



The  
RIVER DISTRICT R.C.

# Eagles

A 10 YEAR GOLD LEADER CLUB  
CHARTER MEMBER No. 1185 SINCE 1975  
ACADEMY OF MODEL AERONAUTICS  
OUR TWENTY-NIENETH YEAR  
<http://notgrownupyet.com/eagles/>



THE EAGLES' NEST February 2004 ISSUE

## Snow Flying

*Ed Olszewski*

There was a foot and a half of snow between the picnic table, and the fence. A set of well traveled foot prints leads from the plowed parking lot to the flight line. I must mention that who ever is making those foot prints, has a stride much larger than mine. Although overcast, the temperature was slightly above freezing, and the winds relatively mild. I was glad Gary called me to let me know that there would be flying on this day.



Bud, and John Joachim, Gary Wilkerson, Paul Fleckenstein, and Grant Partridge were already at the field when I showed up. Bud was winding his plane up, and getting into the air. It was as good a day as flying off the snow gets.

Bud flew for awhile then handed the radio to John just before the onboard power switch failed, sending the seaplane nose first into the ground. Last rites were held at the burning barrel. Fortunately that was the only casualty of the day. Bud

said he was never happy with the weight of that plane anyways, I still felt awful. Bud and John had a combat plane to fly, and were in the air shortly thereafter.

I was heading to get my trainer out of the van as Bud's plane went in, and Josh and I quickly decided to get out our electric foamies instead. Mark Steenland and Dennis Richey showed up while I was up in the air, and quickly got their electrics into the air.



Grant brought his classic red Astro-Hog, newly fit with skis to get his first flight of the year. Paul got a flight with his seaplane, and Gary several with his Something Extra. No matter what the weather, it is hard to beat a good day flying.



# Stuff

As mentioned in the last installment of Stuff, I have assembled the Hobbico kit of their Sturdy Birdy II.



Not thinking, I had sanded off the mold dimples and marks from the wing halves and glued them together with the supplied plywood wing joiner and “wrapped” the wing span wise with four strips of 1 inch fiberglass re-enforced strapping tape and then covered the wing with Hanger 9® Ultra Coat®. As you can see, I also prepared the tail feathers and control surfaces before I got out the camera.



One thing I did do before it was to late for the camera was to saw the side rails off so I could install “standard” sized servos. The instructions say that you must use miniature servos. What do they know. The part of the aluminum rail that accepts the servos is installed such that weakening it has no effect on the final product. The servos were installed using double sticky foam tape without the non-stick removed from the servo side and then taped into the channel using the strapping tape. Tight enough to hold the servo in place and still leave some movement for the foam.

The rest of the Sturdy Birdy II went together pretty much according to the instructions EXCEPT the engine mount. Their option is to rubber band the firewall and engine to the PVC? They also said you could screw the firewall to the PVC so I didn't use the supplied 1/4 inch dowels but instead glued an additional 1/8th inch piece of aircraft grade plywood to the back of the supplied firewall pieces so it would have more “meat” for the screws and mounted the engine that way.

I wouldn't be surprised if someone who had the radio with small servos, engine, covering, glues and whatever on hand said that they had completed a Sturdy Birdy II in one day. It goes together that easily. No sweat on alignments because the PVC and aluminum channel makes for automatic straight.

A word about the covering. This is the first time I used Hanger 9® Ultra Coat® and it's great stuff. I bought it at a local hobby shop and paid \$18 for the roll not knowing if it was usable at low heat settings? The hobby shop guy didn't know either but the instructions that I could read without taking the wrapping off sorta inferred that would be. Well it is. \$18 seemed high but it was the color ( VERY HIGH VISIBILITY ) I wanted so..... Will I use it again????? DEFINETELY !!!!!



How does the Birdy fly? Would you believe that I had to use some left rudder to get the plane heading straight

down the runway? I put in to much right thrust. That felt odd so the right thrust is gone and the plane flies great. A nice trainer if it had a steerable tailwheel instead of the piece of wire.

