

## Radio Control Club of Detroit



The wind is our friend!

Gravity always wins!

Volume 58, Issue #2

Newsletter Date: October 2011

### RCCD Big Bird Fly In & Mini Fest 2011

Wow, what a party. Our 2 day Big Bird Fly-In was threatened with overcast skies, predictions of rain, slight sprinkles and chilly temperatures but it didn't faze us at all. We averaged 15-18 pilots each day with plenty of airplanes and as much air time as you wanted. It doesn't get any better than that.

We had a couple spectacular crashes, one mid-air (Ken & Jim) and one by Don as the lone pilot in the air...claiming elevator problems. It may take a village to raise a child but it takes a club to bring back the remains of a crash. Fortunately, our safety measures put one aircraft pile in the middle of the field and the other in the tall grass at the end of the runway.

Each flight earned a drawing ticket for grab bags of goodies and the chance of a big bird ARF as well. Interestingly, two of the fellas who lost planes (Jim & Don) each won one of the ARFs. Jim won a Piper Pawnee (same as he had lost) and Don won the giant Stearman. It appears that you have to crash to win at Big Bird. All in all, everyone was a winner with great prizes, excellent friends and an outstanding day of flying.

Photo credits: Noel Hunt, Joe Tasse, Richard Javery, George Dudek & Lou Tisch

Article by Lou Tisch



### Panaramic view of Big Bird fliers

**Back Row-Left to Right:** Willy McMath, Russell Hope, Joe McMillan, John McCormick, Noel Hunt, Calvin Mitchell, Richard Javery, Herb Mills, Larry Chaltron, Dave DuRocher, Joe Tasse

**Front Row-Left to Right:** Don Veres II, Lou Tisch



Hello fellow members,

As I write this (early September) the season is winding down. We have had a pretty successful event schedule so far this season considering that we fought the weather all summer. The field is in great shape and has been all year thanks to our dedicated ground crew.

So far, the year has been fantastic. Our ground schools have been entertaining and informative, Club meetings have been productive, and flying has been generally a blast. We had a great joint event with EAA chapter 13, followed by our club fun fly weekend and fun contests.

Our Pattern Contest was fighting weather but went off without a hitch.. You can find pictures of this and other events on the club website.

These events have been a great cap off for another outstanding flying season for RCCD. Lets hope for good weather for the rest of our flying season. John

**Officers:**

- President: John McCormick
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- Secretary: Peter Vanheusden
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- Web Master: Noel Hunt
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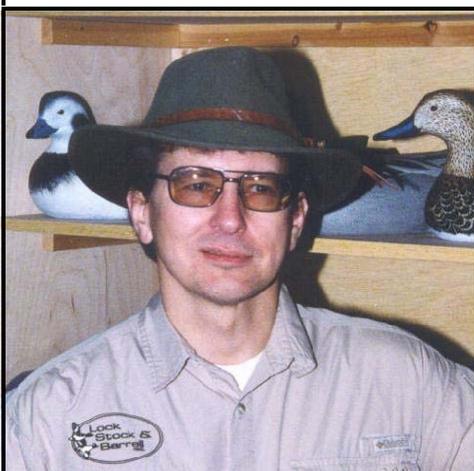
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**Editor’s Tiny Little Edge of Reality**

As our season is winding down, let’s not get lax when it comes to safety. Familiarity has a tendency to breed it’s own mistakes. Keep an eye on your techniques around aircraft as well as those around you since your equipment isn’t the only thing that can cause you a problem.

We’ve just had two magazine articles published from our club activities. The first article is published as an Online Exclusive Feature on the AMA website. Go to modelaircraft.com or modelavia-tion.com and click on “Online Features”. Once on the features, scroll down to “RCCD/EAA Joint Fly In”. This is a collaborative article by Noel Hunt, Rex Phelps and Lou Tisch about our 2010 Joint Fly In. It is published HERE complete, as it was submitted, including over 50 photographs from the event.



The second article is published in the Fall 2011 issue of High Flight Magazine (page 107), the quarterly publication of the International Miniature Aircraft Association (IMAA). This is the Chapter Report (Chapter 206) on our June 2011 RCCD Big Bird Fly In and we received a full 4 page spread in the magazine.

