

**Hamilton
County R/C
Flyers**

AMA CHARTER #3083
DISTRICT VI

The Transmitter

Volume 5 Issue 3

MARCH 2004

INSIDE THIS ISSUE:

Prez Sez

Prez Sez	1A cold blustery February has come and gone and if you are like me, spring won't be here soon enough. The flight sim can only keep me occupied for so long.
Monthly Minutes	2	
Monthly minutes	3	The first thing I would like to do is thank everyone who attended the February meeting to cast their vote and thank those who were not able to attend for the absentee votes.
VEEPS WORDS	4	Again, thank you for allowing me to serve as your Prez. one more year.
DAWN PATROL	4	One thing we all need to think about and worry about, is the encroachment of city slickers that keep moving closer and closer to the flying field. We just got to the point where the original neighbors became friendly and did not complain about the noise. City slickers move out to the country for the peace and quiet without researching the surroundings. Trust me, it's not just the noise, they also complain about farm animal smells.
SUMMIT	4	
AT THE FIELD	5	
MEETING AGENDA	5	
EVENTS CALENDAR	5	

CLUB OFFICERS

- President: Rick Castor
- Vice President: Steve Percifield
- Secretary: Matt Kemp
- Treasurer: Gene Krodell
- Field Marshall: Phil Compton
- Librarian: Gene Krodell
- Safety Officer: Matt Kemp
- Co-Editor: Steve Percifield
- Co-Editor: Matt Kemp
- Webmaster: Scott Mineart

We are not the only one's feeling this pinch, anything that makes noise, smells or is an eye sore that has been there for a gizzillion years acts like a magnet for sod busters. Then they want the noise, smell or eye sore to pick up and leave. A good example of this would be the Indianapolis International Airport. As a kid I could remember riding in the car for hours out in the middle of no where, thinking my parents were going to abandon me in the woods, then eventually arriving at the airport just to watch the air planes takeoff and land. And yes there were jets, I'm not that old. A little bit of history, the airport used to be called Weir-Cook Airport named after Charles Wier Cook who was a captain in WWI with 7 victories. In WWII he was a Lieutenant Colonel and was killed while flying a P-40 over New Zealand. Weir-Cook was from Wilkinson, Indiana. The airport opened in 1931 and was changed to Weir-Cook in 1944.

To explain how isolated the airport was, it used to be a test site for North American to test the F-86 which there chief test pilot was Bob Hoover. If you have never heard an F-86, trust me, they are a lot noisier than our R/C planes.

The one thing the International Airport has going for them is there is no one group big enough to move them.

That's all I have for know, straighten up and fly right.
RCastor

No taxiing in the parking lot!



FEBRUARY'S MINUTES

January Meeting Minutes

- ◆ President Castor called the meeting to order at 7:08 pm. with 15 members in attendance. Two visitors were also in attendance.
- ◆ The meeting was held at the Westfield Public Meeting Building and has been reserved for the remainder of 2004 for our meetings.
- ◆ Scott Mineart has located a manufacturer of custom hats and shirts for "club wear". Scott provided them with our club logo artwork and has put the link onto the club website. So order your custom club wear to be stylish this summer while flying!
- ◆ Steve Percifield reports that there has been a great response in our club sponsored WW1 "Dawn Patrol". He has five committed attendees already and the South-side club has expressed a lot of interest too. Steve is amazed at how fast and far the word is spreading and won't be surprised if we get 100 fliers to participate this fall.
Lots of help organizing and staffing this event will be necessary to successfully pull this off, so please volunteer and get involved. It's bound to be fun. There will be no airplane size limitations this year, so even your WW1 park flier is welcome.
- ◆ Steve also reminded everyone that the first Night-Fly has been scheduled and is posted on the web-site. So get your electric aircraft illuminated by any means necessary. Scott has also made several links for various companies making illumination systems.
- ◆ The lease amount for our flying field has increased for the first time. The amount for 2004 will be \$1000. The consensus was that this is still quite a good deal for the club, especially considering that we also get to keep our mowing equipment in our landlord's (Mr. Cole's) barn. Rick has spoken with Mrs. Cole and she indicates that we are in good standing with no neighborhood complaints about us for the last year.
- ◆ Mark Schofield e-mailed a new draft of the Combat Rules to everyone for comment. After the comments are compiled the Combat Rules will be posted onto the Rules page of the website.
- ◆ Steve reports that he has arranged to have several speakers come to our meetings starting in March. You won't want to miss any of these speakers, so make sure to come to the meetings!!
The speaker in March will be Tom Maxam who is quite the expert on 4-stroke model airplane engines.
- ◆ Steve Percifield also attended the first ever "Indy R/C Summit". This meeting was attended by representatives from seven area clubs with the intention of establishing inter-club communication and sharing of events. The Indy R/C Calendar will be posted to prevent event scheduling conflicts and will allow more inter-club attendance and participation.
- ◆ Gene Krodel's Treasurer's reports that we are still in the black even after we pay our 2004 lease.
- ◆ Votes for your Club Officers were made and counted. These 2004 election results are;
 - President – Rick Castor
 - Vice President – Steve Percifield
 - Secretary – Matt Kemp
- ◆ Gene again accepted the appointed role as Treasurer for 2004.

