



The
RIVER DISTRICT R.C.

Eagles

**A 9 YEAR GOLD LEADER CLUB
CHARTER MEMBER No. 1185 SINCE 1975
ACADEMY OF MODEL AERONAUTICS
OUR TWENTY-SEVENTH YEAR**



THE EAGLES' NEST DECEMBER 2002 ISSUE

Field Update

The east end of the field extension has been put on hold until the spring. Early winter has put a stop on the final dragging and leveling before seeding. Mr. Cataldo has donated the use of his tractor disks at no charge (thanks Phil) and the local railroad co. has given us and dropped off a 10 ft. rail for dragging. Boddy Construction has offered the use of their tractor rake when we need it. The tractor rear leveler has been fix so we can now use the blade properly. On the 3rd of Dec., I used the tractor to clear the parking lot of snow.

Bud Gilbert has put in new points and plugs. Mike Leusby donated a window at the last club meeting, for replacement



of the south window that we fixed this fall. The club income has increased again, as another carport has been sold. As of Monday, Dec. 9th, no one has flown off the snow yet, (to cold or to windy). Still looking for the first tracts in the snow. Have a great Christmas and see you at the New Year Day, 12:00 noon, fun fly.

—Gary Wilkerson V.P.

Gone!



If you got used to the old house just north of the corner of Davis and Range rd. as a landmark to get to the field, forget it, it's gone. Although all the details are not known yet, our new neighbor will be storage building(s), and the new owner seems friendly to the idea of having our club field as a neighbor.

—Ed Olszewski



e-egles nest Newsletter

The response to the e-mail version of the newsletter has been great! The biggest comment has been the color pictures, somehow black and white Xerox copies just doesn't do justice to the lights on Carl's night flying helicopter. If you wish to get the newsletter by e-mail, drop us a line at eagles1185@yahoo.com . We are Happy to send it either by U.S.mail (Snail Mail) or e-mail, or both if you wish. Just let us know, and you can change your option any time.

So far we have about 35 members receiving the newsletter by e-mail only, and a couple of members receiving both, reducing the number of U.S. mailings down to about 70. There have been a few bumps along the road, and we are ironing them out one at a time. The down load time will be greatly reduced now that I have become more familiar with Adobe Acrobat (the program we use to send the e-mail version of the newsletter), in playing with it I figured out how to reduce the file size down from 1 ¼ meg down to ½ meg. That in addition with only clicking the send button once, should reduce the download time from 10 to 15 minutes in some cases, down to about 2 or 3 minutes.

If you are having trouble with downloading, or opening up the e-mail version of the newsletter, please let us know, we are new at this, and there is probably someone else out there with the same problem as you. Just e-mail us with the problem and we will try to solve it with you. Re-e-mailing the newsletter is not a problem, a couple of seconds, and a click of the mouse, and it can be back in your inbox.

Several people have had problems with the newest version of Outlook Express (version 6), receiving attachments. This can be overcome by: Open Outlook Express go to pull down "Tools", then click "Options" then the "Security" tab, Un-check the box that says: *Do not open attachments.....* Then click OK.

—Ed Olszewski

Propbusters Swap

The **St.Clair County Propbusters** will be hosting their annual winter swap at 9:00 on Sunday **January 19** at the **Goodells County fairground**, Community Center Building. Admis-

sion is \$3.00 for all at the door, and tables are free. The Propbusters hope to generate increased interest to the event by offering free tables. Free tables=more

stuff=more people=bigger event. Pretty simple math as far as I can see. So just bring something to sell or trade, or call Todd @ 810-966-4546 to reserve a table, and help support a local club.—Ed Olszewski



A fall / early winter project

A few weeks ago Sam Grey called me and asked if I would be home and we arranged for Sam to come over. Sam said he had something for me with "No strings attached" and that aroused my curiosity a bunch.

This past year Sam had delivered an unfinished scale model of a British SE-5A, world war 1 biplane that I could have with the stipulation that a Mrs. Reader would like to see fly because her husband had started it many years ago and never finished. I did complete the SE-5A and between Mrs. Reader, Sam and myself being on different schedules, wave lengths and the weather never did get to fly. The plane will fly next summer. Regardless.

