

# Radio Control Club of Detroit



The wind is our friend

Gravity wins!

Volume 53: Issue 1

Newsletter Date March, 2006

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## Featured Shop

### Dave Turner's Model Shop

Wow, there is nothing ordinary about Dave Turner and his model airplane hobby and model shop. As you can see, Dave is definitely into the bigger models and he is a true Master Builder. Pretty much half of his entire basement is dedicated to building and storing his models. Dave is obsessed with design and building and has taught himself how to



use his 3-D, CAD system (Computer Aided Design). Problem solving is what drives him and the Baron was another of those challenges.

Currently, he and Dave Pinegar are building matching twin-engine, Beech Barons. Turner started out with a single-engine Beech Kit and scanned all the pieces into the computer and built the model "in the computer". He then stretched it and reconfigured that model into a twin engine airframe (twin Bonanza). Once the basic design was in the computer, Dave was able to compare his design to the actual full scale plane and tweak



his drawings to match. All the flying & control components were designed into the Baron and surfaced in the computer. This "surfacing" of the model's wire-frame structure enabled Dave to check the fairness of the design. A quick trip to Kinko's and the plans were printed & ready for cutting.

(Continued on Page 3)

## The Presidential Podium



Greetings to all,

The flying season is upon us. It's time to finish up all those winter projects, get radio equipment into them and tune up the motors and charge up all the batteries. The official field opening and clean up is fast approaching and the weather is clearing. This Winter was very cooperative for flying and the shelter was well used by those who were brave enough to weather the elements.

Ernie is in his 8th year as President of RCCD and it was time to make him a little more comfortable. So as to be seen and to see, Ernie sits on the top of a chair, which we all know is tough on the back side. Well, Darrell Rohrbeck decided it was time to make life a little easier on Ernie and came up with a "purpose designed Perch" for the President. This fits right over the top of the chair with a cushioned seat for Ernie. Guess this will keep him happy as President for another 8 years or more. Don't tell him we made it a permanent position.

Lou Tisch.....stand-in-writer for the President



## The Editor's "Edge of Reality"

Most pictures in the "pdf" formatted Newsletter are at a resolution high enough that they can be enlarged for viewing. In the "pdf" toolbar, merely click on sizing and enlarge to whatever size you'd like for viewing. Pictures in the newsletter can be emailed to you upon request. The Newsletters are now on the website as a downloadable pdf.

If you would like to receive the Newsletter via Postal Service only, please give me a "heads up" & I will put you on the "USPS only" list. You may also pick up the newsletter in person at a meeting or at the field....look me up. Emailing will save the club some funds throughout the year and allow us to better serve the club's needs. Be sure to check the website and update your email address so you will be able to receive the newsletter.

If you have something to contribute, please give me a holler: [duckguylsb@juno.com](mailto:duckguylsb@juno.com) or (586) 790-2678. Thanks much, Lou Tisch



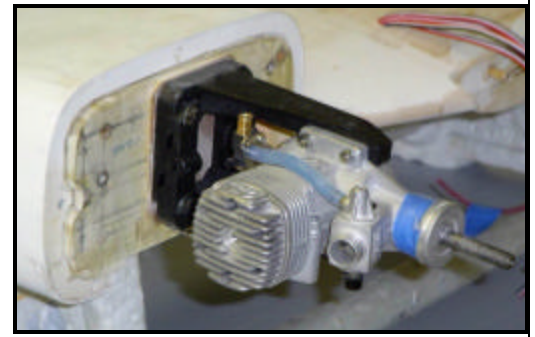
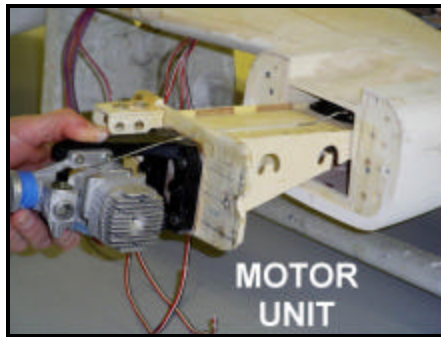
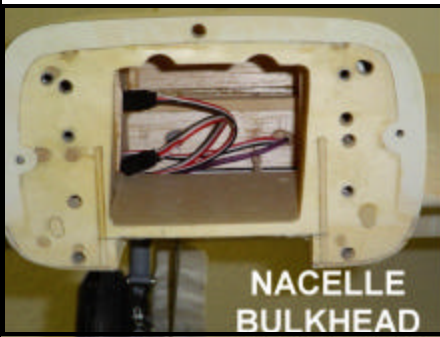
## Announcements

