

Eagles' Nest

RIVER DISTRICT R/C EAGLES
Remote Control Model Aviation Club
St. Clair County, Michigan

CHARTER MEMBER No. 1185 SINCE 1975
ACADEMY OF MODEL AERONAUTICS
A GOLD LEADER CLUB SINCE 1993

Visit us on the web
<http://notgrownupyet.com/eagles/>

JULY, 25 2006



Summer Photos

Tim Toutant



The Three Amigos as the on lookers discuss Jacks flying abilities. So you think you know how to fly, that's a laugh. Look Ma no thumbs.



Sam Gray at Eagle Mountain with his Electric plane and it flew very well. It was a great morning as there was very little wind and field conditions couldn't have been better. The mosquitoes were at bay for awhile but started to show up.



Sam's plane on a fly-by and is very stable. Nice job Sam.

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Continued from page 1



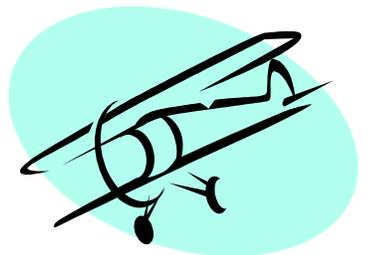
The Joachim's getting Buds grandsons plane ready for flight. The field continues to improve as this young lad did a great job flying the plane. He even had his first official dead stick landing and made a very smooth landing. The take off was very smooth also.



Bud was pointing out the finer points of flying a model plane to his grandson. It was a great day. I even had the opportunity to fly my Christen Eagle but developed engine problems early on and had a successful landing. The engine and muffler came loose to the vibrating chain-saw engine.



The Scale Fly-in at RCCD, and their was a great turn out with the Eagle fixed, but again the muffler came loose. Invested in JB Weld to fix the problem and it won't come off for sure. Here are a few more pic's from the event. There was a youth event as the kids made paper planes and chased them from the starting point to the finish line.



Pylon Plus

By Jack DeLisle

Sunday, June 25 saw another scheduled pylon race at Eagle Mountain. In no particular order, Ron Franz, Al Fournier, Archie Kammer, Dave Waldecker, Bud Joachim, John Joachim and yours truly started setting up the pylons in their new locations and the races got started around 9:30 AM.

I'm gonna start out this little tale by giving you the bad news first. Before the races started I got in a flight with my Quickie and it took off straight down the field with no swerving so I thought that everything was hunky dorie ? Wrong. In the first heat of the day three of us took off together at the drop of the flag and my plane went violently left and crashed into Al Fournier's brand new racer and took out a chunk of wing and broke the tail feathers off. That ended the day for Al.. Mine? A small piece out of the fuse ahead of the wing and still able to race.

The second piece of bad news was the fact that Archie couldn't get his engine to run and decided in the end that the engine had seen better days so we were down to five planes to test the new race course.

Other than the crash, I'm not going to give you a blow by blow account. Jim Laubenthal did serve as our race starter and is getting to be an old hand at that.

The new layout has pylon #1 at the west side of our new field and pylons #2 and #3 at the East side and all the racers are of the opinion that it is the best course the Eagles have ever had, including Davis road.

The results of this race ? John Joachim first, Bud Joachim Second and Dave Waldecker Third. I think? Ron and I finished up as Tail End Charlie's but I'm sure Ron had as much fun as I. The problem with Ron is that he is new to the game and will get better and that will leave me all alone to bring up the rear?

Did I mention Jim Laubenthal???



After the pylon races were over all the guys gathered under the shelter out of the sun and Dave Waldecker presented Jim with a Certificate of Achievement attesting to Jim's attaining his wings. Dave went on to say that Jim will no doubt become one of the Eagles better pilots from the showing he had on earning his wings. Of course, all those present clapped their hands and moved up to shake the hand that shook the hand



A few days later was my Green with envy day. First, Dave Waldecker came up to Eagle mountain with his big U-Can-Do and put on a display of flying to show what that plane Can-Do. How about lazy Lomchavocs ?

