even larger. Soon, we were doing open cockpit flying. Finally, we headed back to David's landing, enjoying the warm breeze all the way back. I imagine Willie could have landed the Kitfox just fine, but I took the controls on the base leg just before turning final. I figured that I needed the practice.

Willie was all smiles for the rest of the day too. If you beg him, he might be willing to show you a picture he took of the two of us while we were flying. It was on the flight that he learned that skill. If you see the picture, there's no question as to whether or not he'll want to come back next year! See you there too! Rex

Big Bird Fly In-2010

By Lou Tisch



Back Row L-R: Calvin Mitchell, Don Kolehmainen, Ken Sulkowski, Russ Hope, Dave Durocher, Jim Stawski, Dave Asman, Jim McCoul, Willie McMath.

Front Row L-R: Lou Tisch, John McCormick, Larry Chaltron

The RCCD IMAA Sanctioned Big Bird Fly-In was another resounding success. As with most of this Summers events, the weather forecast was for a “challenging” day and kept some folks from attending but those in attendance had a great flying day and tons of fun. Yup, I know, Big Birds are always fun. The somewhat lower attendance meant that everyone could get in as many flights as desired. We had Sport Bipes, Scale Warbirds, IMAC Giants, Cubs, Mustangs, Chipmunks and a few birds in between. There was a diverse assortment of planes to suit everyone’s desires and plenty of air time for everyone. There were even raffle prizes to be won and everyone went home with something in their hands and memories of a great day. It just doesn’t get any better than that. How about a quick gander around the field!



RCCD-It's Flyin' Time
Lou Tisch-81"-Cub-OS.70 Surpass-Futaba Gear



Jim Stawski-Carden YAK 54
89"ws/DA 50, Futaba Radio Gear

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Big Bird Fly In-2010 (cont.)



Jim McCoul-Rascal 110



**Dave Asman-Setting up his Aeroworks Extra 260
81"ws, DA-50, Futaba Gear w/ A123 Batteries**



**Calvin Mitchell-Great Planes-CAP 580
97"ws, BME 110**



**Dave Durocher-80" Super Chipmunk
81" ws, OS 200FS w/ 18x8 MAS**



**Lou Tisch-Cermark Pitts S2B
60" ws, YS-120 4C—JR 8103 Equipment**



**Ken Sulkowski-Balsa USA L-5 Cub
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Big Bird Fly In-2010 (cont.)



**Don Kolehmainen-Kit Built TF-P 51 Mustang
85" ws, DA-50 w/ Keleo Exhaust-Robart Retracts**



**P-51 Detail & Hand Painted "Taz"
Sliding Canopy-Dynamic Balsa Cockpit**



**Willie McMath-1994 Scratch Built Space Walker II
84" ws-CRRC 26 Gasser, Futaba 2.4-A123 Batteries**



**Another View of Don's Outstanding P-51 Mustang
Don is a Member of the Flying Pilgrims**



Club President-John McCormick-YAK 54



Calvin Mitchell has resolved an age old problem....how to easily tell/at a glance, when your switches are "on" or "off".

A small dab of "hot orange" paint on the switch and on the switch cover show up well. When the dabs are out of alignment, the switch is off. When the dabs are "in line", the circuit is hot. Great idea.

See ya!.....Lou Tisch

Couple Thoughts on Safety

By Pete Mlinarcik

This is my first attempt at writing an article for publication. It certainly won't qualify for any Pulitzer award, but it will help fill in an empty space in a news letter.

I was blessed with a very understanding and tolerant wife. She has encouraged my return to this hobby and my participation in the club activities. She has more than tolerated my absence at home. She has taken up the slack by completing some of my household chores that I have left undone. While she is slaving at home, I am at the flying field enjoying myself flying and sitting on my duff, shooting the breeze with my fellow fliers. Life can't get any better than this, at least for me.

Spending this extra time at the field, allows one to observe the styles and routines of the fliers there. Some guys are very methodical in setting up their equipment and planes before flying, while others just show up and go for it. In either case, our thoughts are focused on the task at hand- flying. It's a cross section of all the club members, whether they are long time experienced members or new members, that seem to overlook a very critical issue, safety. We all can become complacent when it comes to following the field and safety rules. I think, safety, is just not part of our normal routine in our rush to get our aircraft airborne. Not to be critical, but safety should be on everyone's mind. A simple absent minded violation of a field or safety rule may result in a serious injury to oneself or to another person.