1. There are dozens of videos that are still outstanding, some for years. If you have any club videos that have been checked out for some time.....please take the time to return them so others may enjoy them also.
2. If you have any "hints & kinks", please submit them to Ken Sulkowski for publication on the website.
3. Take a look at the Classified Section and see what you can't live without.
4. Regular RCCD Club meetings are on the 1st & 3rd Tuesday of each month at Rosso Hall....unless otherwise noted. Here's one of those notifications: the May 2, 2006 meeting is canceled due to an election.
5. When using LiPo batteries, be sure to follow the safety precautions. This will help prevent accidents at the field and home. The rule at the field is that there is no charging of LiPo batteries in the impound or shelter areas unless the battery is in an approved, fireproof container. All batteries are to be removed from the airplane prior to charging. Any batteries being charged outside of approved containers MUST be out & away from people and the impound and shelter areas.

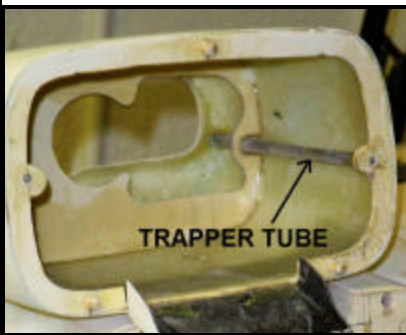
Thanks all, Lou Tisch

## Dave Turner's Model Shop

Both Beech Barons will be powered with OS Max .91FX motors and Futaba Radio Equipment. Dave has unitized the motor assemblies for easy removal, repair and installation. The nacelle is configured with the electrical connectors while the motor, servo, throttle linkage & tank are contained in a "stand alone" unit. Electrical connections are easily made, the unit slid into the nacelle and bolted into place.



Dave likes a clean cowl installation. He builds a mold for the cowling and fabricates his cowls out of epoxy & glass cloth. The key is a tube he installs in the cowl framing that will "trap" a bolt. This tube is "stepped" so the bolt is easily loosened without falling out. The cowling is then screwed into place with these two "trapped" bolts. Very simple and clever.

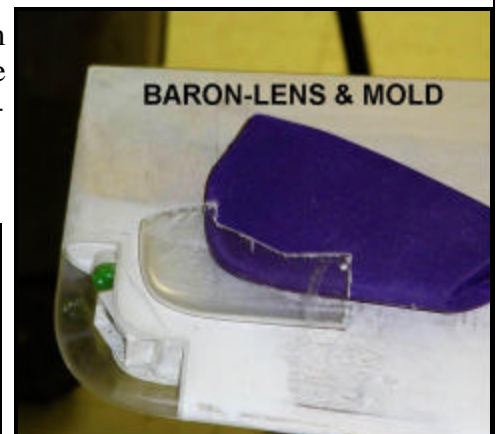


Dave needed a wing tip lighting system & lens for his Beech Baron and none is readily available as you might expect. This led to another mold making venture. Once the mold was built, Dave heated some acetate plastic and pulled it over the mold to shape the lens. This was then easily installed and ready to rock.



The retract gear, doors and sequencing system has been installed. Dave was going to be epoxy-glassing his airframe later on the day I was there. His expected solo date is May 1, 2006 as both Daves prepare for the Summer flying season.

As you can see, Dave is an intrepid scratch builder and truly enjoys the "journey" and the "process" to this hobby. He built a Ziroli Bearcat, complete with all the bells and whistles. This plane was entered in the Toledo Show several years ago and is a great looking airplane, though a bit heavy by Dave's own admission. Dave's desire for a couple more Bearcats led him to make a set of molds from this model. There are a couple of these Bearcats around the shop, including the outstanding Gulfhawk model shown below.



