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Club Web Site: www.rcsportflyers.com

The Radio Control Sport Flyers fly from Stamm Field, located near the south-east corner of Longview Park, operated by the Jackson County Parks Department. For information about the Parks department, visit their web site at: <http://www.jacksongov.org/rec.shtml> For the calendar of parks events: http://www.jacksongov.org/rec_ce.shtml

Minutes of the March 3, 2005 Meeting

There were 15 members and one visitor, Dennis Albers, at the meeting.

Minutes of the previous meeting were approved.

George Wright gave a report of our finances. Report was approved.

Safety Report: Not unusual for this time of year and weather, not much to report on the safety front because there's not much flying happening, if any.

Mower: Mower is as ready to go as we can know without actually taking it out and using it. George Wright want's to get the blade sharpened, but he isn't able to get it off and sharpen it. Anybody out there that can help out?

Friday Night Indoor Flying: Remember the night indoor flying at Sugar Creek. It's from 7 to 10 and is lots of fun at a very low cost. Can't beat that combination!

Club Jackets: Contrary to the approach of having the club buy the jackets and resell, Mike Krogh is going to get prices and contact everyone that has expressed an interest in having a jacket. He will coordinate getting both the jackets and shirts for the club instructors. If interested, contact Mike at 816-765-2638. Only cravat is that he may have already made arrangements by the time you get this.

Training: It's that time again! Training starts April 5th and runs to October 27th. Come out and help. You don't necessarily have to actually instruct. It's always appreciated if you can check student's planes or simply visit with new flyers while they are waiting for an instructor. It's a good way to meet new people and help both the students and the club.

Possible Show Team Sponsorship: Dave Klaus talked again about the KC show team and the possibility of RCSF being a sponsor. Because of the low turnout of members at the meeting, a decision on sponsoring the team for \$250 was deferred until the next meeting. **A motion was made and passed** to vote at the April meeting to sponsor or not sponsor the team at a cost of \$250. Be sure to attend the April meeting so your voice and vote can be counted.

Show Team Information from Dave Klaus: The Heart of America Air Show Team is offering our club the opportunity to become a sponsor for their 2005 season. The HOAST performed in front of about 20,000 spectators last year and is actively trying to fill shows for the 2005 season. One of the main goals of the show team is to promote our hobby and get new people involved in RC. Becoming a sponsor could benefit our club in recruitment of new members. Since our club does not go out and seek new members and only has the chance to talk with those that might find our little gravel road up to the field, this might be a way to get a few others out to the field. I personally know a couple of the guys our training program got into the air last year came to us because I spoke with them at one of the HOAST performances. As part of a membership the show team would wear the RCSF logo on there uniforms, post our logo on banners at shows, could hand out printed fliers we provide to them about our club, as well as announcing our club as a sponsor and talk some about the training program we provide to its spectators. The cost of a one year membership with the show team in \$250. As many of you know, there are quite a few of the guys in the club that are members of the HOAST, therefore our club would be represented well.

We need to vote on this at our April meeting to give the show team time to have our club added to their uniforms and banners, so hope to see you all at the next meeting.

Gold Leader Club: We received from the AMA approval as a Gold Leader club. If you are a member and do not have a gold leader club pin, let us know. The AMA has a program to recognize sanctioned clubs that take a leadership role in promoting model aviation. There are three levels, the highest being Gold.

Newsletter Quiz: There were no official winners of the newsletter quiz this month. However, because of grumbling about the manner in which the question was asked, we're giving the consolation prize (not that there really is one) to Scott, who assured us he would have known the answer if he had understood what the question really was...or something like that.

Field: The starting tables have been turned and moved, thanks to the guys who did that (sorry, didn't get your names). We discussed the regular spring maintenance on the field. Consensus is to roll the field with a light roller. We'll probably be fertilizing a little later.

Delta Darts: We've been asked to do a delta darts activity by a local cub scouts group of about 40 boys. The plan is to do it at the field, Saturday April 9. Plan on attending, you won't regret the experience. Plus, there's always flying afterwards.

Club Library: In case you don't know, the club has a library of videos, books and other material. Scott Goergen is our librarian and has bought three new DVDs for the library. See Scott for a complete list of what's available from the library.

Raffle Prize: Craig Alumbaugh won the Hangar 9 Portable Power Pack, congratulations Craig.

SCANDAL! CONSPIRACYS! (YELLOW JOURNALISM?)