But I digress. Sam came over and brought in a Funster (That's a Telemaster with the wing on the bottom.) that he had started and decided to go in a different direction in this great hobby of ours. Sam had roughed in the two wing halves with special tips and different shaped tail feathers because he had intended to "bash" the kit to resemble a P-40 Flying Tiger. He had even gone so far as to get instructions and pictures of the finished "P-40" and Sky Blue and Green Monocoat to finish the plane with.

Well, I built the fuselage with the P-40 front end and the canopy change according to plan but when I started thinking about flying that plane I just couldn't see me seeing it. And since Sam said there were no strings attached, I decided to go with colors I could see and the plane ended up being Yellow and black with Black on the bottom because that's what I'm used to. And some Black and Yellow checkerboard on the top of the wing and horizontal stab to "Jazz" it up some.

For power? How about a Magnum 91 four stroke. I've had a Funster and it flew fine on a 46 OS two stroke so this one should take off in five feet and go straight up until I tell it otherwise. Why did I go with such a big engine? I had it and it fit and there was room for the right size fuel tank.

The hinge lines are all sealed and the control linkages are all slop free so if I don't forget to throttle back and tear the wings off

I should get a bunch of flying with this hybrid Funster.

So thanks to Sam Grey we'll have two planes to put maiden flights on this spring.



The Funster in it's visible Yellow and Black and the SE-5A in it's Olive Drab. Should be interesting.

I also have a BooRay Racer that has a 28.5 inch wingspan and is intended to be powered with a 10 to 15 two stroke. The BooRay is a miniature Cassutt and is almost ready to cover. This one will be a rainy spring week project for 2003. Also thanks to Sam. HOWABOUTHAT.

—Jack DeLisle

Space frame & Work stand

A year or so ago I read an article about a building aide that looked to me to be a real help so I built one and liked it so well that I built a couple more and added a set of short legs so I could "work" setting down and a pair of cradles to hold planes while I was installing the radio or whatever.



The Space frame is made out of 1 inch PVC pipe and fittings. 30 feet of pipe, 8 tees and 8 elbows.

The 1 inch pipe is cut into:

- 4 pcs. @ 29.5 inches (legs)
- 4 pcs. @ 17.5 inches (long side)
- 4 pcs. @ 13.5 inches (short side)
- 9 pcs. @ 2 inches (joiners)

I made my "short" legs 20 inches long and the 2 cradles using :

- 8 pcs tees
- 8 pcs 45 degree elbows
- 10 pcs 2 inch lengths of 1 inch pipe
- 4 pcs 5.5 inch lengths of 1 inch pipe

I sawed off enough of four tees to "snap" fit over the top frames pipe and adjusted the cradles to fit before I permanently CA'd them.

I also added the black foam pipe insulation to the top frame and the cradles to help prevent hanger rash.

I did NOT glue the frames because I take one with me when we winter in the warm and I can break it down so as to not take up much room.

If you do make one or more and they will be more or less permanent then I would glue them. Assemble the space frames and then give each joint a shot of instant thin CA.—Jack DeLisle



Short legs &



Tee cut to fit

GLOW PLUG HEAT RANGES

*Categorized by Brian Cooper of Cooper Fuels
And submitted to the Talespinner by George White,
Stolen and reprinted from the Talespinner by Ed O.*

HOT GLOW PLUGS (for low nitro and FAI fuels)

- Enya: No. 3
- Fox: Miracle, Standard, and R/C Long (2v)
- Fireball: Hot 1.2 – 3.0v, and S-20 R/C Long
- Firepower: F6 (warm), F7 (hot)
- K&B: 1L
- McCoy: MC 55 R/C Long, MC 59, and MC 14 (very hot)

- O.S. Engines: No. 0, No. 1, No. 5
- Rossi: R1 (extra hot), and R2
- Sonic Tronics: Glowdevil No. 300
- Thunderbolt: R/C Long

MEDIUM GLOW PLUGS (for 10% - 15% nitro)

- Enya: No. 4 (medium hot), and No. 5 (medium cold)
- Fireball: Standard (1.2 – 2.0v)
- Firepower: F5 (medium), F6 (warm)
- Fox: R/C Long (1.2 – 1.5v), and Gold
- Hanger 9: Sport Long
- McCoy: MC 50, and MC 8

- O.S. Engines: No. A3, No. 8, No. 9, No. 7 (w/ idle bar)

- Rossi: Medium, and R-3

- Sonic Tronics: Glowdevil Standard
- Tower Hobbies: Performance Plug

COLD GLOW PLUGS (for high nitro: 25% and greater fuels)