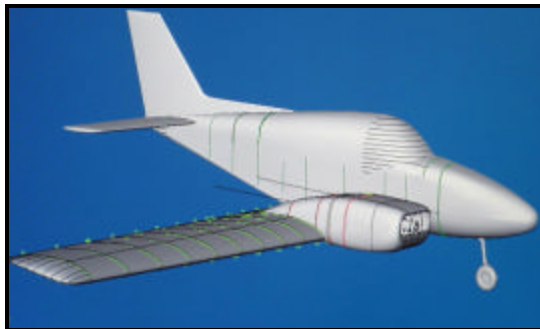
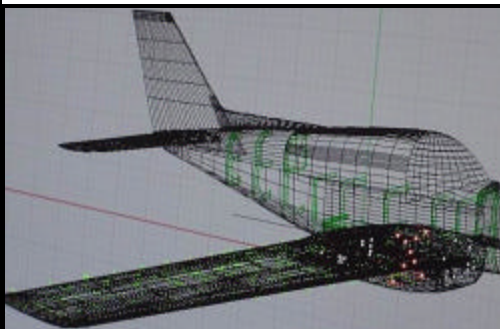
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## Dave Turner's Model Shop



While Dave was working overseas, he made his obligatory stops at a hobby shop on a regular basis. There was a great kit for a metal frame plane that he had to have. All the aluminum parts were well fabricated and went together easily with aluminum-filled epoxy and fasteners. The airframe for this model is so unique that Dave figures he'll never truly finish it.....merely do a zinc chromate coating on it and leave the model for display.

A quick look around Dave's Shop tells you about his organization and attention to detail, from his organized tool cabinets to the wing and fuselage racks. Everything in his shop is on wheels to bring everything to the work area when needed and facilitate cleaning which is obviously necessary when you see all the work that Dave turns out.



....A quick look at the work Dave did with the CAD program. After tweaking the wire frame to match the full scale plane, it was surfaced to give an idea of how the completed plane would look and allow for proofing of the contours.



Dave likes to see a clean job on his scale ships. All his switches and connections are hidden behind clever, hinged, spring-loaded doors. This keeps the scale presentation clean and impressive.

There is so much depth to Dave & his hobby that there's just not enough space to catch it all in one presentation. You'll find a couple other ideas in various places in this newsletter as well as subsequent issues. We haven't even begun to look into his mold making creativity and capabilities. Dave is a real problem solver and innovator with a wealth of information and ideas. We'll be seeing a lot more of Dave in the future. Thanks much for your time and patience.

Lou Tisch



## **Four Friends Fly in Frigid February**

Dave "Double D" Durocher, Larry "The Lawn Guy" Chaltron, Dave "Shut Up and Fly" Novelty, and Noel "High Voltage" Hunt.....And they've come up with the.....

### **TOP TEN REASONS TO FLY IN THE WINTER:**

26. You may actually need that 4X4 you drive - to get to and from the impound shelter.

25. Close-up parking is always available.

24. "The grass has not been cut" is not an issue.

23. "The grass is being cut" is not an issue.

22. You don't damage any wheel pants.

21. No heat exhaustion, or sunburned limbs .

20. No mosquitoes, or ticks.

19. You can hog a starting table. (Well some guys hog a starting table in summer, but in winter you are not a jerk for doing it, because there are more tables than pilots.)

18. No waiting for a frequency pin (heck! there are usually only two pilots, so no pins.)

17. You don't have to fly in an oval pattern, as a mid-air collision is almost impossible.

16. You do not need a flight timer. You get too cold before the plane runs out of fuel.

15. If the other pilot (remember there are only two of you) claims he had a smooth landing, you can count with him the bounce tracks in the snow.

14. Your landing accuracy improves - because you do not want to hit a snowmobile track on the 2nd bounce.

13. You never have to wait for a seat at the picnic tables.

12. The stories you hear at the field never happened prior to you being born.

11. You don't feel a prop-hit. You don't feel anything when your fingers are frozen.

10. You never need to think up a quick excuse as to why you crashed. But "frozen fingers" is a good stand-by.

9. It's easier to see your plane in the woods (Russell, Jack, Willie, the combat guys, and many others!)

8. Dick Cheney hunts in Texas at this time of year.

7. You get to fly that favorite old beat-up plane hanging in your basement, that you are too embarrassed to bring out in summer.

6. You learn better preparation. You can't rely on that one other pilot to have the part, or tool you need but forgot to bring.

5. Beats staying at home with the wife. (or staying at home to beat the wife?! Or is it staying at home to get a verbal beating by the wife?!)