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Pylon Plus

By Jack DeLisle



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Next on the envy list is Pete Carchio's big, beautiful WWII basic trainer Stearman. I think it was numbered PT-17 and if I'm wrong I bet a bunch of Eagles know the correct naming and will set me straight on that.

Pete said that the plane was originally done up in the navies aluminum "scheme" and he liked the army colors so much better that is what he ended up with. Pictures hardly do Pete's plane justice so you will have to come up to Eagle Mountain and hope that Pete is there and has the Stearman? Maybe you should call him at 313-886-8485 and set up a date when the weather looks promising? It's worth it.

Pete doesn't have any "Hanger Queens" and the flight he put on the Stearman was it's maiden voyage and it flew great. Actually did some loops and rolls on that flight too. HOWABOUTHAT

Envy time is over so lets talk about the crowd that showed up to fly that day. Starting at the East end of the flight line was our newest pilot, Jim Laubenthal and, going down the line, was Bill Welser and Archie Kammer. Both were flying their 40 size Piper

Cubs. Gary Wilkerson also had a Cub but his is the "sixty" size and done up with the Hazel Sig blue and White color scheme. I was next with my Whimpy II then came Dave Waldecker and his big U-Can-Do, Gordie McCardy and his Four star 40, Bud Joachim and his 1/4 scale acrobatic plane (Extra 300? Edge ?, Giles ?) and Ron Frantz coming later and bringing the clubs blade for the tractor.

Sam Grey also brought his Hobbico Superstar EP® electric trainer type plane with the hopes of getting airborne before the breezes started to breeze but we didn't get that done? The plane came with a big brushed engine, controller, battery pacs and looked ready to fly but lacked enough get up and go? We tried ROG and that didn't work so Sam hand launched and that proved futile too. That plane should fly and we are thinking it was under propped so , with Ed Olszewski help, we are going to get that plane in the air and flying soon.

I would digress here and make some observations. Ron Franz told me that the DTE plant manager has informed us that they have received a third complaint about noise from our aircraft and it is up to us to handle the problem and if more problems occur he will have to shut us down. The complaint about the noise occurred in the afternoon but that is of little consequence because it could have happened at anytime during flying hours.

If we truly want to keep flying at Eagle Mountain we should seriously consider installing the Academy of Model Aeronautics recommended noise reduction rules and enforcing them. I know that making this a rule creates some challenges but that has to be better then losing Eagle Mountain.

Jack DeLisle

REBIRTH OF A SEAMASTER

By: Dave Waldecker & Bill Welser

This story starts back in the fall of 2005. Bill W. and Gordie M. decided to get one last float fly in on the North Channel off Bill's barge. Everything went well until Bill started his landing pattern. You see, one of the obstacles of flying on the Channel is the boat traffic that constantly passes from East to West with the subsequent wakes to deal with. Well, Bill was on final approach and a boat was fast approaching the area and Gordie said "you better go around one more time"! Being that Bill's knees were already banging together like cymbals he got even more nervous. All Bill could think of was getting his aircraft back down on the water so he started to go around for another approach to the landing area, he got somewhat disoriented with the plane and made a quick decision to just dump the aircraft in his Travel Lift (boat hoist). The spectators all scattered but the plane stayed in the hoist and against the seawall. The picture clearly shows the results of the landing, using the term "landing" rather loosely.



Bill worked at rebuilding the wing during the winter (which took many weeks). He found someone to laser cut a set of ribs and used a cardboard rocket tube as a replacement leading edge for the damaged panel to match the opposite wing.

After stripping all the covering off the wing and fuselage, the task of remounting the tail feathers and alignment was next. Bill has a unique method of using kite string placed at points along the wing and stabilizer for checking the relationship or incidence between the two, along with measurements from wing tip to stab. for lateral

alignment. Having witnessed this process I must admit it works very well!

Recovering the ship was relatively painless until trying to cover the wing with the new generation Grey Monokote. A somewhat different shrink pattern was noted during the process and some wrinkles just refused to "pull out"! A trip to Anchor Bay Hobby and a call to the "Top Flite" plant confirmed that, yes, the formula for our favorite covering has been changed because of EPA requirements. Is there nothing out of the reach of "UNCLE SAM" anymore??? The answer to that question as you all know by now is a resounding NOOO!!!!



