



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/>

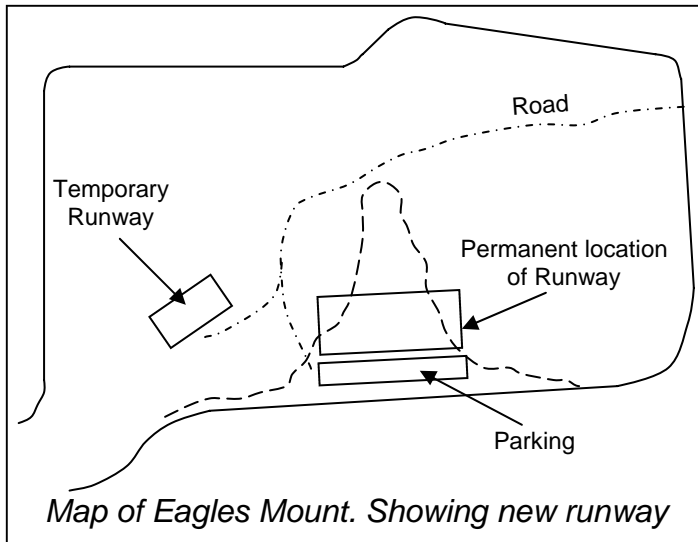


THE EAGLES' NEST AUGUST 25, 2004 ISSUE

Field Under Construction!

Ed Olszewski

Progress on the new permanent flying field at the DTE site has started! On Tuesday August 17, we got the word, GO! It was not that we were unprepared, it was just un expected. We had thought it would be a couple of more weeks, perhaps get a little more notice, and we would just have a little more time.



The capping operation is finally drawing to a close, and DTE is putting on the topsoil. The weatherman had predicted a week of rain, lousy for flying but great for germinating grass seed. DTE wanted to take advantage of this, and pushed to finish the capping operation in time for the rain. That left us with only a single day to do our thing. A day is a relative term, I got the call at 10:00 that we had only the rest of the day to do what ever we wanted. This certainly was not a lot of time.

Jack DeLisle sprung into action, and got on the phone to get a crew together to drag the area in

an effort to break up the top few inches, and even out the surface. We used an old cyclone fence Maynard donated, with several landscaping timbers laid on top, along with several rocks (boulders) for ballast. Taking turns, the crew dragged until later that evening when it started to rain. The area was then as ready as it is going to get for hydro seeding.

Kevin's laid down the prairie mix seed, as originally contracted by DET. We must now wait for it to germinate before we can do anything else, after that we can consider how much, or if we want to lay down more seed.

At the July club meeting it was agreed that we could spend \$1,100.00 to replace the prairie grass seed mix that Kevin's Landscaping was contracted to use for hydro seed, with a fescue-rye mix, more suitable for our purpose of a flying field. Unfortunately this plan was vetoed by the state DEQ in an eleventh hour meeting with DTE and Kevin's. It seems the germination time is longer for a fescue-rye mixture, and that would require a new study, and permits, in a nutshell, allot more red tape - and that was not going to happen.

A "rock party" will be the next order of business. There is allot of rocks, bricks, and assorted other debris to pick up. This will be scheduled after the new seed germinates. We will require lots of eyes, strong backs, and hands to pick up unwanted debris, bag it up and get it off the field. Once the hydro seed has taken a good hold, we can begin rolling and cutting.

Our new field is well on its way to reality. There is still a lot of work to do, and it will certainly take years to get it exactly the way we want it. When completed, it will be everything we could ask for, and certainly worth the effort!

THE CHASE IS ON

Jack DeLisle

On Saturday, July 24 Archie Kammer, Al Fournier, Bud Joachim, Dave Waldecker Jack DeLisle, John Joachim and Robert Joachim gathered at Eagle Mountain with their Quickie 500 go fast and turn left , even with plain bearing 40 engines, airplanes and by about 9:15 the pylons were set and the flyers were preparing their planes for the races.

The first casualty of the day was Al's ARF when he dead stuck onto the field and tore one of the wing mounted landing gear loose. On examination, it seems these planes were built for maybe asphalt runways or something as flat as those because there didn't seem to be enough material to hold the gear on ? I'm thinking Al's plane was a Lanier ARF so it would behoove anyone having one of those or planning to get one, because they are a nice plane, to mount your landing gear on the fuse. Especially to race at Eagle Mountain.