My fellow club members, I deeply regret to have to inform you that one of our members (a new one at that!) has dived deep into the inter-workings of the club, the back office political maneuverings, the sinister conspiracies of the powers that be within the club and has, through great risk to himself, discovered dark forces that will now be revealed to all. Well, at least to about 60 people that are on the club distribution list....not that anyone ever reads this far into the newsletter or.. (oh well, that's another topic). I must also admit this is greatly humiliating to me. I have always strived to uphold the highest journalistic standards, combined with penetrating investigative reporting to bring you all the dirt that's fit to print. But, I must confess, I HAVE FAILED! So, without further ado, here's the straight poop from Tuba Tom. – Walt

RCSF Peeps:

I feel that there was a serious shortcoming with last month's newsletter. An extensive expose on Dennis Tschirhart's obviously deeply repressed yet thinly veiled and underappreciated primate abilities as a major reason for the successful "flight" of Joe Schield's, who seems to have his own deeply repressed Charlie Brown and the Kite Tree issues, foamie and CD ROM motor is in order.

The evening, however, really tanked and demands a deep investigative report which may, in all likelihood, result in a few members ending up in their very own special jackets for a while: something about Dennis being the wind beneath Joe's wings and being very appreciative and impressed with the size and firmness of Joe's bed, Dave Klaus running around wanting to show off his rather impressively long, yet rather embarrassingly flaccid stick, Mike giving up his security bottle (we are still unsure of it's contents) for the good of all, and of course, Scott's nearly hysterical fear of the cop that pulled into the diner across the street for a late dinner. I am not even going to get into Dennis showing off his "great white javelin" skills while standing in a tree and the fact that what followed was so shocking to the extreme, even to Scott, that I think Dennis, after a court order from Greenpeace, now has to date said tree. Thank God I, TubaTom, was there as the voice of reason and sanity! This was my first RCSF meeting. Talk about an eye opener! I have very delicate sensibilities, you know, and I have been deeply scarred by these eventsNOT!

Anyways, I do hope some mention of the full goings-on of that evening makes it into the next newsletter.

Respectfully submitted,
TubaTom

Calendar of Events – Models

Apr 7	RCSF Club Meeting – At the church
Apr 9	RCSF Club Fun Fly
Apr 10	Milford RC Open House & Fun Fly, Rafael Flores, 785-209-0458, Rafael@bgcons.com
May 5	RCSF Club Meeting
May 7	RCSF Club Fun Fly
May 7	49 th Jumbo Fun Fly
June 4	RCSF Fun Fly
July 9	49 th Military Fly-In
July 16, 17	Commemorative (Confederate) Air Force Open House, New Century Airport

Aug 27 49th Jumbo Jamboree
Sept 24 RCSF Club Picnic
Oct 1 49th Jumbo Fly What You Bring Fly-In

Calendar of Events – Full Scale

June 26 Antique/Classic Fly-In, Gardner airport
July 25-31 EAA Annual Fly-In, Airshow & etc., Oshkosh, Wisconsin
8/30-9/5 National Antique Airplane Fly-In, Blakesburg, Iowa

News from Jim at Charlie's R/C. (Other R/C stores welcome to contribute to the newsletter also.)

News from *Charlies R/C*.....

I would first like to thank all of you for the support you have given the hobby shop over the last 3 ½ months. So far it has been a great experience. I enjoy each and every one of you. I want to especially thank for your comments positive and not so positive. I need to know what you think of the shop and how we can improve it. Remember, I said from the beginning this is your shop, to server your hobby. We have used these first few months to listen to you and watch trends in the daily business cycle.

First, here are some of the things you have told us.

1. Be open on Saturday from about 8:30 to 1:00. That way you can come to the shop early, drink coffee, talk R/C, buy stuff, and go to the field.
2. Be open on Sunday evening so you can buy stuff to replace what you broke over the weekend.
3. We have had many requests to handle this or that product. This is a tough one. There are so many products out there we can't have everything. But I do make note of what you ask for, and then try to figure out what products and levels to keep on hand. The inventory is the hardest thing to manage. It's a work in progress. I hate it when someone comes in and asks for something we don't carry or we are out of. We are still in the process of inputting the inventory into the new computer system. It's a slow time consuming process. But I hope soon it will level out and then I can concentrate on what new products to have on hand.
4. We are still perfecting the Special Order process. We have goofed up on some of the special things you have ordered. We are diligent about how to improve the process, to get you the parts you need, in a timely manner.
5. We have had request from new people to the hobby. Asking about how to get started in R/C, how to build, how to learn to fly. We are thinking about offering classes on "Getting started in R/C" , "Aerodynamics and aircraft design, " "Scratch Building, " Soon we will have a simulator in the shop to help with the flying part. I think the best program is still to hook them up with a flight instructor after they go through the "ground school."