- Enya: No. 6 (cold)
- Fireball: Cool (1.2 – 1.5v)
- Firepower: F2 (extra cold), F3 (cold), and F4 (cool)
- Fox: R/C 1.2v and No. 8

- K&B: Long & Short Hi Perf Nitro Plug

- O.S. Engines: R-5

- Rossi: R4 (cold) and R5 (extra cold)

FOUR-STROKE GLOW PLUGS (hot)

- Fox: Miracle Plug (often used in 2C's w/low nitro)
- McCoy: MC 14 (very hot, often used in inverted 4C's)

- O.S. Engines: Type F

- Sonic Tronics: Glowdevil ST 301/302



Here's hoping you got that engine you were admiring for Christmas? And in case you did here is a prop chart so you know

what size of prop to put on it.

PROP CHART FOR 2 STROKE ENGINES.

The first number is the diameter and the second number is the pitch of the props

For .049 / .050.....	6-3, 5-4, 6-4
For .09.....	7-3, 7-4, 7-5
For .15.....	8-4, 8-5, 8-6, 9-5
For .19 / 25.....	8-5, 8-6, 9-4, 9-5
For .29 / 30.....	9-6, 9-7, 10-5
For .35 / .36.....	9-7, 10-5, 10-6, 11-4
For .40.....	9-8, 10-6, 10-7, 11-5
For .46.....	10-6, 10-7, 11-5, 12-4
For .60 / .62.....	11-7, 11-7.5, 11-8, 12-6
For .80.....	12-8, 13-6, 14-4, 14-5
For .90 / .92.....	13-8, 14-6, 15-6, 16-5
For 1.08.....	15-8, 16-6, 18-5
For 1.2.....	16-8, 16-10, 18-5, 18-6
For 1.5.....	18-6, 18-8, 20-6
For 1.8.....	18-8, 18-10, 20-6, 22-6
For 2.0.....	20-8, 18-10, 20-10, 22-6

CHART FOT FOUR STROKE ENGINES

For .20 / 21.....	9-5, 9-6, 10-5
For .26.....	9-7, 10-6, 10-7
For .45 / .48.....	10-8, 11-6, 11-7, 12-5
For .52.....	11-6, 11-7, 12-6, 13-5
For .60 / 65.....	11-8, 12-6, 12-8, 14-5
For .80.....	12-8, 13-6, 13-8, 14-6
For .90 / .92.....	13-6, 14-6, 14-8, 15-6
For 1.20.....	14-8, 15-8, 16-6, 17-6
For 1.60.....	15-8, 16-6, 16-8, 18-6
For 2.40.....	18-10, 18-12, 20-8, 20-10
For 2.70.....	18-10, 18-12, 20-10, 20-12
For 3.00.....	18-12, 20-10

PROP CHART FOR SOME OTHER ENGINES:

Sachs 3.2.....	18-12, 20-8, 20-10
Sachs 3.7.....	22-6, 22-8, 22-10
Sachs 4.2.....	22-8, 22-10, 24-8
Sachs 5.8.....	22-14, 24-10, 24-12
G-23.....	16-6, 16-8, 16-10
G-38.....	18-8, 20-6, 18-10
G-45.....	22-8, 22-10, 24-8
G-62.....	22-10, 24-8, 24-10
Moki 1.8.....	18-6, 18-8, 20-6
ST 2000.....	16-8, 16-10, 18-6
ST 2500.....	16-10, 18-8, 18-10
ST 3000.....	16-10, 18-8, 18-10
ST 4500.....	18-10, 20-10, 20-14
Q-35.....	18-6, 18-8, 20-6
Q-42.....	18-12, 20-10, 20-12
Q-50 / 52.....	20-10, 20-12, 22-8
O.S.-300.....	22-6, 24-12, 24-14
3W-35.....	18-10, 20-8, 22-6
3W-60.....	0-12, 22-8, 22-10,
3W-70.....	20-14, 22-12, 24-10
3W-80.....	20-16, 22-14, 24-12
3W-120.....	26-14, 28-12, 28-14
3W-140.....	28-12, 32-8, 32-10
3W-160.....	28-14, 30-12

CONVERSION FACTORS

1 cubic inch = 16.3934 cubic centimeters
 .06102 cu. In. = 1 cc (actual)
 .061 cu. In. = 1 cc (close enough)
 So that old ST .61 you have is a 10 cc engine

A G-45 gas engine would have 2.745 cu

45 cc / 16.3934 cc = 2.745 cu. in.