The race itself? It was watched by Robbie Joachim and his friend Alex and Ron Frantz and Gary Wilkerson helped run the event by being the starter and spotters.



The second casualty of the day was Dave Waldecker's plane. As you can see here, the wing was the only part of the plane to survive a midair with Robert's plane. It was a thing of beauty to watch if you weren't Dave because Rob's plane very neatly sliced Dave's tail off as both planes were rounding pylon 1 with Rob's plane continuing on and Dave's tail fluttering to the ground near the pylon and the

rest of the plane arrowing in about 50 yards from the field with the results shown in the pic. Robert? He kept flying and finished the heat in fine fashion with only a small dent in the leading edge of his wing. I don't remember which heat they were in but it did finish David for the day.

John Joachim has set-up the heats so that every pilot gets to race at least three times unless there are casualties like today so everyone at least gets to burn fuel and have a fine time.



I may have the results of the days activities a little mixed but I know that Robert won his heat against Dave so here's how they ended up: John, Robert and Bud for first ,second and third and the rest of the racers all get to come back and try the next time.

Al will have his plane ready to go and David has that wing so he'll be ready. Archie will have his engine all broken in and I'll get in some practice so I can compete. Actually, I thought that the best heat of the day and the closest finish was between me and John in one of the heats? But then again I'm probably doing some wishful thinking.

In any event, like they sometimes say, "A good time was had by all" so maybe you should start thinking PYLON !!!!! No fancy radio or engine needed, HEH !!!

Jack DeLisle

Stuff

Jack DeLisle

This is an Obituary. On Sunday, August 1, 2004 my V-Mar Stick 60 was murdered. The perpetrator was me and I plead guilty but beg the courts forgiveness as it was an act of stupidity with no intent to do any harm, only good. This is my story:

This past year I bought a nice V-Mar Super Stick 60 and a just as nice V-Mar Super Stick 40 from Richmond RC because I thought they were a great value and I still feel that way.

I assembled (they are both ARF's) both planes and test flew them and I could get the 40 size stick to stall, spin and whatever. It is powered by an RCV 58 4-C that is light weight for it's size.

The 60 sized plane I powered with a big Magnum 90 4-C and that plane would not stall and , with all the sticks in the bottom corners, would not even give a good impression of a spin. I added lead to the tail until I was getting nervous about the weight and then I decided to enlarge the elevator by gluing on some plastic extensions. Haha, now I was getting some where and the stick did do a lazy stall and almost a spin. I then decided to cut away some of the elevator so I could get more throw. The placement of the rudder had limited the throw.

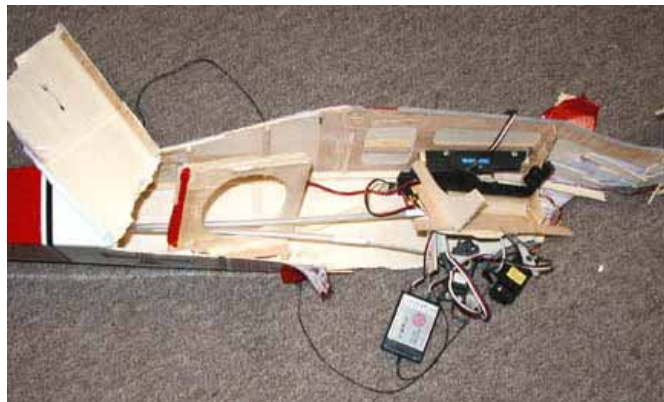
Check the close up of the elevator and the changes I made to the plane and when you do you will notice that the elevator horn has



pulled out of the elevator. The cause of the death.

The post mortem did in fact reveal the cause death but doesn't tell the whole story.

The death really started the day a big heavy Magnum 90 four cycle was installed in the nose of that plane. This caused a very nose heavy condition that required that much more weight in the tail, Added control surface area to the elevator and removing part of the elevator to get still more throw was the real cause of death.



One thing going for the four cycle engine is that the carburetor is behind and didn't get hurt in the plunge to earth. The rest of the plane was literally in little pieces except the wing was in just two pieces but still not worth saving.

The moral of this obituary ? Number one, don't overpower a plane unless you make sure the plane can handle it. Number two, don't try to make a plane do things it probably wasn't meant to do and number three. If the plane is acting funny check it over completely. On the first flight of the day I had to re-adjust the elevator trim "often" so I ranged checked and everything worked right with the engine running so I thought maybe it was just me? WRONG. If I had checked the control surfaces I would have immediately saw that the elevator horn was about to part company with the elevator.