4. You get to make yellow snow that you probably haven't done since you were a kid!

3. You're one of the few at the Tuesday night meeting, who remembers why we belong to an R/C club.

2. You don't count the days until Field Opening Day - who cares?! Just like you don't count the items in your top ten list - who cares?!

1. And the number one reason to fly in winter: You will not have to contend with the crowded flying field this summer. You will be at home building new planes to replace the ones you crashed this winter. (You didn't think you could fly that beat-up old plane all winter did you?!)

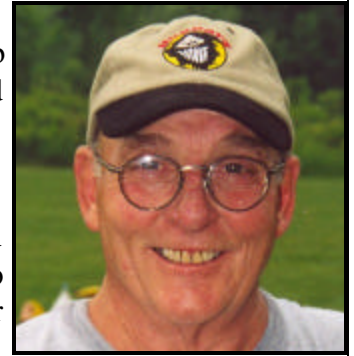


By Noel Hunt

## Round & Round

It's been a busy winter here at RCCD. Since New Years Day there have been club members flying at our field on any day that presented decent weather. It was cold mind you, but the guys bundled up and did a lot of flying.

We've been attracting a larger crowd at the control line circle this year. One Sunday, toward the end of March, we had 6 pilots at a flying session. That's a good growth rate for the circle and for the club. We have three guys that are RCCD club members who fly control line exclusively, and a few others that mix R/C into their bag of tricks.



### SMOOTHIE IN FLIGHT



Paul Smith is our newest C/L club member. Paul has been modeling for most of his life and is a former Air Force pilot and an accomplished modeler. Paul is an avid stunt competitor and has organized a monthly contest in Flint that is going into its second year. I'm sure that Paul's charismatic charm will draw additional flyers to our club. Welcome aboard Paul.

I think I'd like to see a control line contest team developed here at RCCD. The team could be called "The RCCD Orbiteers". The Orbiteers were one of the early clubs in the Metro Area. We could swoop down on contests, throughout the land, in our RCCD club wear, claim half of the trophies and return as heroes. Ahhhhh.....sounds good doesn't it?

Ken Roberts has been a club member for two years. This year he says that he will be more active at the circle. He has a couple new models that should be ready to fly soon. Jan Haluszko is coming along in stunt. He's been working on inside loops and lazy eights. At our last flying session Jan started doing outside loops and consecutive insides. He'll soon be out defending the clubs honor at local contests. Dave Keats is putting on his annual control line FLY IN on June 17<sup>th</sup> at the RCCD flying field. And, of course, there is the Greater Detroit Stunt Contest coming up out there on June 3<sup>rd</sup>.

Hunters have been using our Control Line circle as a shooting gallery. There are lots of busted clays and shell hulls on the field. The field itself needs some refinement, so, on opening day, I am organizing a group of C/L guys to come out and help clean up the circle. In addition, Jan and I are going to install a concrete plug in the middle of the circle for the pilot to stand on while flying. There is a plastic thing out there now that is a slippery and is a tripping hazard. We're going to try to keep the circle and pit area well defined. I am working on getting a large bulletin board that we will put up at the circle. On it we will display AMA and club rules. Members can use it to post contests, things for sale and announcements.

(continued on page 7)



## Round & Round (cont.)

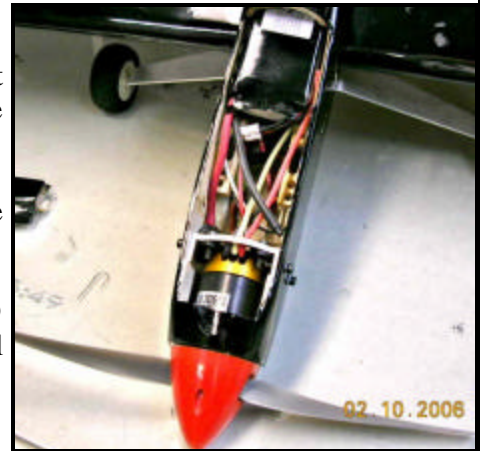


Did you know that electric models are gaining a lot of popularity lately? Several club members are currently flying electric planes that perform as well as their glow powered relatives. There are lots of choices at the local hobby shops for electric RTF planes. This year, don't be surprised to see them at ball fields everywhere. The electrics are very clean and quiet, advantages that cannot be ignored. I recently built a control line electric model. It is an ARF Smoothie from Brodak and is a .35-.40 size plane. The electric system works great and the plane flies exactly the same as if it were powered by a glow engine. Scott Pavlock and Noel Hunt (RCCD club members) gave me plenty of

help and I'm sure that if you're thinking of trying an electric plane they'll be able to help you too. The RCCD is hosting it's first annual Electric Fly In. The date is set for May 28<sup>th</sup> and admission is free. The event is scheduled to run from 10 a.m. to 4 p.m. I bet it's going to attract a lot more pilots than anyone imagined. Both Radio Control and Control Line electric planes are welcome.