If you want a plane to “putt putt” around the sky and will take some bad landings this plane might be the way to go???

Jack DeLisle

## Positive and Negatives of Re-Chargeables

*Ed Olszewski*

There are as many opinions about rechargeable batteries, as there are people using them. I did a little research on the internet, and this is what I found. It is by no means meant to be the definitive source for battery information. There is a wealth of information on the web at the battery manufacturers sites, and several other independent sites.

**Nickel-Cadmium (NiCd)** rechargeable batteries are very durable as well as highly reliable. Most of us have used them for many years to power our transmitters and receivers. You can slow or fast charge most NiCd's, and with proper care they can last up to one thousand cycles. NiCd batteries lose about 10% capacity within the initial 24 hours of charging and continue at about 10% per month thereafter. NiCd batteries should not be subjected to shallow discharge (i.e., using battery for short periods and then recharging). This type of use could result in crystalline formation on the nickel and the cadmium plates, which will diminish its performance and life of the battery. This crystalline formation, or plating is commonly referred to as the memory effect. They should be completely discharged, or "cycled" frequently. The memory effect that is inherent in all NiCad batteries reduces the battery's overall capacity, run time, and life span. Also, the "nickel cadmium" used in NiCad batteries is highly toxic to the environment.

**Nickel Metal Hydride (NiMH)** batteries are a relatively newer technology. Compared to a NiCad battery of equal size, a NiMH battery will run for 30-40% longer on each charge. NiMH batteries rank as the "best value" of all the battery types. Their trouble free service, longer running times and reasonable price has made Nickel Metal Hydride the most popular battery type for a rechargeable. Additionally, NiMH batteries are made from non-toxic materials and are relatively environmentally friendly.

There is potential for higher capacities, but not without some negative side effects. NiMH are affected by high self-discharge of about one and half to two times greater than NiCd batteries. NiMH, still suffers from the memory effect. But because it does not use cadmium, it only has half that of NiCad. Additionally NiMH should have a three hour "resting time" between recharging and discharging cycles for good life.



**Lithium Ion (Li-ion)** The Li-Ion batteries will run for 35% longer on each charge the same weight NiMH. A Li-Ion battery can be recharged at any time during its discharge cycle, and does not suffer from memory effect. Lithium batteries are being used extensively in many newer cell phones and computers. Li-ion looks similar to conventional round can batteries, but shares its chemistry with it's twin: Li-poly.

**Lithium Polymer (Li-Poly)** The newest and most advanced technology for rechargeable batteries, which have become the standard for power for light model electric aircraft applications. They are of the same chemical composition as Li-ion except, Li-poly uses a gel, or "polymerized" electrolyte. Li-Poly is very lightweight, since the chemistry is enclosed in plastic pouches instead of a metal can. Li-Poly also does not suffer from memory effect, and will deliver up to 40% more battery capacity than the same size of NiMH battery.



Lithium batteries negative side is that it is very sensitive to over discharging. If it is discharged to far, the battery may not recharge. Lithium batteries are also much more sensitive to improper charge or discharge rates. Charging to fast, or excessively high discharge or shorting the cell can cause the cell to overheat and catch fire, with obvious consequences. Some newer lithium batteries now have built in circuitry to prevent improper charging. The temperature of the cell should never be allowed to exceed 140 deg. . The life expectancy of a lithium battery is also shorter than other rechargeables. Often in the several hundred cycles range, compared to up to a thousand as seen in Ni-Cad batteries.

All batteries, especially lithium batteries require a charger specifically designed for that particular type battery. Batteries, especially lithium should never be left un-attended while fast charging. Batteries should always be charged on a non-flammable surface, a can of sand is an excellent choice. While very unlikely, Cars even houses can be burned to the ground by careless charging. It is important to use the same type of caution and care you would use with the fuel for any gas or glow airplane.