Holler if you have anything you’d like published in the newsletter from a quick tip to a full build article.

Thanks all,  
Lou Tisch



Willy McMath, one of our club founders, flying his scratch built Extra 300XS. It weighs about 17# and flies well with a Turnigy Electric Motor.



Peter VanHeusden prepping his 8# Balsa Nova for flight. Sporting a YZ110, Pete makes this plane perform beautifully.



John McCormick (RCCD President) and his Hawk



Richard Javery and his 30 pound Extra 260, with a DA-100 up front pumping smoke. Richard always shows up with some great looking and flying Big Birds.



Don Veres II (IMAA #15083) and his 18# Choice Cut with a Quadra-52 leaving a smoke trail (on purpose). This is the ship that ended up at the end of the runway...at the end of it's life. Don also won the Super Stearman in the drawing.



Don Veres II's ...."not so" Choice Cut after a suicide dive into the end of the runway.

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Joe McMillan with his 20# Cessna 182. This Cessna performs very well with the Saito FA180FS up front



RCCD Club Vice President, Noel Hunt (New IMAA member), with his 7#, 61" wingspan, Hanger 9 Sopwith Camel with a Rimfire 55 motor and A-123 Batteries. Noel says that this is the most challenging model he's ever had to land with about 60% of landings being "scale landings"...tipped on the nose. As I understand, that's one reason cockpits were padded.



Joe Tasse with his 17# Waco Bipe, sporting a DLE-30. This is Joe's first Big Bird and he only began flying a year ago. He's progressed from beginner to pilot and then instructor in one year...a real success story.



Jim McCoul with his well behaved SIG RASCAL with an OS120FS



Ken Sulkowski and his great looking and flying 22# Stinson L-5 sporting a DLE-55. This plane, unfortunately, met its demise during a head-on mid-air that even a case of C/A wouldn't cure.



It takes a village to raise a child and a club to pick up the pieces of Ken's L-5. Not much left but the memory.



Dave DuRocher's 14# Super Chipmunk with OS200FS



Larry Chaltron with his DLE-55 fired Edge 540. At 16# this Edge performs very well for Larry.



James Hartshorn with his 8# Piper Pawnee with an OS.55AX up front and flaps for nice slow, easy landings. Very impressive flying plane that, also, met its demise in the mid-air. Not much left of that ship either. Fortunately, Jim won a new Piper Pawnee in the drawing.



James Hartshorn's Piper Pawnee (or at least what's left of it) after a mid-air "encounter".



Lou Tisch with his 80" wingspan "Tundra Cub" sporting an OS.70FS and 4.5" wheels. This Cub is a very predictable ship and a ball to fly.



The effects of a sideslip on Lou Tisch's "Tundra Cub". "...Now they tell me that you're supposed to be IN THE AIR when you practice a sideslip". Who knew!

Continued on page 6



Herb Mills with his 27.5% SkyShark Christen Eagle, outfitted with 8 servos, Futaba 2.4 gig radio and a Moki 2.11 2-C engine with Sonic Tronics on-board-glow. This is a very well behaved model and Herb has just gotten it dialed in.



Russell Hope, another of our club Founding Fathers, with his Sig Rascal 110 and a Saito FA180FS up front pulling this 15# beauty. Russell flies this so well and easy that I think I'm going to have to get one. I hope it flies as well.



Herb Mills helping out Jim McCoul with his OS200FS fired Sig Four Star. Let's get this fueled and in the air.



Calvin Mitchell, who always shows up with great planes and outstanding performances, brought his 26# Pitts Python with custom color scheme, 85" wingspan and sporting a DA-85 with smoke. Great ship and well flown.



RCCD Club President, John McCormick, with his Pitts Python, weighing about 18 lbs, sporting a DLE 55 & Smoke. After a slightly harrowing first flight of the day with a stuck rudder, the Bipe is dialed in and flying well.



Joe Tasse is more than happy to help John McCormick "dial in" his Pitts Python. I think Joe is just a little tooooooo eager!

Continued on page 7



Just how many fliers does it take to help John McCormick figure out what's going on with his Pitts? Ya know, if he'd just let Joe Tasse help out with the "energy transfer device", this would all be behind us now.