One of the concerns I hear about is LiPo batteries. They seem to have a bad reputation as far as venting and catching fire. I'm using LiPo bats myself, but haven't really got enough experience with them to know how dangerous they are or are not. I've probably charged them a dozen times now and have a simple routine. I wait about fifteen minutes or so to charge them after a flight. I charge them on the right charger and let them sit a while after charging. I do not charge them in the house.

As I said in the beginning of this column we've been busy flying here at RCCD since New Years and, now that we're into the flying season, I'm sure that we will all be seeing a lot of each other at the club flying site. Please, remember to be safe and pick up all the pieces.



Let's have a great season and remember--LIFE IS TOO SHORT TO BUILD UGLY AIRPLANES.

Frank Carlisle

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## Computer Radios and Safety

Computer radios provide the convenience of having the settings for each of your aircraft in memory. Things like trim settings and servo direction do not need to be set each time you change aircraft. However it is important to have the correct aircraft selected before you fly, and probably 99% of the time you remember to check. On that 1% occasion however, perhaps you get the plane to the runway and while taxiing out, you notice that the rudder goes left when you give it right stick. However detection occurs, you are lucky enough to recognize that you have the wrong plane selected, before takeoff.

**STOP!** Kill the engine if it's gas or glow; unplug the battery if it's an electric plane. Even if it is still on the starting table, or restrained on the ground – disable the engine/motor.

Then and only then, change the aircraft selection on the transmitter. Why not go into program mode with the engine running, or the motor active?

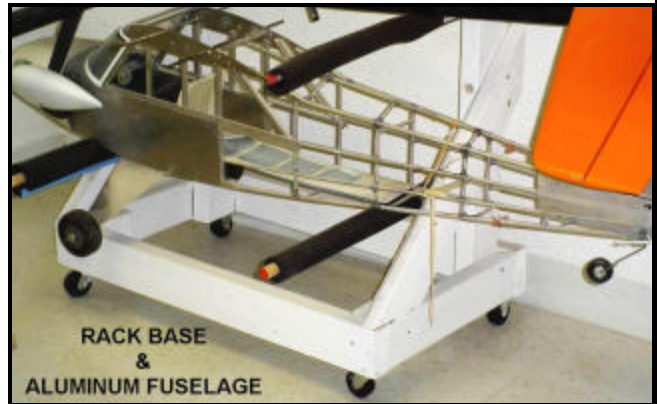
As you scroll through the models, any of them may have the throttle function reversed compared to the currently selected model. In that case the engine/motor will instantly go from idle/off to full throttle. This can occur even on electric set-ups where the ESC must see a low-throttle stick before it supplies current to the motor. The wrong model that is selected and the correct model may have the same "servo reversing" setting, but as you scroll from the current, wrong plane to the correct one, you may scroll through a model with the opposite setting. Sudden full-throttle is the result! That may only give you a fright. But it can lead to chopped fingers, or prematurely airborne and probably uncontrolled flight, with aircraft damage and/or possibly more severe personal injury.

Next time you see me at the field, ask me how I know this! And that's just one more reason I ALWAYS check my aircraft's control throws before EVERY flight. How about you?

Noel Hunt

## Shop Features-Dave's Storage

Storage is probably the thing we struggle with the most in our model shops. There's just never enough room to put all the things we have or the things we want. Dave Turner has solved much of that problem with "purpose designed racks". These racks are strong, portable and adjustable.