Common Field Safety Omissions:

- *Failure to secure the aircraft before starting
- *Taxing in the pit area behind the flight line
- *Failing to have a fire extinguisher handy when flying a gasoline engine plane
- *Aircraft intentionally flown closer than 50 feet to the flight line
- *Flying South of the no-fly zone
- *Flying low and toward the pit area.
- *At times, stepping up to the flight line and announcing take off then immediately taking off without first really observing if someone is landing or has already announced a take off. "But, I said take-off".
- *Failure to use proper spotters. At our club events, every contestant should have our club spotter at their side, especially visiting contestants, even if they have their own spotter with them. Our club spotters are, versed in our club field rules, whereas the visiting spotters may not be aware of our field rules.

Yes, we should politely remind others when we see some of the danger that may occur. Many of us are reluctant to comment to another flier, because we often think our well intended comment may set off a negative reply. This issue was brought up at a recent club meeting, and the general consensus of the members present, was-- there has been a lapse in safety and the following of the club field rules. The majority said, they would not be offended to hear a friendly reminder if they were doing something unsafe. The reminder should be a personal and friendly comment made to them and at an opportune time. Hollering a negative comment from the "peanut gallery" is not the way correct an issue. This hollering tactic will certainly set off a negative reaction.

Maybe a couple of signs mounted to the flight line fence, containing safety reminders may help jog everyone's awareness as to "safety first".

Yes, we all should be safety officers, but I think, it's about time we all take on the responsibility to police ourselves, and with an open mind. Maybe part of our routine, should be an occasional review of the rules and how we personally follow them.

Accidents will happen, but a conscious effort to keep them to a minimum is everyone's duty. I hope this article will be a little reminder regarding "safety first" at the field.

Thanks All, Pete Mlinarcik

My First Look At The “OLD TIMER” 1/2A TEXACO EVENT

By Phil Laperriere

The one constant I've found about this hobby, getting back into it after putting it aside for over 30yrs, is that I never know when someone is going to expose me to something new or unique that I find interesting. This holds true for me and getting a my first up close look at the 1/2A Old Timer Texaco event held at the Toledo Weak Signals club field on July 11th. This type of event and flying is so far off my radar, that I have to tell you about the chain of events that had me at this eye opening event.

Late last year, I was active on ebay purchasing old Super Tigre control line motors, and I purchased one that had a muffler that I would be able to use for a fast combat plane, making it “legal” to fly at our club field. When the motor came, It didn't have any bolts in the muffler, so naturally, it was off to the Prop Shop to get it in running order. About the time I pulled the old Tigre out of a plastic bag to size up the bolts I needed, a gentleman was looking over my shoulder and was expressing an interest in my old motor. He introduced himself as Joe Schooley, from Amherstburg, Ontario, Canada, and we started to talk about old motors and our interests in the hobby. Joe began telling me that he was involved in RC, Control Line and “old Timers” and had over a hundred planes and motors and also emphasized that he was a scratch builder. Joe and I had a considerable amount of common ground with RC and control line planes, however, I didn't fully understand the concept of the Old Timers when he first explained them to me. We also spent a considerable amount of time talking about old motors. I told Joe that I was looking for a venturi for my old Tigre and he thought he had one at his home that I could have. We exchanged numbers and soon I received a call from Joe indicating that he did have a venturi that he would give to me, so we made arrangements to meet back at the Prop shop, where he delivered it to me.



At this time, he started to tell me more about his real passion in the hobby, Old Timers. The roots of this type of aircraft are in free flight. When these free flight types were first built and used in competition years ago, RC equipment wasn't available, meaning getting your airplane back often required an extended chase by bike, car, or boat. Free Flight planes were built to go straight up under full throttle until a preset fuel amount was exhausted, then the plane leveled off, and glided back to terra firma. The pilot/ builder of the plane with longest flight time is considered the winner. All controls had to be built into the plane. There were some obstacles that needed to be addresses, the biggest of which was if your plane happened into a thermal, it sure would extend the flight time, but you ran the risk of loosing your airplane if the winds carried it away. This was overcome with a fused device, when lit would smolder for a predetermined amount of time, reaching a rubber band that would burn through allowing the stabilizer to trip into a down position, bringing the plane out of the thermal and back to earth.

The way the current Old Timer planes are set up, the fuse is not necessary. There is radio equipment on the plane that controls the elevator and rudder only. Full throttle is still used to get the plane up with a predetermined amount of fuel. When the fuel is exhausted, the pilot uses the radio controls to do their best to find a thermals, then glide the plane as long as possible.