New battery technology is making batteries smaller, lighter, much more powerful, and able to sustain longer. While they are getting better, battery prices have also dropped substantially. Electric flight is no longer a short powerless ride in the sky. I suspect you will be seeing much more of it in the future.

## Viper

*Al Fournier*

Viper is an ARC that I bought after my Scat-back which went in after a mid-air during a race. It was marketed as an ARC, but it was far from being ready to cover. They claimed that it was 70% finished but I would opine that it was about 55 to 60% finished. It took me two years because I was diverted from its building by work



on two Hangar 9 Cap 232's and two Lanier Edge 540 T's for which I received a prize at the club dinner last Nov. The kit gave the builder the choice of using a conventional tail, a V-tail or a "T" tail. I chose the first for simplicity and eliminated the rudder for further simplicity and lowering the weight by the elimination of a servo. It is covered with fluorescent Ultra Coat Plus which I used for the time. The normal heat activated adhesive is overcoated with a thin layer of pressure sensitive adhesive which will hold it in place until the final heat activation. It is a little tricky to use. One has to take care that the coated surfaces do not contact each other. They can be separated but it can be a source of aggravation. Bud has been extolling the quality of the Great Planes ARF pylon models. If they had been available 2 years ago, I would have bought one. Hopefully this one will live for more than one season.

Anyway, my building project . . . well, I have a Great Planes Piper Cub .40 kit sitting here waiting to be assembled. A couple of items are holding me up . . . clearing enough room to get to my table . . . and income tax. Don't know which pro-

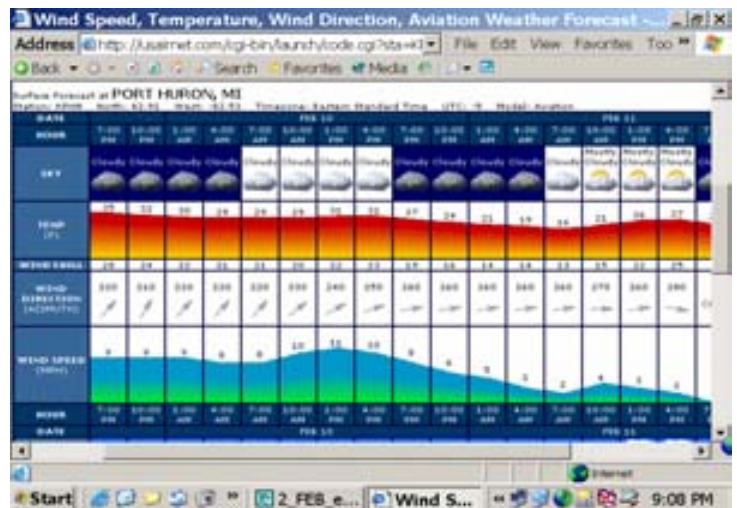
ject is the most work. I have a Magnum .52 four stroke for the Cub so it should be a fun airplane but I'll probably do a bit more flying with the Alpha until I feel more comfortable with the landings. I've changed the landing gear on the Alpha to a Fults nose gear and a solid duralum main gear . . . which hopefully will withstand my rather solid contacts with the field.

A future project I'd really like to build is a scratch Sopwith Camel (I have 3 or 4 sets of plans) and would finish it in my dad's squadron colors and his markings when he was shot down 29 Aug 1918. I also know the Fokker D VII pilot who downed him and his markings so that might be one other scratch build too. My dad was lucky and only cracked a few ribs but was POW for 6 months. He was 17 when he enlisted and 18 when shot down. Don't realize how young most of those guys were in WW I. Anyway, that's the goal, we'll see what happens.