Big Boy Breakfast

By Pat Donoghue

We had 12 guys show up for breakfast this am. We came up with a good Idea to help new members out. How about adding a page to the new member packet we send out, that should talk to a member about what to buy. That way the new kid on the block won't buy the wrong plane for a trainer. and get some idea of the right stuff to buy.



Tom Gall enjoys pleasant conversation with everyone in the smoking area.



MOLES ...MOLES...

By Ed Olszewski

I am sure everyone has become familiar, or at least noticed the mole hills in the small clearing near the



Mole hills near the front gate

entrance to the field. Routinely they are mowed down, or rolled when during field maintenance but otherwise generally tolerated. Apparently mole town has become to crowded and a few moles have

decided to expand their range and start to migrate to the suburbs, also known as our flying field. So far there are only

a couple of mounds near the flight line on the west end of the field. Perhaps the moles just want to get a better view of the flying activities, but it is this authors



Moles invading the swing

humble opinion that they may have their eyes set on moving in our flight area. Moles generally tunnel where they find food (grubs), and while this may be an opportunity



View of "ditch", on west end of field

to solve any grub problem we might be having in our flight area, we will get the added benefit of small craters to dodge with our planes. But seriously, we may want to do something about these unwanted guests next spring.

Field Broken In



No, the field wasn't damaged, but for the first time this winter, club members flew at the snow covered field. Paul Fleckenstein, Al Fournier, and Gary Wilkerson took advantage of a beautiful, sunny day with temperatures in the middle 30's. Unfortunately, only Paul and Gary got to land. Al's sea plane motor went lean on take off, and stalled at about 20 feet in the air and cart wheeled in to the field. Paul and Gary got in a 2nd.

Flight and then packed it in. Tom Gall and Ed London showed up as we were leaving. The west door has not been put on yet, but it will.
—Gary Wilkerson



Al Fournier enjoying a brisk flight 12/11/02



....and a safe landing 12/11/02



Staying warm inside with Al's heater 12/15/02

From the Ed-itor

I would like to take this opportunity to thank everyone for their support and help with the newsletter. When Mark asked for a volunteer to take over the newsletter, I looked with puzzlement at my right arm as it rose to the air, assuming it belonged to someone besides me. For goodness sake, I have avoided switching jobs to avoid having to write a resume, let alone writing a newsletter. Upon noticing my hand in the air, and the stupid blank expression on my face, Sheila cuffed the back of my head to try to bring me to my senses. But it was too late, like the line in the army, I not only did not step back with everyone else, my arm shot up like a shaking third grade school kid who knew the right answer. WHAT WAS I THINKING! I know what I was thinking, I would get first dibs on all the classifieds, and I could use this as an excuse to buy a new camera, but it never occurred to me that I would actually have to write anything. I generally only look at the pictures. I asked myself, is there actually writing in a newsletter? Starry eyed and dazed, I looked at the hand that had betrayed me, and shook my head in disbelief.

Sheila, having unknowingly gotten elected secretary of the club, when she made the unfortunate mistake of leaving the meeting for a phone call—at the wrong time, had no sympathy at this point. I dug this hole myself with both hands on the shovel, and there was no getting out now. I explained to Mark that my writing skills were worse than my flying skills, and it was at this point Mark realized just how bad, bad could be.

The next day I met with Jack DeLisle (a former editor himself), and he expressed to me that this would be no harder than flying. Considering his award winning achievement this year, and the fact Jack has never seen me in the air, I did not feel much relieved.

My fears were relived however, Jack has spent a tremendous amount of time working with me, and also writing several articles each month. Many other club members have been sending articles and photographs. I must admit, I am rather disappointed with the quantity of the classified ads. But hey, I did land a new camera. —Ed Olszewski

Classifieds

Sea Master ARF

6 channel Tower radio, O.S.46 FX,
\$250.00 Mark 326-0485

Asp 61 AR Engine

60 size New in box
\$100.00 Ray Dart 326-0929

Sea King Kit

60 Size New in box
\$150.00 Ray Dart 326-0929

Global Ultimate BiPlane

40 size ARF New in box
\$150.00 Ray Dart 326-0929

Classified ads are free to all members, please send them by U.S. mail to the editor, or e-mail to eagles1185@yahoo.com Or call us and let us know what you have.