One of my personal principals is that you are always bound to learn something new from just about anything, that's why there really isn't much that doesn't interest me in some manner or another. In any case, a month or so ago I ran into another Canadian RC pilot that knew my friend Joe, and this young pilot was also involved in the Old Timers. After my conversation with him, I starting thinking that there must be more to these types of planes than just a few folks involved here and there. Shortly there afterwards, I called Joe to invite him out to our club to fly. During our conversation, he mentioned that he was helping break in a new CD for a 1/2A Texaco Event at his home club field, The Toledo Weak Signals, and asked if I would be interested in stopping by to see what Old Timers were all about. I checked my calendar and found that I had no real commitments for the day so I planned to attend.

The Day was absolutely beautiful, with light winds (at the start of flying), blue skies and light puffy clouds. The Toledo field is south on I-75 to Luna Pier road, west to Cemetery rd, north to Raunch, west to Minx, then north to the field on the RH side. The Toledo field features a large club house with bathrooms, an overhang with several picnic tables, starting tables, a paved runway and golf carts to retrieve aircraft that may come down a distance from the club house. When I drove up, I was greeted by Joe and was introduced to the CD, Rob Duzek. I was very impressed! This CD was a 14 year old young man whom the club was developing. As CD, this young man was responsible for running the event, and also had responsibility to make sure the food and facilities



were prepared. Talk about leadership opportunities for the young! What he said...went, and the contestants had to abide regardless of their age. There are also several farms in the area, so flying is very wide open. Joe told me that the Weak Signals own a fair amount of the property in the area and lease the land back to the farmers for crops. I noted that it could be an issue to try and find a downed aircraft in the crops, especially tall corn. I guess we have the woods. The competition was just starting when I arrived. There was a demonstration of a larger Old Timer aircraft with a wingspan of 6' or so. With it's motor screaming.....

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“Old Timers” 1/2a Texaco Event (cont)

this plane went straight up, the motor quit, and it was glided back down via radio control. The 1/2A planes did not have the same muscle. These planes are limited to the buzzy Cox .049 engine with the small integrated tank. The fuel allotment is limited to what the tank can hold. Engine run times varied between 3.5 and 4.5 minutes depending on the tuning. The wind was just starting to kick up a bit so I really appreciated the skill of these pilots as they started by hand launching then nursing these small, light aircraft way up there. At an altitude of about 1,200 feet, these planes have an awful small silhouette. The last thing you want to do is take your eyes off the plane because they become very difficult to find. For several minutes, I found myself tracking what I thought was a plane way up there until its wings started to flap. It's interesting how birds seem to be attracted to these planes, almost like they are one in the same. Most pilots have a spotter/timer that stands next to them during the entire flight. The goal is to get the longest flight time (including power flight) with a max time of 15 minutes. It seemed like the pilots had 3 attempts at flight. If there was a tie, a fly off was required.

As I walked along the flight line, I was impressed by the design of these planes. There were: Playboy's, Lonzo Bombers, Kerswaps, and Anderson Pylons. I was told these planes were not designed by aeronautical engineers, rather, by 12, 13, 14 year old boys in the 30's and 40's. It's amazing what can be done without the help of computers or computer games. These stable flying planes consisted of a long, slender wing with an undercut airfoil. The planes had dihedral in the tips for stability and most wings were pylon mounted with some cabin mounted. Of course, each one featured a Cox .049 on the front for power. Most stabilizers were adjustable to optimize flight for conditions and the balance had to be perfect. The covering varied however, it was noted that all of it was very light and tended to be transparent. Colors are very important for spotting purposes when the plane was way up in the sky. After watching several flights, the flying was suspended for lunch. The club featured both roast and fried chicken, beans, potato salad and yes my favorite, macaroni salad. I took the opportunity to talk with several of the pilots and realized that each one of them was very much a competitive pilot, even though these were graceful, fragile little planes. There was the usual poking of fun between those that knew each other and it was then that I had a chance to find out more about these little wonders.

With lunch settled, flying started to resume. The wind had picked up significantly during the lunch break, so flights were not as frequent. The wind held the planes in place buzzing away, making little forward progress but slowly and surely gaining altitude. The wind caused the flight times to degrade as pilots made every effort to keep the planes over the flying field. It was at this time, I thanked my gracious hosts, Joe Schooley and Rob Duzak and started for home with all kinds of thoughts knocking around in my head. I'm going to contact the AMA plan service and build one of these little dudes. Sure it's not as exciting as some of the other flying that I'm involved in but there sure is something relaxing about “Old Timers” flying. I like the back to basic qualities about it. It's like fishing from a dock rather than a charter boat, both are fun and either way, your fishing!. Thanks, Phil

FOR SALE-DRAFTING TABLE

Darrell Rohrbeck has this drafting table up for sale. The top is 36" x 60" and the height is adjustable for comfort.