The first trim flight on the Seamaster was made at Eagle mountain with wheels. Then sea trialed on 07/07/06 at an impromptu float fly on the North Channel. Once again the Seamaster took to the air and performed just as dependably as always.

Bill promised he'd not dump the bird into his boat hoist again!!!

Once again the: "Landings are Mandatory Rule" proved true and when trying to circumvent the rule it results in weeks/months of reconstructive surgery. In this case however, alls well that ends well and the Seamaster still rules the sky..



Hints, Kinks and etc.

Jack Delisle

Lets start out with a couple of " Why didn't I think of that" hints. I saw these in magazine articles and you may have caught them too but J.I.C. (Just in Case) you didn't.

Number One was a statement by a guy who worked for IBM for many years and they used Petroleum jelly (Vaseline®) on jacks and plugs as it proved to be as good if not better then products made for that purpose. I put some Vaseline® on the contacts of the Deans® Ultra plugs and I no longer have to fight to get them together or apart and the lubrication stops the wear on the gold coating on the connectors too.

Number two is to put masking tape on the working surface of engine mounts for easy marking. This would be especially good on those black engine mounts. I can see mounting the mounts on the firewall, getting your engine in the right position, pencil marking the engine mounts and all of the holes you can "reach" and just measuring for the "unreachable" hole / holes. I have a hunch that leaving the masking tape on after the measurements and drilling out the holes would be easier and maybe help stop the drill point from creeping if you use a hand held drill motor?

The third hint is for those of us that have PC's so for those that don't maybe this will get you into computers? Check out: www.rchotdeals.com for some unbelievable low prices. I haven't actually bought anything from there so I won't vouch for anything except the low prices.

We are switching over to the etc. part of this piece and I'll start out by telling you that Sam Grey's Hobbico e-flight plane flies. When Sam originally brought the plane out to Eagle Mountain it wouldn't even move in the short grass under full throttle and when Sam

hand launched it, again under full throttle, it quit flying as soon as the impetus of his toss ended.

This plane has a BIG brushed engine and a BIG seven cell NiCad battery pac in a 48 in span Piper Cub® type plane and I was thinking the wing loading was to high and I also didn't think it was propped right but Sam assured me that the plane came from Hobbico® as is and they said it flew as it was configured?

To test the wrong prop theory I ended up making a prop saver adaptor using Ed Ol-



szewski's idea of using a wheel collar drilled out and tapped to accept a couple of 4/40 machine screws and rubber banded an Orange colored 10-8 prop , the same kind used on the

Outrage and Furious foamy bipes, on the big brush motor and it seemed to have a bunch more pull then the original prop?

I called Sam and set up a date and we got together a few days later at Eagle mountain and we set the plane on the ground aimed into the wind and when I throttled up the plane moved along the ground pretty good so I kept on going and the plane went airborne. A few trips around the cabbage patch and some adjusting on the trims and the plane was hands off and flying fine. Just to make sure we got another flight in on the plane and it flew fine again so I told Sam he finally had a winner. I think that plane will also fly BETTER in a nice breeze because of the weight?

HOWABOUTHAT!



River District R/C Eagles

Saint Clair, MI

EAGLES POT LUCK PICNIC

SUNDAY - AUGUST 20, 2006

ON EAGLE MOUNTAIN

TIME - 4:00 PM

BRING A DISH TO PASS AND YOUR
BEVERAGE - NO ALCOHOL

CHICKEN AND CORN FURNISHED BY
EAGLES

WE NEED A COUNT OF PEOPLE COM-
ING, PLEASE LET THE BOARD KNOW
OR E-MAIL BILL AT
riverview@aiis.net

Classifieds

Wanted: (free) Worn out - two cycle model airplane engine: I plan on slotting and milling it to expose the inner workings of aircraft engines for club demonstration purposes, and display at events.