Take care and have fun flying! -A/

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## Aviation Weather Forecast



For a great light aviation weather forecast on the web, go to:

<http://usairnet.com/weather.htm>

Then go to "**Launch Code**" and enter your state and city. You will get up to date graphed; temperature, wind speed, and direction, for the next two days. I have found the information to be as accurate and easy to read as any I have seen. The weather report is geared to hang gliders and ultra light aircraft, which makes it an ideal forecast for R/C flying. -Ed Olszewski

## Ed-itors Corner

*Ed Olszewski*

I recently purchased a small used electric helicopter at a swap for my son. While he was gone for the weekend, I had been trying to trim the craft in the living room of our house, much to my wife's displeasure. After several unproductive attempts to trim the bugger, I took it to a friend's pole barn to see what he thought. We compared the construction to his helicopter, in an effort to solve the problem. My Heli bore only a small resemblance to his, except they were both battery powered, but his did use a much more powerful battery pack.



After several unsuccessful attempts at a stable hover, we hatched a plan that would certainly solve the problem. More power, as far as we could see, his used a larger battery pack, and his flew nicely. It only stood to reason that this was the problem. It would be

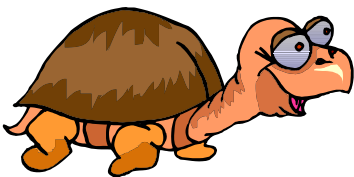


a simple matter to exchange the 8.4 volt with his 11.4 volt battery. I had read that others had been doing this with good results. In hindsight, I probably should

have done more research on all the other required modifications to go with this change.

Just as the craft broke ground, there was a high RPM revving sound, It would remind you of one of those small plastic toys you had when you were a kid. The one you pulled on a cord to start the propeller going ten million miles per hour, then it zinged skyward. Yes that was the sound, and the helicopter was doing exactly the same thing, only a whole lot faster.

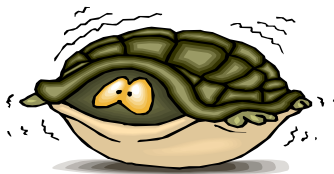
My perception of the world instantly seemed to switch to slow motion, I could clearly see Brian's thumb pull back on the throttle, but with no response. The craft was still rising at meteoric rate, and there was nothing anyone could do but duck. Brian, who is far more savvy than I in the ways of the helicopter world, realized the situation had gone horribly south, and was diving for cover. Me, well I have the reaction and reflexes of a turtle. I stood there frozen with my mouth open, not even able to get out of Brian's way. I was conscious of the fact that things were moving around me. But like in some corny horror movie, where the fast running hero is unable to out run the slow walking villain, I was unable to do anything.



However, my inability to move did afford me a spectacular view of the little machine slamming into the ceiling of the building, narrowly missing a florescent light fixture, shredding itself, and drifting down to the ground like fluttering seeds from a maple tree.

I am fairly sure the craft was not intended to move that quickly. For a moment I thought perhaps we had mistakenly strapped a rocket to the bottom instead of a battery. Unquestionably had we been outside, within a second or two the thing would have been out of sight, and probably never to be seen again. Fortunately we were inside, and the collision with the ceiling made it much easier to find all the pieces. I must also comment that the impeccable cleanliness of Brian's floor aided greatly in the recovery efforts.

My wife proudly commented on my steadfast nature, and nerves of steel as she pulled herself out from the table she dove under. I think her exact words were "What the heck is wrong with you two?". She also made reference to what would happen to me if I ever thought that I would fly that contraption in the living room again. This was probably not the time or place to point out that helicopter was not flying anywhere, at least for a while. This was likely to put an end of that endeavor.

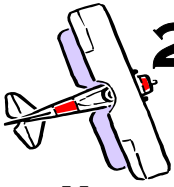


As fate would have it, while making my last round at a swap the very next day, I found the exact same helicopter, tucked out of sight under a boat. A brand spanking new, in the box, fully built, and needing only the electronics - from the smashed heli. I had passed it by several times, not seeing it. There it was, hidden as if it was meant to be found only by me. This could only be a sign.

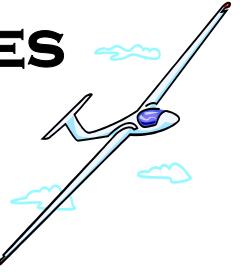
I could hardly contain myself, as I dragged my wife back to the table. She seemed almost as excited as me. "I don't care what you do with your swap money, as long as I do not see you fly it in the living room". With all the earnest I could muster, I calmly replied "well, of course not". Those words closed the deal.