A club outing just wouldn't be the same without the dedicated efforts of all those in the Culinary Corner of the field. Joe & Dave lining up for some food from Jerry, Luella, Maria & Rainell. Thanks all for the great food, refreshments and good natured fun..



Joe McMillan and his 1947 Taylorcraft with a Saito FA180FS to pull it through the sky. Joe has added 100 scale features to this airplane and it's a sweet ship to behold and a great scale flier.



Larry Chaltron and his Super Stearman, sporting a Magnum 1.60 four-stroke twin cylinder power plant. Great flying plane.



Jim Hartshorn with some of his "green bag" grab bag goodies and the Piper Pawnee he won. That worked out well as he's the one who lost his Pawnee in the mid-air collision.

Thanks All, Lou Tisch

## To all AMA Chartered Clubs and Members

You will shortly be receiving your AMA renewal and election ballot. 2011 is an important year for the Academy of Model Aeronautics. Why, because it is an election for some very important offices, the AMA Presidency, Executive Vice Presidency and last but not least the District VII Vice Presidency.

It is a time that the leadership must be chosen on what direction the AMA will follow in continuing to promote the hobby we all enjoy. Leadership that has that promotion foremost in the actions that has to be taken. Particularly in regards to dealing with issues pertaining to what models we can fly, when we can fly and without having to look over our shoulders.

For 75 years of aeromodeling the AMA has had a self regulating method of safety unheard off in any hobby. And now the FAA is involved in questioning if we are safe.

Currently discussions are going on that seem to be leading our hobby down a path that I think we as members don't want to go. Therefore I am asking you all to look very closely at the candidates, their resumes and campaign statements. And I am also taking a stand as your DVP that I have NEVER done.

I am asking you all if you never voted NOW is the time to let your voice be heard and VOTE for Bob Brown for President and Gary Fitch for Executive Vice President, [www.amaelections.com](http://www.amaelections.com). I have a very high regard for these two gentlemen having worked along side them for many years.

I am also asking for your support and vote to continue on as your District VII Vice President to continue the fight that is before us. You, the clubs and members are the glue that binds us together in this enjoyable hobby we call aeromodeling, VOTE! Use it or lose it. I know I have helped some of you over the years, now I am asking you for your help and vote for me, your D-7 V.P.

Thank you,

Bill Oberdieck District VII V.P  
Incumbent

**Tim Jesky**  
**Monroe, Michigan**

My name is Tim Jesky and I have received the honor of being nominated for the position of AMA District VII Vice President. I'm here to ask for your vote. I first experienced aero modeling in my teens and have been an active modeler for most of my adult life and fly several times a week during the flying season. Our family is a 3 generation aero modeling family.

I've been married for 33 years to my wife Linda. We have two sons, Joseph and Andrew, and three grandchildren, all of whom are AMA members. Model aviation has always been a family affair in our household. To say we eat, breathe and sleep aircraft would hardly be a stretch.

I have held many elected offices in R/C clubs. I currently serve as President of the Toledo Weak Signals R/C Club and as the Communications Committee Chairman at the Toledo Weak Signals Expo. I also have the pleasure of working as an official for the pattern NATS and have been selected to serve at the 2011 F3A World Championships.

Over the years I've seen many changes in our hobby/sport but two concerns stand out and have remained a constant. They are the retention, acquisition and development of flying sites: and the lack of youth participation in our organization. Those that know me can attest that these are areas that have always been near and dear to me. If elected, I will work with the rest of the Executive Council to keep these issues on the front burner. We are also now faced with the prospect of new regulations governing model aviation as mandated by the FAA. I believe I am the candidate best prepared to meet the challenges we face in the years ahead, based on my involvement with both full scale and model aviation pilots and officials.

In closing, if elected, I promise to represent the best interests of the members and clubs of District VII and be a positive addition to the Executive Council of the AMA.