Ed (810)367-6367

Aspire Hangar 9, 2 Meter electric sail plane. Excellent condition-ready to fly. Hitec Focus 3 radio (3channel), battery, charger. \$180.00

Ed 810-367-6367

Wanted: .19 and/or .23 Torpedo (Green Head) and .29 McCoy (Red Head) for "old Timers" events
Don Pearson 364-9258

Minnesota glove, as-new \$20
John Hickman, 987-5752 or jdhickman@advnet.net

Stinger 40 by Lanier from kit w/s48" Magum 46xl
Built By: Tom Nichols Ray Dart, Eng. Inst.& Rig. By Ray Dart, NEVER FLOWN. LOOKING FOR GAS BOAT
Bill Welser 810-794-9776

Miniature Aircraft X-Cell 60 R/C Helicopter.

Never flown, needs rotor and electronics \$600.00
Don Copper 810-765-8504



Cap 232 Yellow aircraft 60/90 NIB ARF \$150.00

Edge 540-Hangar 9 ARF 1/4 scale new \$200.00

Edge 540-Phase3 W/Brushless motor NIB \$ 45.00

JR Quatro 4 channel NIB \$125.00

Various transmitters Call

120 Stinger airframe \$ 75.00

Sky Vista low wing trainer airframe \$ 35.00

Futaba, HiTec, JR Wall chargers each \$ 5.00

Tower 40 2 stroke engine \$40.00

Enya 46 4 stroke engine \$ 65.00

1/8 scale Mirage buggie Thunder Tiger with Radio -New Call

TD3D Electric mini-built up ARF- With Electronics and Brushless motor Call

Pylon Props D1 and D2 APC Call
Various wood props, various wheels

Ray Dart 326-0929

Classified ads are free

Spring is coming, clean out the attic, and pass the old trainer on to a new member, and buy something else! Don't use your simulator? Sell it to someone who will. 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.

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

For your Pre-Mix 2-Cyle Oils and all **AMSOIL** Products, Contact:



Archie Kammer, your Independent **AMSOIL** Dealer.
810-329-3276 cell 810-300-2214
e-mail kammercva@earthlink.net

R/C Estate Sale

Kits, ARFs, Ready to fly, Partial builds, Re-builds, Engines-gas and glo, Mounts, Wheels, Gear, Props, Electronics, Transmitters, Receivers, Servos, way to much to list!

Bob Samuelson 810-679-3962

Avistar trainer some dings and patches but still looks and flies great. \$75.00

Thunder Tiger Piper Cub ARF 81" wing. Flown 3 times. A hard landing took out the landing gear but has been repaired. Just add your equipment and your ready to fly. \$140.00

Viper U2 combat planes. 2 complete planes, \$30.00 each

Tim Sonnenfeld 810-765-3608

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. See Bud Joachim. (810) 329-3810



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



River District R/C Eagles
MEETING MINUTES

JULY 6, 2006

Officers in attendance: President: Tim Toutant,
Vice President: Gary Wilkerson, Treasurer: Sam
Grey, Secretary: Bill Welser

.Member in attendance: 11

Meeting called to order at 7:00pm with the Pledge
of Allegiance.

Motion to **approve May minutes** made by Archie K.
and seconded by Dave W. – motion passed. Motion
to **approve the Treasurer’s report** made by Al H.
and seconded by Bud J.– motion approved.

NEW BUSINESS: A discussion on having DTE main
gate to keep a log of our coming and going to the
field-have Ron F. ask security if they will keep the log

Pot luck picnic on the hill Aug 20 club to furnish
chicken and corn we will need a count of the people
coming Bill to make up a flyer for the newsletter

Bud J. has the Banquet set up for this fall at The
Voyageur Restaurant for 50 people

Ron F. has a scoop for the tractor to move dirt. The
contractor is to point out what pile we can use - a
work party will be called to fill in holes on the field.

Bill reported on a DVD for DX6 Park Flyers New
Technology also raffle tickets for U.S. team

Fertilizing of the field before winter Archie will
check with MSU for the time and what to use. Gary
to get prices.

We discussed inviting the neighbors to the picnic,
will talk about it at Aug. meeting.