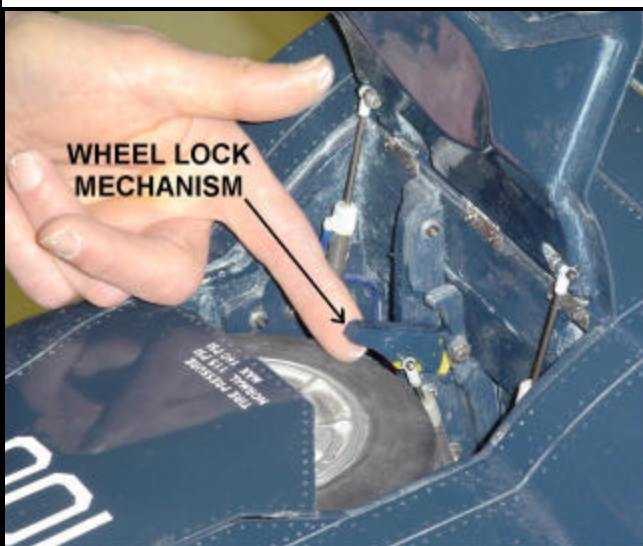
Dave built these roll-around racks with 2 x 4's, dowel rods, pipe wrap and casters. A sturdy frame was built with holes at evenly spaced intervals to accept dowel rods as the need arises for different configurations. The foam pipe wrap easily protects the model surfaces and provides for safe and easy storage. Great idea Dave.

Lou Tisch



## Custom Retracts

Revisiting Dave Turner's Ziroli Bearcat, there was a problem with the retracting mechanism. The gear doors sequenced properly, the retracts worked nicely and everything seated properly when retracted. The effects of gravity on heavy gear and tires could not be ignored. When retracted, the gear had a tendency to droop. When entering competition, this is unacceptable. Dave put his mind to the task and came up with a simple solution.



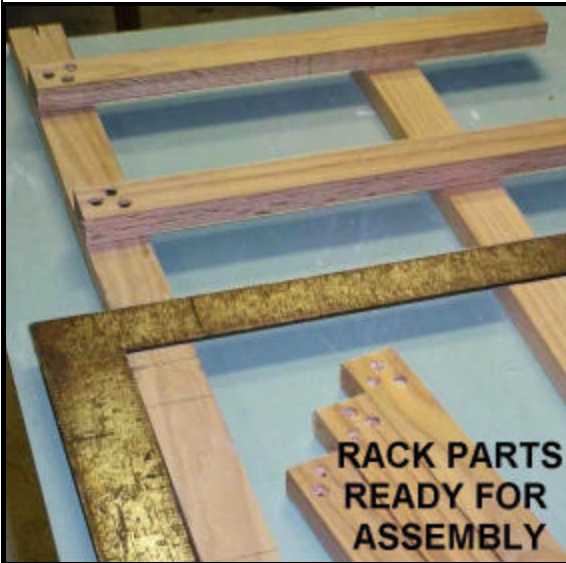
In the gear sequencing set up, Dave designed another rod and stop (see left picture by finger) that would hold the tire clamped in position when closed. With the solution in place, the plane was ready for competition and the air.

Lou Tisch

## Racks-Fuselage & Wings

It's a never ending struggle to find places to store all the wings and fuselages of the planes you want to be flying, need to build or find it necessary to hold until they can be rebuilt. Either I have too many planes (no...that can't happen) or not enough racks. I opted for "not enough racks". I had some 3/4" oak around that was an inch & a quarter wide and would work perfect for my needs. Your requirements will determine your dimensions. Everything was squared-up, pre-drilled, assembled and mounted to the studs with long galvanized deck screws. The horizontal pieces were wrapped with foam padding (except where I put wings on the racks prematurely-impatience). I left enough space below the wing rack to park a few planes for staging or charging. I'm now "ready to rock".

Lou Tisch



Here are a couple other racks & storage ideas of interest that I've found on RCUniverse and some other sites.



## Swap Shop



Once again our hat is off to Keith Jones and the great job he did on organizing the '06 RCCD Swap Shop. Due to time & space constraints at the old facility, it was time to find a new place and the KFC in St. Clair Shores fit the bill just perfectly.....though we have already outgrown this facility and will be looking for a larger place for 2007. Big thanks also to all the club members who helped out with the Swap Shop as well as all the great vendors.

