

R/C Sportflyer

September, 2003

Next Meeting at Stamm Field – Thursday, September 4 @ 7:00 p.m.

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Send newsletter information and items for sale or wanted to the newsletter editor. He's almost always home after 9:00 PM or call his work number, 913-624-2570, it has a recorder, or send via Internet.

Club Web Site: www.rcsportflyers.com

Minutes of August 7, 2003 Meeting

We had 18 members and 2 visitors at the August meeting. The visitors were Brian Richman and Alex Walter. The minutes of the last meeting and treasurer's report were approved.

Safety: Cliff Miller – no significant safety issues, everyone is doing a pretty good job.

Combat: John Carnal – not much going on, nothing much to report.

Website: Scott Goergen – the new site is up and running smooth. We've had quite a few visitors to the message board.

Training: Dennis – training is going well. Alex Walter soloed this past Sunday, August 17th.

Formation: Dennis - formation team is starting up slow this year. They have had a few flights together. The team is staying with the Ultra Stick planes. Joe Shields is a new member of the Formation Team.

Field Maintenance: Bob Armstrong – not much growing, so not much mowing. Dry weather has pretty well stopped the need for maintenance.

Parks: Bernie - Still discussing the Jackson County Park Affiliate Program. The first meeting is to be held on 8/13/03 to discuss the issue further.

Events: Club BBQ – Dave, Larry and maybe Craig A. will be setting up the club BBQ. The date is September 27 so everyone get their appetites ready.

Harvester's Fun Fly – John Carnal is working on it. He will be getting the flyers ready. Date is October 4.

Old Business: None.

New Business:

John Urton: The club fun fly after the meeting was discussed. \$50 was authorized by Scott G for buying some pop, hot dogs and miscellaneous food for the Saturday fly. It turned out really well, We had quite a few people out at the field, all the food was eaten, and everyone had a really good time.

Hobby Trade Association – We will be sending in a copy of the newspaper article from the Paradise Lake Girl scouts event and see if they are still donating \$50 to clubs for community events.

Raffle: The cordless Dremel was won by Craig A.

Show and Tell: Mike Krough had two of his Jet engines at the field for show and tell. One was mounted on a new plane built by Claude, but not quite finished.

Mike Krass had his Giant Citabria out for it's first official flight. It has 105" wingspan and is powered by a US Engines 42.

Thanks to Scott Goergen for taking notes at the meeting for me. I was on vacation. And, yes, Oshkosh was great! - Walt

Calendar of Events – Models

- Sept 4** RCSF Club Meeting - Stamm Field
Sept 6 RCSF Club Fun-Fly
Sept 6 49th Jumbo Fly-In
Sept 5-7 Ozark mountain Jets Rally, Sullivan, MO Regional Airport. Steve Collins, ph: 636-493-2681
www.ozarkmountainjets.com
Sept 13 KCRC Warbird Fly-In
Sept 21 Clinton MO Fun-Fly, Scott Martin 660-890-0950 Mike Bowsher 660-477-3697 Glenn Gover 660-885-4536 Charles Shockey 660-885-9364
Sept 27 RCSF Club BBQ
Oct 2 RCSF Club Meeting – At the church (?)
Oct 4 Harvester's Benefit Fun-Fly
Jan 17, 2004 KCRC Swap-N-Shop

Calendar of Events – Full Scale

- Aug 27-Sep 1** Antique Aircraft National Fly-In, Blakesburg, IA
Sept 11 Recreation of the 1932 Ford National Air Tours - Includes planned stop in Kansas City. It looks like they will be in KC the evening of the 11th and going on to Wichita on the 12th. (www.NationalAirTour.org)
(I saw many of these planes at Oshkosh and this is DEFINITELY something to see!!! Walt)

Aviation on TV

- Dec 17** Documentary of the Wright brothers
Fall '03 (date not finalized) Documentary of the Red Baron, WW I ace Manfred von Richthofen

Many thanks to Lon Haney for the article for this month's newsletter. He was probably wondering if I would ever use it, but here it is. Thanks, Lon - Walt.