Thank you for your support,  
Jim Jesky

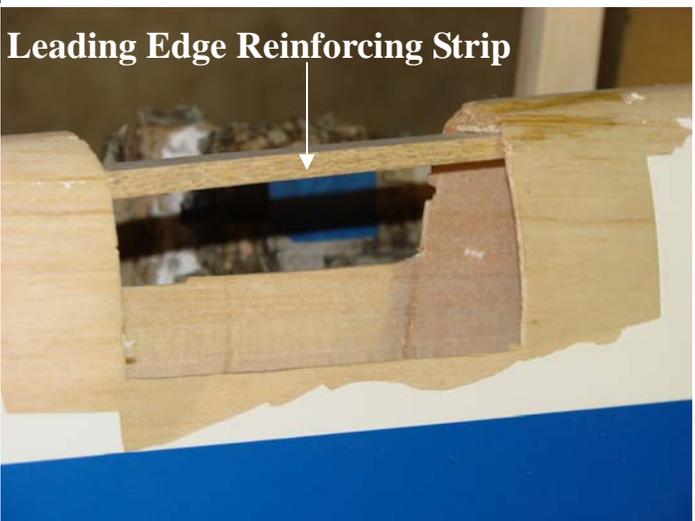
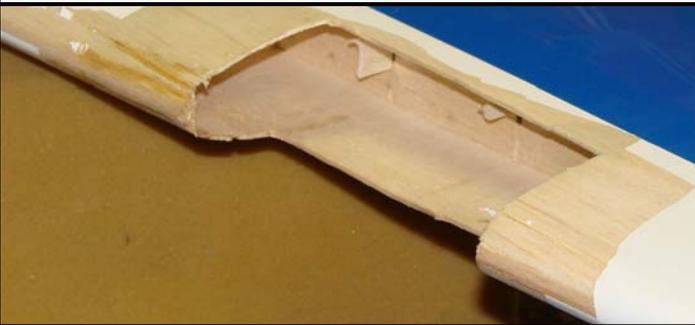
## Swap & Repair



I find it interesting that a large majority of the new fliers/assemblers are unable to repair the planes they are flying...which, presents opportunities for those of us who are builders. Along with that, let me give those assemblers some idea as to how they might attempt to repair their own “mishaps”.



I'm a sucker for a CAP 232, they are one of my favorite planes and I have several. When I was contacted by a fella who wanted to do some swapping of his H9 CAP 232 (with a Webra 120) for “something he could fly”, I thought...”Hm, here's an opportunity”! The only problem with the CAP 232 that he owned was that he had dropped the wing off the bench and broke a chunk out of the leading edge and ribs. So, we made a swap and the challenge was before me.



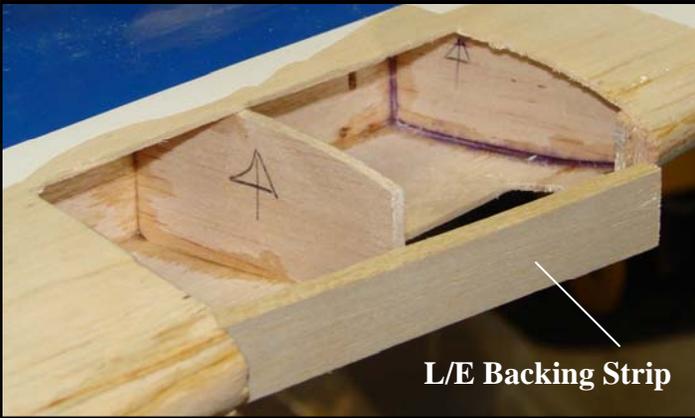
I began by peeling back some covering to assess the damage and tightened the leading edge up with a little touch of C/A.

I followed that with a reinforcing strip of balsa behind the leading edge to support that area as I prepped for rib rebuilding. This strip was not glued in until all the ribs had been fitted.

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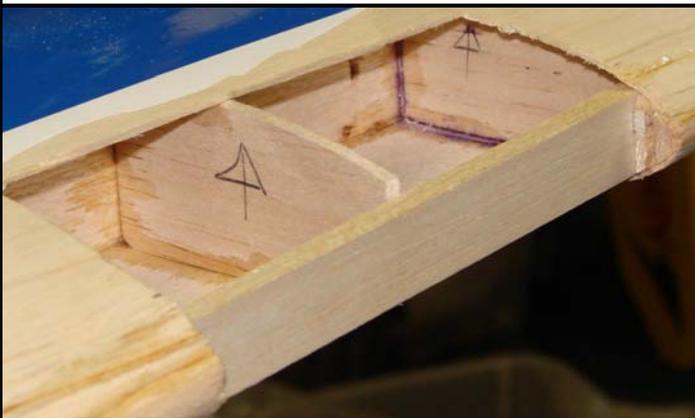
## Swap & Repair

Using 1/8" sheet balsa, I cut out ribs, fit them into place and glued them into position with a little C/A.