By the time my son returned from his weekend camp, the helicopter was better than new, and there was no need for further explanation on the condition of the craft. I did mention that I had found a box of spare parts at a swap. We have no trouble hovering the craft, and when he asked why he can not have more power, "just cuzz" was my answer. I have kept my end of the bargain with my wife, we do not fly the helicopter in the house, at least not while she is home.





# 2004 RIVER DISTRICT R/C EAGLES CLUB CALENDAR OF EVENTS



## Mar.

- 2<sup>nd</sup> – Club meeting-library 7:00
- 3<sup>rd</sup> – Big boy Breakfast 9:00
- 17<sup>th</sup> – Big Boy Breakfast 9:00
- 28<sup>th</sup> - Combat / Pylon meeting

## Apr.

- 6<sup>th</sup> – Club meeting-library 7:00
- 7<sup>th</sup> – Big boy breakfast 9:00
- 17<sup>th</sup> – Field clean-up 10:00
- 21<sup>st</sup> – Big Boy Breakfast 9:00

## May

- 1<sup>st</sup> – Float fly 9:30
- 4<sup>th</sup> – Club meeting-library 7:00
- 5<sup>th</sup> – Big Boy Breakfast 9:00
- 15<sup>th</sup> – Float fly 9:30
- 15<sup>th</sup> – Memorial rally 4:00
- 19<sup>th</sup> – Big Boy Breakfast 9:00
- 22<sup>nd</sup> – Pylon 9:00

## June

- 1<sup>st</sup> – Club meeting-field 7:00
- 2<sup>nd</sup> – Big Boy Breakfast 9:00
- 5<sup>th</sup> – Combat 9:00
- 6<sup>th</sup> – Float fly 9:00
- 12<sup>th</sup> – Fun fly 9:00
- 16<sup>th</sup> – Big Boy Breakfast 9:00
- 20<sup>th</sup> – Pylon 9:00
- 26<sup>th</sup> – Float fly 9:00

## July

- 3<sup>rd</sup> – Combat 9:00
- 4<sup>th</sup> – Float fly 9:00
- 6<sup>th</sup> – Club meeting-field 7:00
- 7<sup>th</sup> – Big Boy Breakfast 9:00
- 9<sup>th</sup> – Setup-gathering 10:00& 6:00
- 10<sup>th</sup> – Gathering/Combat 9:00
- 11<sup>th</sup> – Dollar Day 9-12
- 17<sup>th</sup> – Fun fly 9:00
- 21<sup>st</sup> – Big Boy Breakfast 9:00
- 24<sup>th</sup> – Pylon 9:00

## Aug.

- 3<sup>rd</sup> – Club meeting-field 7:00
- 4<sup>th</sup> – Big Boy Breakfast 9:00
- 7<sup>th</sup> – Float fly 9:00
- 15<sup>th</sup> – Pylon 9:00
- 18<sup>th</sup> – Big Boy Breakfast 9:00
- 22<sup>nd</sup> –La Marsh potluck-combat4:00
- 28<sup>th</sup> – Pylon 9:00
- 29<sup>th</sup> – Float fly 9:00

## Sept.

- 1<sup>st</sup> – Big Boy Breakfast 9:00
- 7<sup>th</sup> – Club meeting-field 7:00
- 11<sup>th</sup> – Pylon 9:00
- 12<sup>th</sup> – Combat 9:00
- 15<sup>th</sup> – Big Boy Breakfast 9:00
- 18<sup>th</sup> – Fun fly 9:00
- 19<sup>th</sup> – Whirly birds rally-field restricted