◆ **Winning Raffle Results:**

- | | |
|-------------------------------|----------------------------------|
| Trent Roesch – Prop Reamer | Graham Brookes – Glow Plug |
| Steve Percifield – Sand Paper | Gene Krodel – Monocote stretcher |
| Paul Bateman – Volt Watch | Myron Demaree – Coiled Fuel Line |
| Rick Castor – Epoxy | Rick Yeary - Brushes |
| Phil Compton – CA Glue | Scott Mineart – Glow Plug |
| Mark Schofield – Glow Plug | Dick Clevenger – CA Glue |

Meeting Attendees

There were 15 members and 2 visitors in attendance at the February meeting

- | | | |
|----------------|--------------------|----------------|
| Paul Bateman | Bryan Foster* | Trent Roesch |
| Graham Brookes | Matt Kemp | Bob Rushforth |
| Rick Castor | Gene Krodel | Mark Schofield |
| Dick Clevenger | Scott Mineart | Rick Yeary |
| Phil Compton | Dave Morris | |
| Myron Demaree | Kirsten Percifield | |
| Jon Eck | Steve Percifield | |

Show and Tail

Trent Roesch presented his new Global Decathalon It has a .60 size engine installed.

Mark Schofield Showed his Aeroworks Edge 540. Mark says it's for sale and if he can't sell it he'll be forced to fly it!



Trent Roesch with his "Global" Decathalon. OS .60 for power. Very light. Looks like a good bird. Trent reports the kit was excellent!



Mark Schofield with his "Aeroworks" Edge 540T. Supertiger .90 power. A very good kit that should fly very well. PS: Mark has since flown the Edge and reports are very good.

VEEP'S WORDS

Well, so far it's not been a smooth start for the flying season. On New Years Day I ruptured a fuel tank and filled the inside of my stick with gasoline. A couple of weekends ago I decided to go flying. While loading my 4-Star, I dropped the tool box on the wing and crushed the wingtip. Undaunted, I taped it back together and went flying anyway. At the field, I managed to poke a rather large hole in the covering in the bottom of the wing, also breaking a couple of ribs! I hope this is not a indication of the upcoming year.

The sun finally came out, temps are increasing and field activity is increasing. It's time to bring your equipment out of moth balls. Please do some checking before running to the field. Batteries are especially important. I've already talked to 2 club members who have suffered battery failures, 1 flight pack and 1 transmitter battery. Please cycle the batteries a couple of times to check their integrity and to bring them back up to their full potential. You don't need a cycler for this, you can just turn the systems and let them run, wiggling the sticks occasionally and noting how long they operate will exercise the batteries and help restore their capacity. A cycler, though, is a worthwhile investment. There are several good ones on the market.

The field is very wet, very soft and very muddy. Please try to stay out of the real bad areas to allow them to dry out and heal. Also, please don't drive on the grass, use the driveway.

Arrangements are made to roll the field. We have to wait a few more weeks for the freeze/thaw thing to stop and for the field to firm up some.

Might as well get on the mowing list, it will be here before we know it, so get signed up!!

Dawn Patrol

Introduction: For our Dawn Patrol group's Article #3, Russ Kuhn is going to write about a project that some of us are working together on, a squadron of 1/4 scale Nieuport 17's!

Nieuport Nieu
By Russ Kuhn

Hi, my name is Russ Kuhn and I'll be your tour guide through the Nieuport project.

Before I get into relating my experience with my Nieuport, perhaps a short bio is in order. The earliest recollections I have of model planes is that about age 4 or 5 I shredded the tissue and dope covering off one of my Dad's Free Flight planes... didn't do that again!

Fast forward ahead about 10 years and we had graduated to U-control. That Jim Walker Firebaby with .049 power could really move. During Jr. High and High school, flying was sidelined in favor of cars and girls.

Another 10 years elapsed and included graduation, a hitch in the U.S. Navy, marriage, etc. In 1966 I had what I felt then (and still do) was a unique opportunity to work at Camera and Hobby Shop in Columbus, IN as Hobby Dept. manager. For the next 12 years I learned to fly R/C, learned a lot about the retail business and met a lot of people who are the "Old Timers" we know now. Guys like Joe and Glenn Grube, Charlie Abbott, Mike Bealmear, Dwight and Steve Percifield, Bob Bills, and Jim Sachleben just to name a few. These are friendships I have valued over the years and still do.