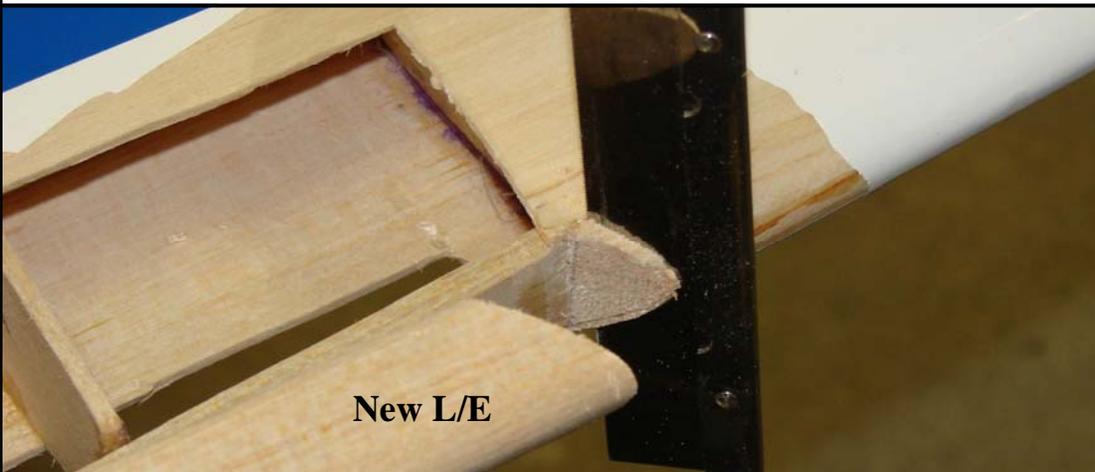


Once the ribs were in place, L/E reinforcing strip could get it's final fitting.

C/A was also used to attach the reinforcing strip to the back of the L/E as well as the rib attachment to the reinforcing strip.



I chose an appropriately sized new balsa L/E and cut one end at about a 45 degree angle. I then transferred this angle to the broken L/E and cut it with an Xacto Saw to give me a clean/accurate edge for fitting.



Be sure to use a sharp saw to give you a clean edge to make for a solid glue joint that will hold up under the stresses of flying.

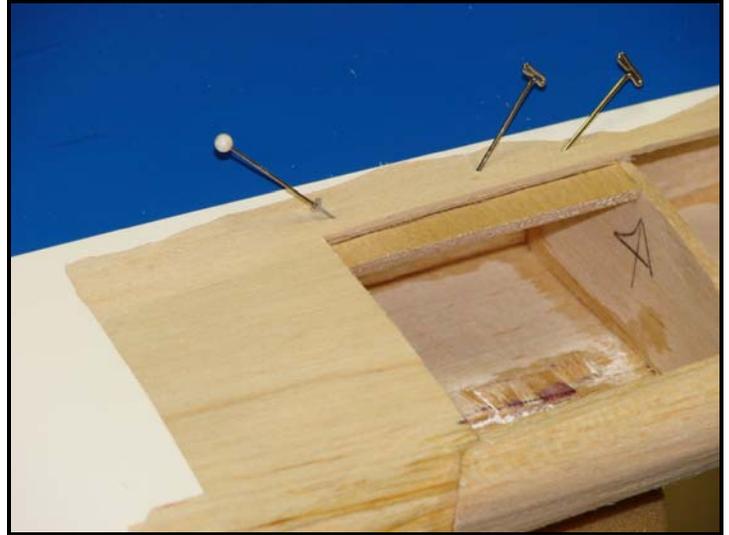
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## Swap & Repair



I trimmed the other end of the L/E (new and old) until I was sure I had a tight fit. This L/E was glued in with Titebond and clamps so I had time to work with it just in case it squirmed out of position. Time is our friend when gluing critical pieces.