So what's next: First, the obvious, beginning April 1st. we will be open Saturdays 8:30-1:00. We have noticed very little traffic after 6 or 7 on weekdays. So we will adjust the hours from 12:00 – 6:00 or maybe 7:00 weekdays. To solve the Sunday problem we will also be open on Monday. Thursday we will be open late. We will post the new hours on the front door soon.

Oh, another thing, once or maybe twice a month, we are going to have, Boys Night (And girls if they want to), we will fire up the grill, have some brats, hot dogs and Soda, with minimum donations to cover the costs.

Lastly, a question I get a lot is, how are you doing? And, I hope you make it, because it's great to have a shop close by. We have had a few people complain about prices. Believe me, there is very little markup in this business. At this point we have been able to pay rent and utilities and that's about it. I knew going into this I wasn't going to get rich. But hopefully as the word gets out and sales volume goes up we can do O.K. Right now I can't afford to pay any of the help. John Koehler, my brother Gary, and Sara all put their time in and have never asked for anything. They are my angels. Next time you're in, please thank them for what they do.

That's it for now..... See you soon Jim

This I'll be starting the first installment of an article from the avweb website. It's about one of the "old guys" (John Deakin) that gets a chance to be an "instructor" at the Test Pilot School at Edwards AFB. John does a great job of telling the story, so I won't do more than give the proper credits. Again, it's from Avweb, <http://www.avweb.com/articles/pelperch/pelp0061.html> – Enjoy, Walt

Pelican's Perch - Test Pilot School
by John Deakin

After years of dreaming, AVweb's John Deakin became an instructor at the famous Test Pilot School at Edwards AFB. Well, for a short time, anyway! Only mildly intimidated by the idea of head-to-head "air combat," John's greatest challenge turned out to be teaching young, hotshot test pilots how to think and fly at the "slow" speed of a WWII trainer.

When I was young, I had fantasies of becoming a test pilot. I'd done some test flying in the F-51 and lesser airplanes, but with no college at all, no money, and very poor high-school grades, it seemed an impossible prospect. Then I joined Air America in 1963, and the money started flowing into my formerly anemic bank account. (I was down to \$3.95 in my checking account, and owned only the contents of one suitcase when I showed up in Laos.)

One day, I read an article in Aviation Week about aircraft manufacturers paying for their test pilots to attend the famous TPS (Test Pilot School) at Edwards AFB. Pay for it? The thought had never occurred to me. So I wrote to them and confessed to my dreams, asking if it might be possible for me to pay my way. My god, I was naive!

The commanding officer, a colonel, was nice enough to write me a very gracious personal letter, telling me that only companies with a very serious need were permitted to send their pilots to the TPS, and that the cost was very, very high. In any event, a full four-year college degree was a requirement for entry, and it had to be a serious degree in math or the sciences.

Since I had barely managed to graduate from high school, that let me out.

Now I find myself an instructor at that legendary institution!

Well, sort of. At least that's the way I like to think of it. OK, OK, so it's only for a week! Well, five days. Four days, if you count the first day of indoctrination, local-area checkout, and evaluation by an instructor. C'mon, give me a break, and leave me a little of the fantasy, OK? For just a few days, I got to swagger around the famous base and be a small part of the TPS. I even had a personal call sign, "Cobra 70," and missed no opportunity to use the common parlance on the radio, "Eddie Ground," "Eddie Tower," etc. (I have this niggling little feeling that the tower operators don't really care for this informality, for they always respond with the more formal "Edwards Ground," and "Edwards Tower.")

After years of avoiding R-2515 and associated areas, it's a real kick to be inside, looking out -- legally.

How It All Came To Be

It seems that when the trainees are about 3/4 of the way along in their yearlong course, they are tasked with doing test flights and test-pilot reports on "unusual" aircraft, working with them as if the USAF were thinking of buying them for some purpose. This also broadens their experience. It's a really good idea, I think, because the more airplanes a pilot has flown, the easier it becomes to fly a new one. The trainees get to fly anything that is handy from the military inventory, but for some of the more "exotic" airplanes of yesteryear, they are forced to contract with various civilian owners. The trainees are to evaluate performance, handling and flying qualities, systems and appropriateness for various tasks.