Thanks all, Lou



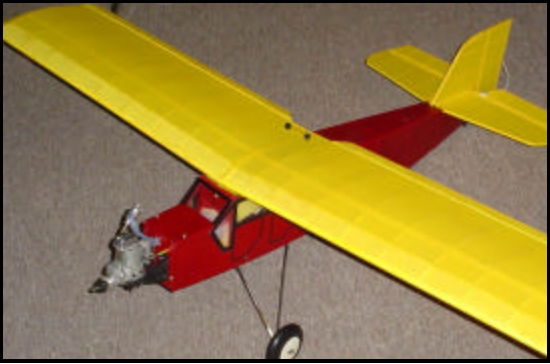
## New Years Day at the Field

"...It was a dark and dreary night". Oops, wrong story. Actually, January 1, 2006 dawned as a pretty nice day and it's almost a right-of-passage to get some planes in the air for the New Year. There were several of our die-hard fliers at the field, making use of the warming shelter and the fair weather.



## Classified Section

**Bruce Steingraber**, due to increasing health problems, has decided to sell most of his model airplane equipment. A complete list



can be acquired from Bruce or I can email it as well. There are several airplanes that are either ready to fly or very close to flying condition. Also available are a good selection of kits, plans, engines, electronics, gear, support equipment and an extensive collection of modeling magazines (over 1800-cataloged). This is a "must see" collection. You can reach Bruce at (586) 731-1273. Bruce is located just North of 19 Mile Road, just West of Schoenherr. Give him a holler and see what you can't live without. Lou



- |   |   |
|---|---|
| New Bridi RCM .60 Trainer w/ K&B .61.....\$300  | OS .40FS-NEW-w/ mount.....engine...\$175        |
| New Tiger Moth Premier Kit 66"ws-w/ Saito .80fs...\$450                               | OS .26FS-NEW-w/ mount.....engine...\$150        |
| New Sig Citabria-69" ws-w/ new Saito .45fs-.....\$375                                 | 2-Ace Metered Vari-Chargers-0-123ma...\$50ea    |
| New Goldberg J-3 Cub-converted to J-4 Coupe-<br>76.5"ws-w/ new Saito .50fs .....\$350 | S&O Battery Tester.....\$30                     |
| New Scratch Built-1/4 Scale Heath LNB-4 Parasol-93"ws,<br>w/Saito .80fs.....\$450     | Sullivan 12V Deluxe Starter w/batt.&chrgr.\$30  |
| New Scratch Built-Robin Hood .25-New OS .26FS-51"<br>ws-442 sq.in.....\$250           | Dynaflite Rearwin Speedster-77"ws....kit..\$125 |
| K & B .40-#4011-NIB.....engine.....\$75   | Great Planes Decathlon .40 size-.....kit..\$85  |
| K & B .61-w/ Perry Pump & Carb..engine-used.....\$75                                  | A&A Citabria .40 size.....kit...\$45            |
| GP Slot Machine w/2 sets of cutters...NIB.....\$35                                    | Top Flite Woodpecker.....NIB.....\$15           |
|   | Futaba Tachometer w/case.....\$50               |
|   | Radio Shack DB Meter w/case...new.....\$35      |
|   | 2 Robart Incidence Meters.....\$15              |

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### **CONTROL LINE SUPPLY**

Dealer for: Brodak & Black Hawk Models

*FRANK CARLISLE -- c/l expert*

Phone-(313)882-8349

e-mail- aircarlisle@comcast.net

### **FUEL PURCHASE**

Noel Hunt is putting together a club fuel purchase. 15% Cool Power fuel is available at \$54/ 4-gallon case (that's \$13.50 per gallon but order must be in case lots).

Contact Noel Hunt (hunt4it@comcast.net)  
Money is due by May 29th, 2006

**RADIO CONTROL CLUB OF DETROIT**

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*Gravity Wins !*

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



# Coming Events

- |                        |  |
|------------------------|--|
| May 20 & 21, '06 ..... | Great Lakes Combat Challenge                           |
| May 27 & 28, '06.....  | Spring Camp & Fly, Field Opening & Electric Fly (Sun.) |
| June 2, '06.....       | 2nd Annual Greater Detroit C/L Stunt Contest           |
| June 13, '06.....      | Kid's Night (RD: June 15)                              |
| June 17, '06.....      | 7th Annual C/L Fly-In                                  |
| June 24 & 25, '06..... | Big Bird/Little Bird Fly In                            |
| July 9, '06.....       | Great Lakes Scale Fly-In                               |
| July 15, '06.....      | Work Party   |
| July 29 & 30.....      | District VII Fly-In                                    |

Please check the club website ( [www.rccd.org](http://www.rccd.org) ) for updates and changes to the schedule.