Now it was time to work on the balsa sheeting. I cut cross-grain strips, pinned them into position and glued them into place with a little C/A. Fit/glue these strips (shelving) all around where you will be installing sheeting. This will allow the new sheeting to match up with the factory sheeting.



Prior to the shelving, I pre-cut and shaped a piece of balsa to the size I needed. After that, I laid the piece on the wing and trimmed the opening with a single edge razor blade to match so I would have the best fit possible.

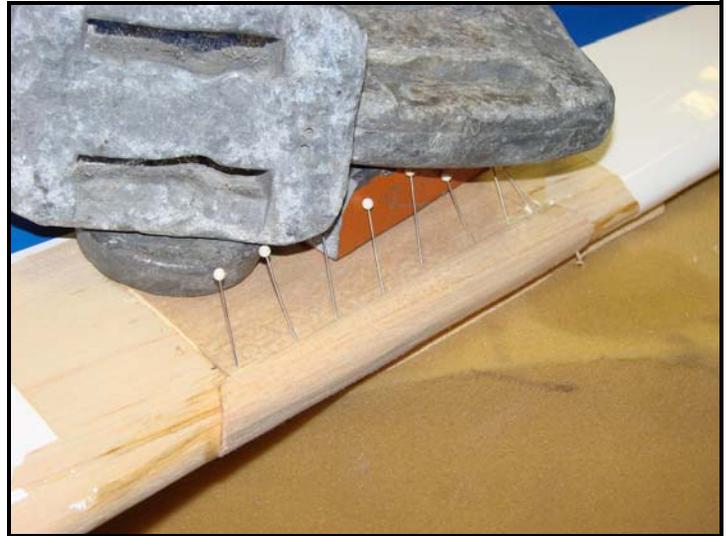
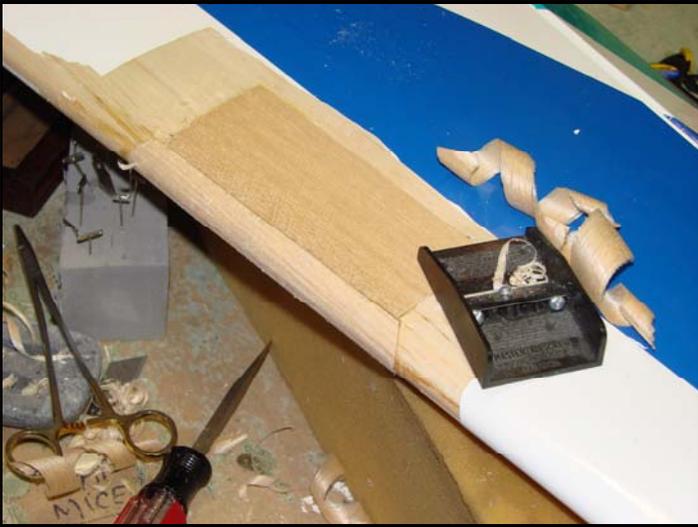
I also pre-shaped the balsa sheet with a curve to match the contour of the wing/ribs so there will be little bending to do as the piece is glued in. This bending can be accomplished with a little warm water on the convex side (outside) of the piece. The water warms it for bending and also expands the outside of the sheet to naturally bend it to the contour needed.



Continued on page 13

## Swap & Repair

Using Titebond II and a judicious use of pins and weights, the new sheet was glued down to the ribs, shelving and Leading Edge.



After the glue had dried, pins and weights were removed and I used a modeling plane to bring the repair sheet and L/E down to size.

Once all the fairing is finished, the only thing that was left to do was seal the wood a bit, re-cover it and put it into the air.

Lou Tisch



# Combat 2011



Well, here we are, another warm and sunny day and it's time for Combat. Hold it, what's with this "warm and sunny thing?"...this couldn't be a Combat Event. We need rain, cold and possibly a hurricane before a Combat Event can be held. Guess it's another ground breaking moment in the annals of model aviation history.