## Oct.

- 2<sup>nd</sup> – Float fly 9:30
- 3<sup>rd</sup> – Combat 9:30
- 5<sup>th</sup> – Club meeting-library 7:00
- 6<sup>th</sup> – Big Boy Breakfast 9:00
- 9<sup>th</sup> – Pylon 9:30
- 20<sup>th</sup> – Big Boy Breakfast 9:00
- 30<sup>th</sup> – Devils night party 6:00

## Nov.

- 2<sup>nd</sup> – Club meeting-library 7:00
- 3<sup>rd</sup> – Big Boy Breakfast 9:00
- 6<sup>th</sup> - Awards dinner
- 17<sup>th</sup> – Big Boy Breakfast 9:00

## Dec.

- 1<sup>st</sup> – Big Boy Breakfast 9:00
- 2<sup>nd</sup> – Club meeting-library 7:00
- 15<sup>th</sup> – Big Boy Breakfast 9:00
- 31<sup>st</sup> – Dues are due



# RIVER DISTRICT R/C EAGLES

## BULK FUEL PURCHASE

### Order Form

ALL ARE CASE PRICES, BASED ON BULK BUY, **CASE ONLY, INCLUDING 6% MICHIGAN TAX**  
 Pre paid orders only are due no later than the April 6th club meeting. Make checks payable to **River District R/C Eagles**. Please use this form for your order.

Please send check with order to:

**Dave Waldecker**  
**5860 NORTH RIVER RD.**  
**EAST CHINA MI 48054**

You will be notified when order comes in and where to pick it up.

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_  
 \_\_\_\_\_

PHONE #: \_\_\_\_\_

E-MAIL: \_\_\_\_\_

**Note: Prices may be subject to change, due to changes in freight charges.**

| <u>COOL POWER</u>                                   | <u>Type</u> | <u>Effective Gallon Price</u> | <u>Price Per Case</u> |   | <u>No. of Cases ordered</u> | <u>Total</u> |
|---|-------------|-------------------------------|-----------------------|---|-----------------------------|--------------|
| Morgan's  | 10%         | (11.20)                       | <b>44.79</b>          | X | _____ =                     | _____.       |
| Total synthetic fuel for use in engines with rings. | 15%         | (12.17)                       | <b>48.68</b>          | X | _____ =                     | _____.       |
|   | 4CYL.       | (12.26)                       | <b>49.03</b>          | X | _____ =                     | _____.       |
|   | 30%HELI     | (19.75)                       | <b>78.97</b>          | X | _____ =                     | _____.       |
| <b><u>OMEGA</u></b>                                 |             |                               |                       |   |                             |              |
| Castor / Synthetic blend for all engines            | 15%         | (12.13)                       | <b>48.50</b>          | X | _____ =                     | _____.       |
|   | 4CYL.       | (12.59)                       | <b>50.35</b>          | X | _____ =                     | _____.       |
| <b><u>BYRON</u></b>                                 |             |                               |                       |   |                             |              |
|   | 15%         | (13.39)                       | <b>53.53</b>          | X | _____ =                     | _____.       |
|   | 4CYL.       | (13.39)                       | <b>53.53</b>          | X | _____ =                     | _____.       |

**For more fuel info visit the web:**  
<http://www.morganfuel.com/modelfuel.htm>  
<http://www.byronfuels.com/>

|                               |
|-------------------------------|
| <b><u>TOTAL</u></b> \$ _____. |
|-------------------------------|

## Classifieds

### Sig Clipped Wing Cub,

Hazel Sig blue & white colors, Wing: 86"

(clipped), Engine: **Twin** OS (Gemini) 120 4

Stroke, Futaba Servos

(5), Cub Wheels, Custom Shattleroe landing gear, Split Cowl, Fuel Filler, Wheel Pants \$ 600.00

Ron Powers (586)-725-7915



**Global Cessna**, Wing: 62", Wood cowl, Wood wheelpants (3), OS 91 - 4 stroke, Futaba servos(4), Sky Blue & White colors \$350.00