50/50 -Bill W. \$6.00

Moved by Bud seconded by Maynard to **adjourn**
passed 7:44

Letter from the President,

Tim Toutant

We have a club that will go somewhere and it
will just take time. We have a vision of a future
great flying sight that we will be able to accommo-
date all types of flying activity. We have a lot to
discuss at the next meeting with regard to the Pot
Luck picnic and banquet. It will be brought up that
we include the neighbors to our picnic or Edison
management. This will give these people an op-
portunity to see us in action. Also the money that
will be allocated for the picnic and banquet will be
discussed. It will be close or slightly less than last
years amount. For field improvements it was
talked about putting down more fertilizer/seed dur-
ing late September early October. This will pro-
mote grass growth during the rainy season as this
year it appears to have been done to late. Since I
was laid off the week of the 4th I had more time to
go to the mountain and fly. Hopefully I'll be able to
participate more in upcoming events and lend a
helping hand.

The Pres

Tim Toutant

EDITOR

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CLUB OFFICERS

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Treas.: Sam Grey
Sec.: Bill Welser
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ARTICLES / PHOTOS

Jack DeLisle
 Ed Olszewski
 Sam Grey
 Bill Welser
 Dave Waldecker
 Tim Toutant
 Sheila Olszewski
 Maynard LaParl



RIVER DISTRICT R/C EAGLES **EAGLES' NEST**

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JULY, 25 2006 ISSUE

UPCOMING EVENTS

July

29th-AMA District VII Fly-IN 10:00 AM
 30th-AMA District VII Fly-IN 10:00 AM

August

1st- Club meeting 7:00 PM
 2nd- Club breakfast 9:00 AM
 5th-Combat @Propbusters 9:00 AM
 5th-Propbusters 4H demo 9:00 AM
 6th- Float fly 9:00 AM
 12th- Pylon 9:00 AM
 16th- Club breakfast 9:00 AM
 20th- Potluck Picnic 4:00 PM
 26th- Float fly 9:00 AM
 26th-SMAC TFT 9:00 AM

September

5th- Club meeting 7:00 PM
 6th- Club breakfast 9:00 AM
 9th- Pylon 9:00 AM
 9th-Propbusters charity FF
 10th- Combat 9:00 AM
 16th- Fun fly 9:00 AM
 16 th-East Wings Fly (17th rain) 9:00 AM
 17th-Whirlybirds@Goodells
 20th- Club breakfast 9:00 AM

Eagles Pot-luck Picnic

The Eagles Potluck picnic will be held at the DTE flying field this year. The date is August 20th, starting at 4:00pm, bring a dish to pass, something to drink, a table-if you have one, plates to eat on and your appetite. Don't forget, since it is at the field bring a plane to fly. In case of bad weather we will move to East China Park (on the corner of M-29 and Recor rd). RSVP to Bill Welser by e-mail, snail-mail, or just let him know when you see him so he can get a count for chicken and corn.

AMA District VII Fly-IN July 29th&30th

Sponsored and Sanctioned by the AMA Hosted by The Radio Control Club of Detroit Open Flying 10 till 5 each day. All Size & Type Aircraft Invited! Airplanes-Helicopters-Control Line, Food, Vendors, Raffles, Prizes, Rest Facilities Limited Camping, Ample Parking, 1200 x 500 ft. Grass Runway For more Information go to: www.rccd.org or: Don Veres (586)725-4322 / Mike Pavlock (586) 716-1854

SMAC Toys for Tots

Sanilac Model Aviation Club will be hosting their annual Toys for Tots Fly event At Arnold Airport in Crosswell. Bring a plane. Bring a toy, Bring yourself and a friend and help support a good cause.

R/C Aviation Demonstration

There will be a R/C flight demonstration for the 4-H fair August 5th at the Propbuster field in Goodells at 9:00 AM. Bring a plane to fly and show off, and help bring R/C aviation to a new group. There will be a Pot luck Lunch afterwards at the field, so bring a dish to pass. Let the people at the gate know you are going to the R/C flying field for the event. You must pay only if you are staying for the rest of the fair.