It looks like Team Gilkey (Brian and Erik) are getting a much needed rest while their pit crew (Dad Scott in background) preps their planes and readies their equipment. Guess that's what happens when you have a "Team" approach to Combat. Everybody has a job to do.



Ok, we should be ready for Combat...Keith's ready, Bob's ready...the Father/Son Team is ready, Team Gilkey is ready and Don is....are you ready yet Don? Who knows, that's Combat



It wasn't long before the skies were filled with combat ships. Since we had enough judges, all pilots were in the air for every event. That made for multiple mid-air crashes and failed attempts at escape...due to the flight altimeter set too low. The results are to be expected along with the preverbial "walk of fame" from the far weeds with Jerry helping Bob and Keith with "the remains".

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## Combat 2011

Combat requires a high level of organization and all tools and equipment must be at your fingertips and readily available. This is paramount since you only have a short time (90 seconds) to be in the air once the “start your engines” buzzer sounds. Now, as you can see to the right, just because you are organized at the beginning, doesn't mean that you will stay organized for the entire day. Things seem to spread out and cover all available space.



Don Veres II (left) with some streamers he pulled off competitor's airplanes. It was a great heat for him, though having streamers hanging off your airplane looks great on the ground but in the air it has a tendency to slow the airplane down and makes you a target.

I had the privilege to judge the Combat Events on both days and it is truly a lot of fun, whether you are a spectator, judge or competitor. There is a high level of competitiveness amongst all the fliers but also a great camaraderie as well and that's very refreshing. What a great weekend and event!

Lou Tisch



## Tips Tools Gizmos & Gadgets

Now and then something jumps up and grabs our attention and we know instantly that it's a great deal. Mike Andros brought one such item over to my model barn as well as giving a bunch out at one of our club events. It's called "Gear Tie" and it comes in various sizes. It's a flexible "chord" that can be wrapped around any wire or extension that you have around the house or model shop. It easily helps organize all those charger wires that are always in your way. Merely wrap the Gear Tie around the wire and it stays in place until you remove it...and it's reusable. "Why didn't I think of that?"



## The Inevitability of Crashes



Yup, it's going to happen...crashes...we know it, we think about it, we try to avoid it, we prepare for it but we're never truly ready when the time arrives. We also pray that when it happens, nobody is there with a camera.

Crash...that's when the plane and the ground arrive at the same place at the wrong angle.

Names have been withheld to protect the identities of the members of this exclusive group.



## RCCD Stick Project Intro

This has been a very interesting build season with a unique project conceived by 4 of our club members: Pete Mlnarcik, George Dudek, Joe Svatora, Dick Babish (affectionately know as the "Quad Squad"). They conceived of the project, modified the design, converted it to CAD and had Peter Vanheusden cut it with a Laser Machine at his shop. What started life as "Das Ugly Stik", became "RCCD's Scratch-build Stick Project" with about 24 members participating in the builds. Each member received a Laser Cut kit and cooperative/teaching was promoted to help members learn to build from those who are already builders and creativity was encouraged.



The Quad Squad



The ultimate result was a myriad of completed models that showed slight modifications to the airframe all the way to bi-planes, twin engine and triple engine configurations.

To see more of the build project and the amazing array of models, visit the Stick Project on the website: [www.rccd.org](http://www.rccd.org)

Lou Tisch



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Contact:  
Lou Tisch  
See Business Card  
To the Right →**

### Anchor Bay Models

(renamed from MALT Model Aircraft)

Mike Andros & Lou Tisch purchased Grant's Custom Aircraft out of St. Clair and relocated the operation to Lou's Shop in Clinton Township (see LSB card below). Currently, there are molds for 10 models, including: PBY Catalina (109" ws), Grumman Widgeon, Republic SeaBee (single & twin), Lake Buccaneer, Christen Eagle, several Mustangs, Pylon and fun-fly ships.

The 1st kit to introduce will be the SeaKing (Red plane shown below)

As operations progress, we will be presenting the model kits in succession. Keep your eyes open for the introduction of our first kit.