Like Forrest Gump says, "Stupid is as stupid does." But he got away with it.

With Murphy riding shot gun with us it ain't gonna be good and we won't get away with it.

Happenings

A report on “Golden Pond”

Jack DeLisle

Saturday, August the 7th at a couple of things scheduled. One was the float fly and the other was the 4H Fair at Goodells where the Propbusters had scheduled a flight demo.

I believe that that event will be covered by others because Sheila Olszewski was aiming her camera around and taking pictures.



I start off with the same picture that was in the last piece done about float flying because Bud's plane looks exactly the same. No decals. I asked John Joachim to possibly put some decals on that plane because it

doesn't look like Bud will? The plane flies great and a little decoration would really set it off.



Just to prove that putting on at least some numbers on the wing does something for the looks we show Grant Partridge and his big Piper Cub on floats as an example.

Grant Got in one abbreviated flight with his Cub because his engine died after about 5 minutes into the flight but he got in a very nice dead stick landing and a little rowing in our retrieval boat out to the plan and back to shore saw him and the Cub safely ashore.



This picture shows Grant, Paul Fleckenstein and Bud Joachim at our “NEW” flight line. Check out the grass and pond weeds. The “grass” is mowed and the pond weeds are mostly gone and would you believe a dock built out into the pond to launch our sea planes?

And due to the efforts of Tom Nichols we now have a perfect place to fly our sea / float planes.

What can we say but : THANKS TOM.

The funny part about it was that Tom didn't come to Golden Pond because he figured everyone would be at Goodells. I looked at the schedule and figured that there was time to get in two flights at the pond and still have time to do justice to the Propbuster's and it worked out that way. In fact, I even got in a couple of flights there with one of my “ground” plane and still had plenty of time to get a free hotdog, chips and desert because it was also the Propbusters annual picnic / pot-luck. HOWABOUTHAT !

THE CHASE IS ON

Jack Delisle

On Saturday, August 14, Archie Kammer, Al Fournier, Bud Joachim, Jack DeLisle and John Joachim again gathered at Eagle Mountain with their Quickie 500's and by about 9:15 the pylons were set and the flyers were preparing their planes for the races.

The first casualty of the day was Al's ARF when he dead stuck onto the field and the plane stalled a touch too high and did a nice cart wheel. That broke the engine mount and pulled the wing mounting blocks from the fuse. The plane looks, to me, to be very repairable and should fly again.

The race itself? With the help of Maynard LaParl and Al it was great. A perfect day for pylon racing at Eagle Mountain as there was a light breeze out of the North and coming right from pylon #1 and made for some great flying.

With four racers ready to go John Joachim drew up a matrix with two racers per heat and three (or four) full heats were run in that fashion and to finish off the days racing we had a " scramble" with all four planes lined up on the start line and at the starters signal, each pilot released their plane and the race was on. It was an honors event and each pilot called out his laps. How were the planes released? I held mine back by holding the stab between my feet / ankles and " jumped" out of the way when the flag dropped.

I don't have a blow by blow account of all of the heats but I can give you the final results. John Joachim was first, Bud Joachim second and Archie Third with me following up the rear.

I will say this. On the scramble I got off to a very good start and John got off to a bad start and I felt that I might at least win the consolation prize but not to be. John recovered and caught me on about the six lap and took first in that too.

But all in all, it was a great day of racing and we didn't slow any other Eagles up from flying because Maynard was the only other Eagle there that brought a plane to fly.

Ed London and Tom Gall came in during the race but neither brought a plane. Ed said that he had stopped by the Propbusters field in Goodells and there wasn't a soul there?? Maybe the great weather compelled the flyers to do some Honey dos before the leaves start changing or something but that's not the way to go. Fly when the weather permits and do everything else when the weather won't allow flying. Like a snow storm or hurricane Charlie or something else on that order.

There are still two pylon races scheduled for this season flying and plenty of time to get into pylon racing if you are thinking about it. The Eagles only fly the standard / legal Quickie 500 plane and we only use inexpensive PLAIN BEARING engines like the OS LA 40 or the Tower Hobbies PLAIN BEARING 40. None of the Eagle racers are using a rudder so that's one less servo you have to have and any light weight 2.5 or 3 inch tires will do so you don't have to buy racing tires either.