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Asking price: \$75.00



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Time: Open 9:00am – 1:00 pm **Food and Refreshments:** Waffle
Location: Same as Last year!!!! **Breakfast 9:00 – 10:00. \$2.00**
Knights of Columbus Hall **Lunch to follow**
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Warren, MI 48091
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(See map)

General Admission:

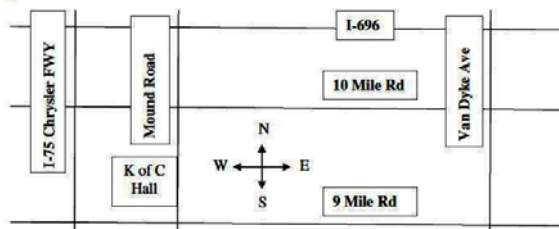
Adults - \$3.00,
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50/50 Drawings, Special Raffles
all day

Contact: To reserve tables or for any
other inquiries contact: Bob Hunt –
313-920-2329 or
rahuntbuilders@gmail.com

Vendors: Tables \$20.00 each (includes
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Thanks all, Lou & Mike

Full Scale Aircraft photos courtesy of aircraft websites



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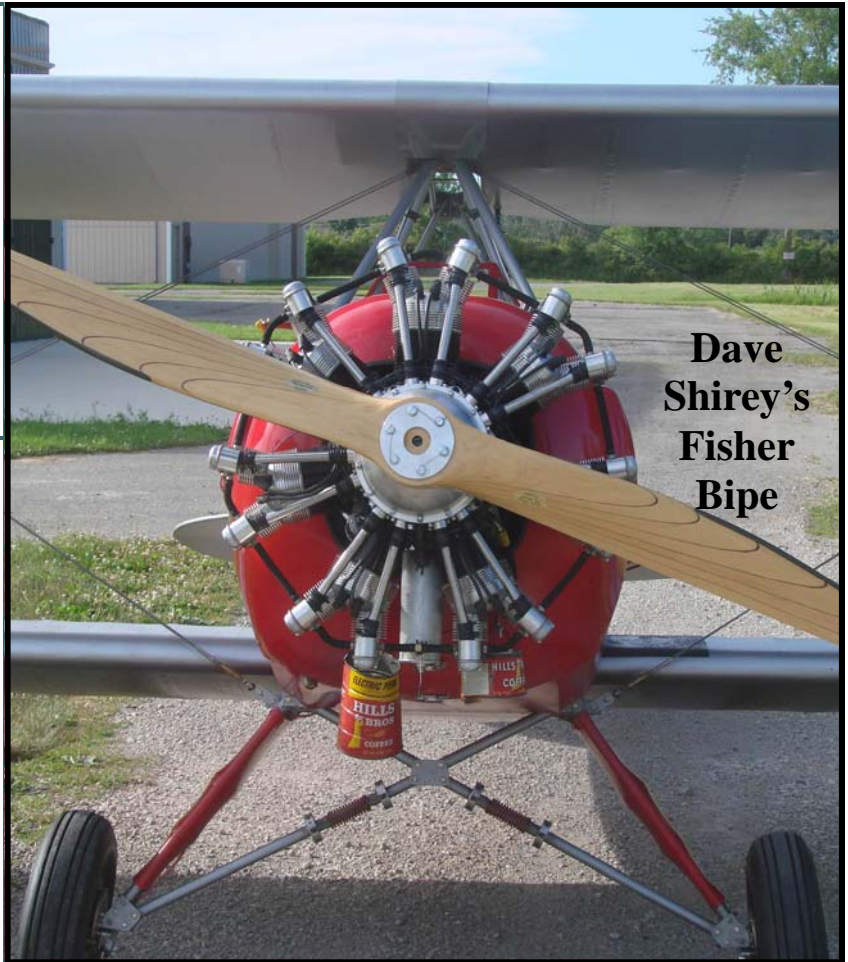
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Coming Events-2010/11

Dec. 05, 2010	PropBuster Swap Meet
Dec. 14, 2010	RCCD-Christmas Party
Jan. 01, 2011	New Years Informal Flying
Jan. 23, 2011	RCCD Swap Meet

Please check the website for updates and changes to the schedule: www.RCCD.org