Thanks all, Lou & Mike

Full Scale Aircraft photos courtesy of aircraft websites



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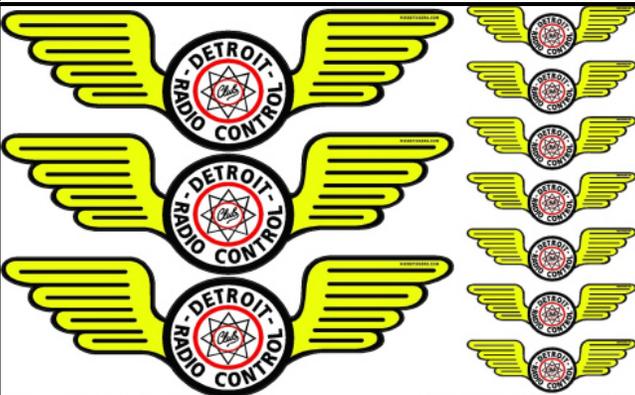
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Finally, an easy way to dress up your vehicle & plane to identify you as a member of the Radio Control Club of Detroit...yes, that's a good thing.

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This is also the place that made the Pilot Stickers that were given out at the Christmas Party. Be sure to let MikeStickers know that you are a member of RCCD.

Lou Tisch



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**RADIO CONTROL CLUB OF DETROIT**

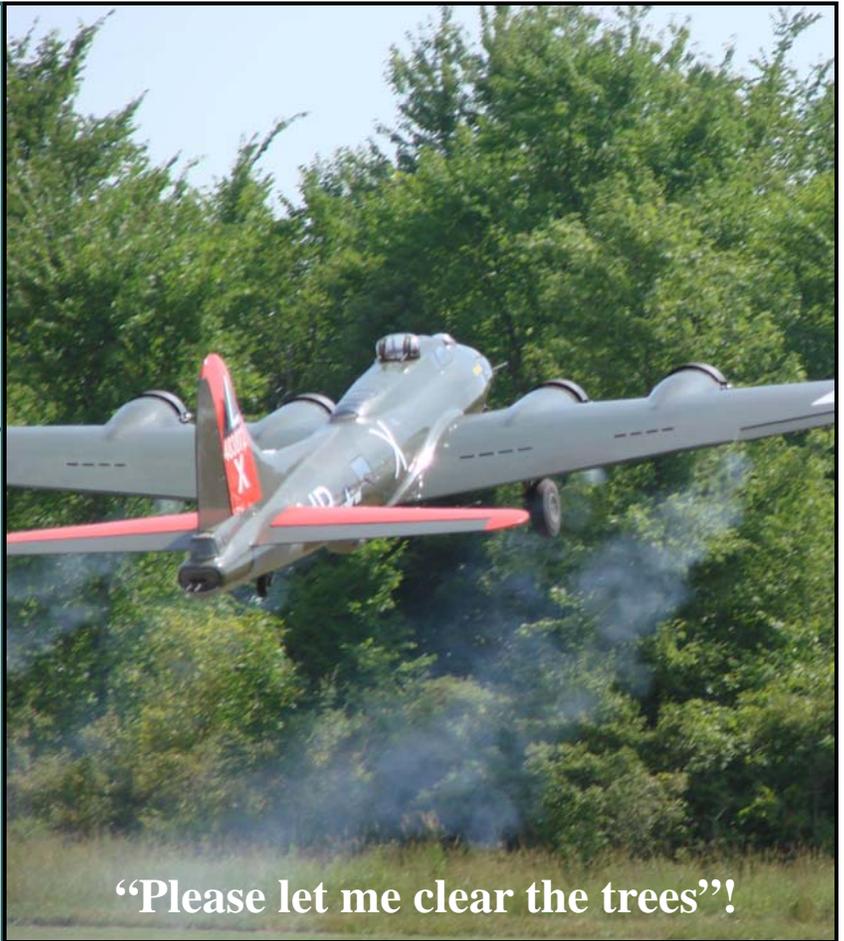
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**Gravity Always Wins !**

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



**“Please let me clear the trees”!**

# Coming Events-2011

Club meetings the 1st & 2nd Thursday of the month.

Nov. 08, 2011                      Field Winter Prep

Dec. 13, 2011                      Christmas Dinner/Party

Please check the website for updates : [www.RCCD.org](http://www.RCCD.org)

**Come on down, the fun is just beginning!**

**I think one bottle of C/A will do it!**