Did I tell you why Al's plane crashed? Murphy was at it again. Al had used a pair of 4/40 threaded rods and four metal clevises to actuate his ailerons and forgot to use lock nuts on the clevises and the vibration had actually unthreaded one clevis and his aileron control was none existent for all practicable purposes



" Life isn't like a bowl of cherries or peaches...
it's more like a jar of jalapenos.
What you do today,
might burn your ass tomorrow."

Propbuster 4H Fair Demo

Ed Olszewski

August 7th, the Propbusters put on their annual 4H fair R/C model aircraft demonstration. The demonstration is part of the Propbusters commitment with the park commission to show our hobby to the general public, and show how the property is being used. Aside from all that, it is a chance to show off our stuff!



With the smell of castor oil, the roar of engines and the flash of model aircraft in the air, it did not take long to draw a crowd. A steady stream of interested onlookers flowed into the area. Most had never seen R/C aircraft before, and were quite amazed. The flight line and the sky was filled with planes and choppers. On lookers were impressed with the size and looks of the planes, and left with a new understanding of our hobby.

As always, members were more than willing to share information with interested spectators. This



is the kind of exposure gives the public a chance to see and experience model aviation. Many did not even know it existed in our community.

Redline Racing was on hand with R/C car demonstrations. Redline shares the R/C park with the Propbusters, and supports "vertically challenged" R/C equipment-oh, um, R/C Cars that is.



Exhibitions like this are good for the community and our hobby. It gives the public a chance to see something interesting, something they might not have gone out of their way to see otherwise. Most were just passing by, and attracted by the goings-on. It may be coincidence, but the Propbusters had several new training pilots within a couple of weeks following the demonstration.

Dues Are Due!

Yes, you can be the first pilot on your block to get your dues in, and you too can continue to be a member of the fastest growing R/C aviation sport around with the best R/C airplane club in the Marysville area.

Get your dues in early, avoid the rush, or maybe just do it while you remember. Didn't you almost forget last year?

Membership Re-Up dues are due between September 1st and December 31, and are good for the whole 2005 year.

There is no reason to wait until the end of the year, you know you still want to belong. Take a few minutes and get out your check book now, fill out and send the form in this newsletter to the treasurer and continue to support your favorite R/C club, the Eagles!



THE
RIVER DISTRICT R.C.
EAGLES
ACADEMY OF MODEL AERONAUTICS
CHARTERED CLUB MEMBER #1185
A GOLD LEADER CLUB



2005 EAGLES MEMBERSHIP RENEWAL FORM

Please fill out and return this form with your membership dues no later than **Dec. 31 2004**

All members including Junior members must fill and return this form to help keep our records current.

Name _____

Spouse's name _____

Address _____

City: _____ State _____ ZIP _____

Home 'phone number () _____

E- mail address _____

AMA License Number _____

STATUS (Check all that apply)

Instructor, Pilot, Fledgling, junior member

To help reduce cost and work we are asking all members:

Would you prefer to receive the monthly newsletter by

US Mail e-mail Both

You can change anytime, just e-mail the editor at eagles1185@comcast.net

In order to belong to **THE RIVER DISTRICT R.C. EAGLES INC**, you must agree to abide by the Club's Constitution, Rules and Fees. In addition, the privilege of flying solo requires that you have a valid Academy of Model Aeronautics (AMA) Card/License.

Member Signature _____

I have read and understand the Eagles Constitution and Field/Flight Rules

Yearly Membership Dues...\$30.00 Junior...No Fee

Checks can be made out to the **River District Eagles** and mailed along with this form to the Treasurer:

Mr. Dave Waldecker 5860 North River rd. East China MI 48054

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

SR Telemaster twin, Airtronics 4 ch system, tower 40s motors, ready to fly \$120.00
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
Sundancer electric boat \$ 70.00
Gary Wilkerson 810-388-1066

Keller Lark OS 108 2 stroke, 537servos 1100 mah Battery pack, switch harness \$400.00
Pylon Equipment planes engines wheels Motor mounts some ready, some kit Sell or trade. Call for details.