So now we come to the present. Again I felt the Nieuport project was a unique opportunity to renew old friendships and begin new ones.

As with any scale project, the first thing to think about is the aircraft. Is there a reason you like this particular plane? Does it represent a certain period in history that you enjoy more than just casually? Does your wife just think it's cute? Hey it happens!

SUMMIT

On February 7, 7 clubs around the Indianapolis area got together for the first annual Club Summit. The purpose was an information exchange and opportunity for all to get to know each other. It is hopeful, in the future we can plan events without conflict, plan multi club events more efficiently, such as the Mount Comfort Air show, and to encourage inter club competition. Overall it was a good meeting and can only help in future club activities.

As a result of this meeting the South Side club proposed a racing event that could be a round robin affair, with races at the participating club fields through out the year. They have the system worked out and if anyone is interested, contact me and I will put you in touch with rules, etc.

WEBSITE

Scott has done a great job on the club website. We have all club data and info on there plus there are a couple of interactive sections. You have forums to sell equipment, post questions, offer answers and you newcomers and beginners have almost instant access to your questions and problems. **USE THE WEBSITE GUYS!** It's a very powerful and useful tool, that I don't see very many taking advantage of.

I can't emphasize it enough. **Check those batteries!**

DAWN PATROL, CON'T.

My personal preference has always been WWII aircraft, mostly Pacific Theater. The Nieuport project interested me because I have never built a bi-plane, and also because I already had an engine and wheels. My direction at this point is to take you through the beginning and subsequent stages of building and flying this plane. I invite you to give me your input, ideas, and suggestions so that I can include them in these articles. What is easy for you may be difficult for someone else. I think we can share our ideas and experiences to make this project a really fun thing to be involved in.

My home phone is 812-342-3031. I am generally there but if not, leave me a message.

Until next time
Russ

TIP: Especially for you beginners with the ARF trainers. You will find it easier to taxi if you replace the small wheels that come with your kit with larger ones. Say 3" or larger. This will help take offs as well!



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WHO'S BUILDING WHAT

- Myron Demaree is building a Goldberg Ultimate Bipe, 1.20 size
-
- YOUR NAME COULD BE HERE
- E-mail me your projects and send a picture!!!

MEETING AGENDA

MARCH 11th: Tom Maxum will be talking about the care and feeding of 4-stroke engines and as a bonus, tubing bending and brazing for exhaust systems.

APRIL 8th: Chuck Baker will be discussing the state of the art of electric motors and flying

MAY 13th: Rod Williamson, aka SPAD Man, will demonstrate the techniques involved with building with coroplast.

Note: To give the guest speaker as much time as they want/need for their presentation. The business portion of these meetings will be kept as short as possible.

AT THE FIELD

It's getting warmer and activity has increased greatly. The field is wet, lumpy and very draggy. We have arrangements ready to roll the field with a 2 ton vibrating roller. It looks like it will be the first of May before we can get on the field. It has to firm up some or we will do more damage than good. Also, please use the driveway to get in and out of the parking lot. Do not use the short cut across the grass, it is too soft and the ruts make mowing very difficult.

It won't be long before we start mowing. Please access the website and put your name on the list for mowing.

We have had a lot of "walk up" business at the field. A lot of people are using our website to find the field and join the club.

TRAINING PROGRAM: Chris has the program off and running. There will be written parameters for the program shortly, Beginners contact Chris Atwood to get an instructor assigned and training scheduled. This is the only way you will receive flight training. So get on the web or phone and contact Chris.

EVENTS CALENDAR

- ❖ MARCH 11th-Regular Meeting
- ❖ MARCH 13th, -Swap Meet, Bartholomew Co. Fairgrounds
- ❖ April 2nd, 3rd, 4th-Toledo Trade Show
May 15th, Old Time fly/hot dog roast, Indy South Field
- ❖ JUNE 5th & 6th, Internet Fly In- Tracee Field
- ❖ JUNE 12th-CAMP N FLY, Night fly at Hamilton Co. Field
- ❖ JULY 24th, Warbirds Fly In- Tracee Field
JULY 31/AUG 1, Mount Comfort Airshow
AUG 21, City Wide Fun Fly, Blacksheep Field, Danville
- ❖ SEPT 10th, 11th, 12th-Heartnut Fly In Tracee Field
- ❖ SEPT 17th, 18th, ADA Fly In, South Side Field
- ❖ SEPT 25th, Dawn Patrol Over Hamilton Co., Ham Co. Field