Ron Powers (586) -725-7915



**Tower 40 night flyer** complete systems, ready to fly \$150.00

**Fokker 190 long noise**, \$ 25.00

**SR Telemaster twin**, Airtronics 4 ch system, tower 40s motors, ready to fly \$150.00

**Stinger 10** w/os 25 motor, servos, receiver, battery, everything but the radio \$100.00

**Zilin 40** w/ASP 91, servos, receiver, battery, everything but radio \$250.00

**C.G. Extra 300** w/ Webra 120, receiver, battery, servos, everything but radio \$250.00

**W.L. special** \$ 50.00

**Sundancer electric boat** \$80.00

Gary Wilkerson 810-388-1066

### Classified ads are free

Clean the old planes out of that attic, make some money, and room for more stuff!

Get rid of that old trainer, there will be new pilots learning to fly in the spring!

please e-mail to [eagles1185@comcast.net](mailto:eagles1185@comcast.net)

or send them by U.S. mail to the editor,

Or just call us and let us know what you have.

**Keller Lark** OS 108 2 stroke, 537servos  
1100 mah Battery pack, switch harness \$400.00

**Goldberg Super Chipmunk** 60 size with  
MDS 68 pro JR 622 digital radio -  
ready to fly \$375.00

Ray Dart 326-0929

Roxio GoBack, Quicken, Wordperfect 8, Norton Systems Works 2002, Hijaak Graphics Suite and a graphics photo editing program from Meta Creations. I would ask \$20 for the lot .

Jack DeLisle ndelisle@peoplepc.com

### OS 90 Four Stroke

Brand new, never mounted or run \$ 200.00

**Saito 180 Four Stroke**  
Used 1 season, approx 10 flights \$250.00

**Saito 120 Four Stroke**  
Used, approx 20 flights \$ 200.00

**OS 70 Four Stroke**  
Used, approx 10 flights \$ 150.00

**OS 46 FX Two Stroke**  
Used, 4 seasons \$ 75.00

Ron Powers (586) 725-7915

### Kyusho Super Stearman

ARF, Magnum 52 - 4  
Stroke, Wing: 51", Futaba  
servos(5)

\$ 300.00

Ron Powers (586) 725-7915



**Trainer 40** w/ futaba 6ch radio system and OS max 35-40,

**Hog bipe** w/ mag 80 4 stroke new,

**Us airforce 40** w/ Irvin 40,

**sig clip wing club** kit in box,

**slow poke** 95% built (stick),

**OS 25 LA** new, cb motor mount for 91, 4-5 roles monokote,

**hobbico 60 trainer** w/ skyport R.T.F.,

**new slot machine**, 21 cent. Iron,

**flight box**, complete with starter and extra props (10-6—12-6),

One time sale,

\$400.00 for everything

Dan -cell 586-634-2800 Port Huron Area

### **Club Meeting Minutes, February 3, 2004**

Meeting was called to order at 7 PM and opened with the pledge of allegiance.

New members and guests: none. Financial Report read by Al Harbour, Secretary, (for Dave Waldecker, Treasurer) approved by Al F/Tom N and passed.

January minutes approved as printed by Sheila O/Al F, and passed.

Ken S discussed items that were reviewed by Executive Board: Work on a new roster would identify members not current with AMA membership as "Associate" and not able to fly until 2004 AMA membership is valid. This item will be discussed further at the March club meeting.

Ken talked with Mr. Metevia of Marysville Hydrocarbons regarding ownership of our flying field and mentioned the lease for 2004 is paid. Ken would like to know what our field limitations are under new owners (what we are allowed to do/not do to the field. Also, further discussion regarding current Field Safety Rules will be forthcoming.

Club newsletter needs ownership of Adobe Acrobat software. Motion to purchase the new software for approximately \$200 by Ed L seconded by Bob H and passed.

Looked into AMA Flying Field Grant Money and determined 10 percent return on invested money wasn't worth consideration at this time.

Also, Non-Profit Tax exemption allowing donations of money and/or equipment would require considerable paperwork, audit of club money, etc. and not beneficial.