Stinger 40 New build yellow black ARF all ready \$150.00
Edge 540-Hangar 9 ARF 1/4 scale new \$200.00
JR Quatro 4 channel NIB \$125.00
Webra 32 NIB \$ 75.00
Josstick 60 size 108 magnum 2stk with or without radio-price w/radio \$275.00
Hanger 9 P-51 D ARF new partially assembled Call for details.
Ray Dart 326-0929

Kyusho Super Stearman ARF, Magnum 52 - 4 Stroke, Wing: 51", Futaba servos(5) \$ 300.00



Ron Powers (586) 725-7915

Grant's custom Aircraft

PBY 5-1 Catalina

106" Wing, 1/12scale, 1270 Sq In, 23 lbs 64"length .60 2-Cycle 3 surfaces & Motor Servo, Motor.90 4-Cycle, Landing Gear Valve Servo, Float Valve Servo.

Grumman G-44 Widgeon

80" Wing, 1/5 scale, 15 Sq Ft , 24 lbs, 60"length .60 2-Cycle 3 Control Surfaces & Motor Servo, Motor .90 4-Cycle Servo, Landing Gear Valve Servo, Float Valve Servo.

Republic Seabee

70"Wing, 630 Sq In, 8 lbs, 48"length, .40 2-Cycle 4 Control Surfaces

For more information, contact:

Mike at (810) 329-6406

Club Attire

Club Caps are available for purchase from the club at \$13.00 each. Each is custom embroidered for our club, and have either a black or maroon brim. For information give Mark Steenland a call. Mark always has hats at the club meetings.



Club Embroidery is available for coats and other attire By Heather Jones, Contact Carl Jones for more information.



Global Ultimate Bipe

45" wing, OSFX .061 2 stk w/Pitts muffler. Futaba Skysport Radio system, 1 year old, about 15 flights \$350.00



Maynard LaParl- Home- 810-765-3915. Cell- 586-242-1063. E-mail face810@i-is.net.

The River District Eagles Radio Control Flying club is looking for approx. 6 acres of suitable space for runway and parking adjacent to approx.40 acres over-fly area, which could be wooded or suitable for agricultural use.

Contact: Gary Wilkerson (810) 388-1066

Classified ads are free

please e-mail to eagles1185@comcast.net or send them by U.S. mail to the editor.

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

**River District R/C Eagles
General Meeting Minutes
August 3, 2004**

Meeting called to order by **Ken Smith**, President at 7 PM. Meeting opened with Pledge of Allegiance.

New Members/Guests: New member **Tim Toutant** introduced himself and gave a brief description of his experience in R/C modeling and flying, which was very extensive. Tim is also a full-scale pilot. Welcome aboard, Tim. **Joe Svetora, President, and Merle Davies, Secretary, of the Marine City R/C** introduced themselves as guests. They came as interested observers in our club as they will be losing their field at the end of this year. There were 26 members and guests present.

Financial Report: **Dave Waldecker**, treasurer, read the financial report. Motion to accept the report as read: **Tom N/Maynard L** and passed.

July Minutes: A correction was noted in the July minutes and corrected. The correction referred to . . . **Gary Wilkerson** presented Dave W. with a check for \$130.00 for sale of carport to *Propbusters*, and was corrected to read as: . . . **\$130.00 for sale of carport.** Also noted was a correction to the following sentence: **Gary presented a motion** we offer \$100 to *Propbusters* as a "Thank You" . . . and was corrected to: **Gary suggested** we offer \$100 to *Propbusters* . . . Motion to accept the corrected minutes: **Tom N/Dave K** and passed.

Executive Board Report: Discussion regarding holding the **Fun Fly** location was determined it would be held at **Goodells Park on September 25th**. **Combat** will continue to be held at DTE Field. **Jack D.** asked members present who would be available at the Fun Fly and based on that response made a motion for \$100 for prizes for Eagles participating in the Fun Fly. **Ed O.** seconded the motion and passed. **Gary W.** mentioned the **East Wings R/C** are holding their gathering on **September 18th** with a rain date of September 19th. There was a discussion regarding other clubs losing fields in our area. **Ken S.** suggested any discussions between clubs should be with Executive Board members before any determination is made. Maintenance on Field Equipment was discussed (mowers, tractors, etc.) which has been handled by members volunteering in the past. Ken requested a required maintenance list and **Archie K.** will oversee said requirements. **Gary W.** reminded members of Prop Buster's demo taking place during the Fair on **Saturday, August 7th**. Anyone able to volunteer some flying time on that date would be appreciated, and admittance for pilots is free.