AMA MUSEUM
by Lon Haney

After nearly 20 years as an AMA member, I took advantage of a trip to Pennsylvania to stop in at AMA Headquarters in Muncie, Indiana and go thru the museum. It wasn't but about 40 miles out of my way and since my trip was over 1,100 miles long, why not.

Upon arrival, I saw how out standing large the flying site is and was very impressed except for the overhead power lines that ran just east of the office complex.

The main build is situated just behind a large pond that doesn't look large enough to fly from. There is a tower that looks not unlike a control tower, located above the building.

The museum is on the left in a low, modern building. Upon entering you meet a nice lady sitting behind a window and she asked if I was an AMA member. Here I got some of my AMA dues back. I got in free, but my wife had to pay \$2.00. I signed a log book and we were given instructions on what to see and which way to go. There is a wheel chair available for those who need one. There are guided tours every day at 2 PM but we were early and didn't want to wait for several hours. You could pay extra for a tour which several families did.

I asked the guide if I could ask a question and he agreed. I asked where the models that were donated by Dick Stramm were, but he said the name was familiar but he didn't remember the location off hand.

The entrance hall is lined with a very large replica of the AMA disc logo and several trophy cases brimming full of shining trophies that were presented to many members from all around the world. They even had a rocking airplane for the youngsters.

From there, we went to the rework shop. We weren't allowed in, but looked through a large window in a shop that would make us very happy modelers. There were shelves full of projects and a shelf full of balsa. On two of the many work tables were very old models being given a touch of TLC. In one corner there was a drafting table for plans and drawings. The walls of this viewing area had many plaques of member's names. I found my own, Cliff Albright's and Dick Stamm's, but couldn't locate my sons or brothers name.

A small room off to the side had a WWII remote control unit that was used to fly drones for target practice of aerial gunners. I laughed at the control stick labeled, fast, slow, right and left.

Back at the main hall, I got my first look at the many planes on display. There were several display cases built in the walls, about 5' by 5' square, each filled with relating memorabilia of bygone days. On the back wall of each cubicle was a sign that described each item and most were individually tagged.

In the far right back wall was the entrance to the library where there were literally thousands of books pertaining to aircraft of all kinds. They even had many books of full scale aircraft for documentation purposes for scale builders. A copy machine was available for making copies of info you want to take along home. Also there were many chairs, a table and a lounge with soft overstuffed chairs that would make my home look good.

Back into the main hall, on the right was a very impressive look at every conceivable model aircraft engine ever built. Must have been hundreds of them all lined up in lighted display cases. My wife was impressed with the very small CO2 engines and one of the radials with a three bladed metal propeller. I saw one of the early, large 2 stroke engines. It used a cylinder that looked like it came from an old Maytag gasoline washing machine motor. It used a standard automotive ignition coil and looked like it could fly an ultralite. The gas tank was a large juice can. There were multi cylinder engines I've only read about and 4 different ramjet engines. If you never heard one of these things run, thank your lucky stars. They are LOUD! This is basically the same engine that the Germans used on their V-2 rockets in WWII. There were none of the modern turbines on display.

On another wall was a display case with all kinds of radio control units, again in a lighted display case. I've only read about some of them and others were completely new to me. I didn't see a Futaba, Hitec, or Airtronics among them.

There was a display of dethermalizers that were used on free flight aircraft of the past.

In the center of the room were cases of model airplanes from a little miniature penny plane to a recent F-86 that has been seen in Model Aviation magazines. The topmost plane on display was a very attractive B-17 in all its magnificent, splendid workmanship. On the outside of the 1950's hobby shop were two remote control parachutists hanging like they were coming down under complete control.

The hobby shop was filled to overflowing with all the stuff that could be bought way back in 1950. Everything was displayed for all to see. A display of copper control line fuel tanks to kits of every conceivable type was arranged just as it would have been. I was impressed by one box that had 4 obviously very small kits in it, as it only cost \$.05 for the whole set.

From the ceiling hung the largest model on display, a 17' glider. There were biplanes of every description, even a replica of the Wright Flyer.

I spent two hours looking at all the stuff and wished I lived closer so that I could make use of the library. If you ever get the chance, please do yourself a favor, and visit the AMA museum in Muncie. It's a good trip for the whole family.