As a safety factor flying is not allowed when someone is on the field including maintenance. Jeff M reminded pilots to call out when you're going to land so other pilots are aware of your intentions.

Committee Reports: none. Volunteers for Field Marshals and Safety Officers will be discussed in March. Unfinished Business: Gary W reported fuel prices from Pastime Hobbies would be posted in March newsletter. Another supplier presented a price list but motion to stay with Pastime was presented by Sheila O/Dave K and passed. Updated Roster will be submitted to Ed O by February 15th for inclusion in the March newsletter.

New Business: September 19th is set for Whirly-Birds. Eagles website now has video capability. 50/50 Drawing won by Ed L. Big Boy Breakfast reminder for Feb. 4th and 18th at 9 AM. Motion to adjourn by Al F/Paul F. and passed.

Meeting adjourned approximately 7:50 PM with 18 members present.

### **Eagles on the Web**

If you have not been to the website lately, do yourself a favor and make a stop next time you are on line. Several months ago Dave Evans gave the site a total face lift. We have new pictures, and now have a video page.

Feel free to submit your pictures and videos, they are what makes a website interesting.

### **Club Events Calendar**

The Eagles club event calendar is being published in this months newsletter. In the near future, we will publish a more compressive web version, listing all confirmed local club activities on the Eagles website. I will continue to add all local R/C related activities to the monthly newsletter calendar as I hear of them.

### **Club Roster**

You will find your current club roster in this months newsletter. Please note: the "status" column is for AMA purposes. The secretary must now keep track of AMA membership status, within the Eagles club. Please let Al Harbour know as you renew your AMA membership, so he can keep the Eagles roster current.

**Ed Olszewski : Editor**  
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Smiths Creek MI 48074  
eagles1185@comcast.net

**CLUB OFFICERS**

**Pres.: Ken Smith**  
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**February 2004 ISSUE**

**Events Calendar**

**February**

27-Birchwood Dome fly 8:00-11:00 pm

**March**

2 - Club meeting-library 7:00

3 - Big boy Breakfast 9:00

12-Birchwood Dome fly 8:00-11:00 pm

17- Big Boy Breakfast 9:00

21- Livonia Rib Crackers Swap

Vince-(248)624-9442 [www.ribcrackers.org](http://www.ribcrackers.org)

26-Birchwood Dome fly 8:00-11:00 pm

28-Combat/Pylon Meeting 1:00pm

**April**

2,3,4-Weak Signals-Toledo swap

<http://www.toledoshow.com/htmlindex.html>

6-Club meeting-library 7:00

7-Big boy breakfast 9:00

9-Birchwood Dome fly 8:00-11:00 pm

17-Field clean-up 10:00

21-Big Boy Breakfast 9:00

23-Birchwood Dome fly 8:00-11:00 pm

**Eagles Combat and Pylon Meeting**

March 28,2004 at 1:00pm Meeting Place:  
Coldwell Banker Premier Properties, Inc.  
110 South 3rd Street, St. Clair, MI 48079

**Livonia Rib Crackers Swap**

Sunday, March 21 2004 09:00 AM -12:00 AM  
Livonia Senior Center, 5 Mile / Farmington Rd.  
Livonia, MI, for more information contact:  
Vince-(248)624-9442 [www.ribcrackers.org](http://www.ribcrackers.org)

**Weak Signals "The Toledo Show"**

50th AnniversaryR/C Model Show  
At the SeaGate Centre  
401 Jefferson Avenue Toledo, Ohio 43604  
April 2,3,4 2004 Fri/Sat 9am-5pm/Sun 9am-3pm  
<http://www.toledoshow.com/htmlindex.html>

**Birchwood Dome flying** is still going on every other Friday through the end of April. Flying times are from 8:00-11:00 pm. Spectators are free and welcome. Cost for pilots \$15.00 for the evening. The dome is located behind Birchwood mall - it's pretty hard to miss!