Committee Reports: **Jack DeLisle** discussed the upcoming **LaMarsh Potluck Dinner** and whether the membership wanted to continue to hold it. **Marysville Park** was suggested as most likely site requiring a Marysville resident making necessary arrangements with the park. **Jack D.** made a motion the dinner should be continued at Marysville Park on **Sunday, September 12th**, motion seconded by **Ed O.** and passed. A breakdown of the financial report for the **Gathering of Eagles** was requested and **Dave W.** provided the following:

Revenues
50/50 drawing ... \$ 37.00
Donations.....\$ 17.32
Hat Sale..... \$ 13.00

Raffle.....\$ 439.00
Food Sales.....\$ 298.50
Total.....\$ 804.82
Outgoing Expenses
Cost of food.....\$ 200.00
Cost of Raffle...\$ 500.00
Profit..... \$ 104.82

Gary W. reported **East Wings** wrote an article on how impressed they were regarding food and raffle. **Ken S.** thanked all who volunteered to make the Gathering a success and the fact that the club made some money despite a difficult year in transition.

Field Committee: **Ed Olszewski** presented a map of the final layout of the DTE Field when the cap is completed. The field will run approximately East and West. Edison will prepare initial soil after which we can roll, level, etc. There are several proposals for distributing grass seed pending Edison approval: a) DTE will hydro-seed at no cost to club; b) Club can privately contract Hydro-seeding by Kevin's Lawn Service for \$1,100. c) Club can purchase our own seed and spread it before or after Edison for \$500. **Ron Frantz** stated that Kevin said Hydro-Seeded mixed seed would produce a flyable field by next spring. **Archie K.** made a motion to co approve Kevin's \$1,100 proposal, seconded by **Bud J.** and passed. **Ed O.** pointed out Edison is constructing a berm that cannot be driven over and will require members to drive farther north of present entrance road. **Jack D.** mentioned DTE Field (**Eagle Mountain**) offers great slope soaring possibilities.

Ken S. reminded members of Big Boy Breakfast on Wednesday, August 4th.

50/50 Drawing was won by **Tim Toutant:** \$14.50.

Motion to close the meeting at 7:55 PM **Dave K/Tom N.** Meeting closed.

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CLUB OFFICERS

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AUGUST 25, 2004 ISSUE

UPCOMING EVENTS

Aug.

28th – Pylon 9:00 Eagles Mount.
28th – Toys for Tots - SMAC 10:00
29th – Float fly 9:00

Sept.

1st – Big Boy Breakfast 9:00
7th – Club meeting-Library 7:00
11th – Pylon 9:00 Eagles Mount.
12th – Potluck dinner @ Marysville Park 4:00pm
12th – Whirly birds rally@Wolverines field 9:00
12th –Airport Appreciation Day 9:00-3:00
15th – Big Boy Breakfast 9:00
18th –East Wings Fun fly 10:00 (Rain day 19th)
19th –Port Huron Hobbyfest-Pine Grove Park
25th – Eagle fun fly @ Goodells 9:00 am
25th –Propbusters Charity fly @Goodells 8:00 am
26th – Combat @ Eagle mountain 9:00

Oct.

2nd – Float fly 9:30
3rd – Combat 9:30 Eagles Mount.
5th – Club meeting-library 7:00
6th – Big Boy Breakfast 9:00
9th – Pylon 9:30 Eagles Mount.
20th – Big Boy Breakfast 9:00

Eagles Fun Fly/Propbuster Can Food Drive

The last Eagles Fun Fly of the year will be held at the Propbuster field Sept.25th At 9:00 am, to add to the fun, the Propbusters will be hosting their annual charity event, with Pancake breakfast, and can food drive for the salvation army.

LaMarsh Potluck Picnic and Park fly

Our potluck picnic will be held this year at Marysville park on Sept 12th. Bring a dish to pass, the club will supply the meat and the corn (as always). What about flying entertainment? Bring your electric park flyer, I'm bringing mine!

Michigan Whirlybirds

The Michigan Whirlybirds are hosting their annual fun fly at the Fly'n Wolverines flying field on M-29 just off Palms rd. the event will be held on Sept.12th, with 'choppers taking to the air at 9:00am-there still should be plenty of time to make it to Marysville park for the potluck picnic!

Combat, and Pylon events have all been moved up to the Eagles DTE flying site.