Does Anyone else miss summer?



Meeting Minutes from Dec.2

There were 31 in attendance. A motion to accept the minutes as distributed was made by Archie K. and seconded by Pat D. motion passed. Gary W. gave a field update—the field has been plowed, disked and is about 90% leveled with the weather change the rest will be done later. Motion made to give Gary Kenny a gift certificate for dinner instead of a plaque, made by Jack D. seconded by Bud J. motion passed. Mike Luesby donated windows for the shed. Thanks Mike. Motion made to donate \$100.00 worth of toys for the marines toys for tots made by Bud J. and seconded by Ray D. motion passed. Bud J. and Archie K. will shop for the toys. Jack D. made the motion to match the funds to \$50.00 for a family in need (that Tom Pierce brought to the clubs attention) seconded by Bob H. motion passed. Tom N. and Gary W. picked up the boat and put it up for the winter. Gary W. mentioned another shed sold. Jack D. has volunteered to cd the gathering of the eagles for 2003. Election results are president Mark Steenland, Vice president Gary Wilkerson, Secretary Sheila Olszewski and Treasurer Carl Jones. The financial report was read motion to accept made by Ed O seconded by Tom G motion passed. Sharon Levine donated video tapes to the club, Gary W. is going to start a library for anyone who wishing to view them. The jigsaw will be used as a prize for the gathering. Mike Booth won the 50/50. motion to close made by Bud Joachim seconded by Al Fournier motion passed.

Reminder:

Annual club dues for the 2003 calendar year are due by December 31, 2002. If you have not already done so, please complete the membership renewal form found in the October issue of the Eaglesnest, and get it, with your payment to Carl Jones.

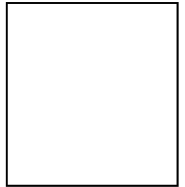
Yearly Dues...\$30.00 Junior...no fee*
Checks can be made out to the **River District Eagles** and mailed along with membership renewal form to the Treasurer:

Mr. Carl Jones, 2037 Edward Lane West,
Kimball, MI 48074

*Junior members must fill out, and send in, form

Ed Olszewski (Editor)
7147 Main
Smiths Creek MI 48074

CLUB OFFICERS
Pres.: Mark Steenland
V. P.: Gary Wilkerson
Treas.: Carl Jones
Sec.: Sheila Olszewski
E-mail eagles1185@yahoo.com



*Merry Christmas
and a happy New Year*

Articles and photographs
submitted by:

Jack DeLisle
Gary Wilkerson
Ed Olszewski
Josh Olszewski
Pat Donoghue
Tom Gall



DECEMBER 2002 ISSUE

Please e-mail your photos and articles to eagles1185@yahoo.com
You may also send them U.S.mail to the Editor.

UPCOMING EVENTS

January:

- 1st —Big Boy Breakfast 9:00 am
- 1st—New Years fly 12:00 noon
- 7th—Eagles Meeting Library 7:00 pm
- 12th—Det. Aero Mod. Swap (734)522-7638
e-mail michael_cuba@juno.com
- 15th—Big Boy Breakfast 9:00 am
- 19th—Propbusters swap 9:00 am
e-mail gpsmedes@lambtech.com
- 25th—Midland Swap, Freeland
e-mail ksa1@aol.com
- 26th—R.C.C.D. Swap 9:00 (586)751-8758
e-mail ejc@zapo.net

February:

- 2nd—Flint swap (Baker College) 9:00
- 4th—Eagles Meeting Library 7:00 pm
- 5th—Big Boy breakfast 9:00 am
- 16th--Owasso, Chesaning swap meet 9:00
e-mail free@mill.tds.net
- 19th---Big Boy breakfast 9:00 am
- 19th—skymasters swap Troy MI (Wednesday)
www.skymasters.org

Reminder:

Annual club dues for the 2003 calendar year are due by December 31, 2002.

Please remember when leaving the field to lock the gate and spin the numbers.

*Forget the hasty, unkind word;
Forget the slander that you've heard;
Forget the quarrels or the cause;
Forget the whole affair because
forgetting is the only way.
Forget the storm of yesterday;
Forget the knocker and the squeak;
Forget the bad day of the week;
Forget your not a millionaire;
Forget the grey streaks in your hair;
Forget to even get the blues-----
BUT DON"Y FORGET TO PAY YOUR DUES*

Submitted by Jack DeLisle