One of the airplanes they seem to like for this purpose is the North American AT-6 "Texan." Now that there is a "Texan II" coming into the USAF inventory, there is also a bit of historical whimsy involved in having the real "Texan" around, even if only for a few days.

The CAF (Commemorative Air Force, formerly Confederate Air Force) has close ties with the military, mostly through all the military shows we do. Two very popular acts are the "Heritage Flights," and the "Legacy Flights," where we put some of our WWII fighters up with the modern jets in the same formation. A variation of this is the "Flight of the Cats," where we've had the Wildcat, Hellcat, Bearcat and Tigercat up with the Tomcat. Our Southern California Wing of the CAF is very conveniently located, only 40 minutes from Edwards AFB, so it wasn't a big surprise when the TPS folks called on us to supply an airplane and a couple of instructors. (We've done the same sort of thing for the Navy, but we didn't mention that to the Air Force!)

The Inland Empire Wing at Riverside was also chosen, so we'd have two airplanes. Jim McCabe did the duty in the other airplane, while Carter Teeters and Dave Morss also got qualified for "next time." Since I seem to be one of the few pilots at SoCal dumb enough to slither into the rear cockpit of the T-6 for training flights, I got the job on our "Yellow Peril," "Old Yaller," or "290," a 1943 T-6. (Actually, it's an SNJ-4, formerly a Navy airplane, but we didn't tell the USAF about that, either.) We have other names for the airplane, not printable here.

Paperwork, Paperwork, Paperwork

The military paperwork for something like this can only be described as "daunting." Many forms need to be filled in and signed (blue ink only for originals, no faxing), with extensive data on the pilots, all the insurance information, etc., and much of it must be FedEx'd around the system to get the counter-signatures and data from various locations. One form had to be signed off by our insurance carrier, which developed into something of a circus. Insurance companies don't like signing paperwork invented elsewhere, and of course, the inevitable question was, "You want to do WHAT?"

One error on any of the forms, and it all must be done over again. I think we made one of those errors, in losing one or more of the forms, at one point.

Months before the TPS sent a team of people down to Camarillo (and to Riverside) to examine the aircraft and the aircraft paperwork, and to interview the pilots. This is a real inspection, with panels pulled off the airplane so that maintenance personnel can look inside. We have a really nice T-6, and our volunteers keep it in immaculate condition, so we seemed to pass all the inspections with flying colors, no gigs.

Months went by while the schedule was arranged and rearranged, and paperwork was rejected, modified, and finally completed. There were several postponements, and frankly, I began to think it would never happen. The week of September 23 through September 27 was finally set, and in the final few days, I began to think this one was for real, although some of the paperwork was not done until the last couple of days. Several final phone calls to various offices coordinated the final mission numbers and codes to enable our entry into the gigantic Restricted Areas, and to land at Eddie itself.

Eddie

This huge base had a very humble start in about 1933. Lt. Col Henry "Hap" Arnold was the base commander at March Field, in Riverside, Calif., and apparently was somewhat frustrated by the difficulty in getting permission from "that other military service" to operate in bombing and gunnery areas in the Pacific Ocean. He looked around for alternatives, and the vast desert just over the hills from Los Angeles (from Palmdale north, and from Owens Valley east) was ideal, with little but rattlesnakes, cactus, and the occasional miner or reclusive homesteader. Perhaps even more important, there were several major dry (most of the year) lakes, which could easily serve as ready-made runways. This was then Muroc Dry Lake, later renamed Rogers Lake. A new gunnery range was born, and it wasn't long before much of the Army Air Corps testing of new aircraft was done there. Boeing P-12s, Curtiss B-2 Condors, and the hot new P-26 "Peashooter" left their tracks in the dust. Eventually, the huge tract was purchased for something like \$130,000 in about 1935. Today, 68 years later, the focal point is the gigantic Runway 4/22, over 15,000 feet of concrete, 300 feet wide, plus another five miles of dry lake bed that can support the Space Shuttle. Manufacturers have test sites there, the NASA Dryden Test Center is right next to the base, and several concrete runways ("North Base," "South Base," etc.) take some of the traffic. The lakebed itself is crisscrossed with dozens of marked runways in all directions. They get flooded a couple times a year when the thunderstorms move through, but with astonishingly clear skies, bright sun, and dry desert heat, they soon dry out and return to normal.

My trusty steed coughed to life at first light on Monday morning, September 23, and we were off Camarillo (CMA) before the tower opened. I love pre-dawn flights, when everything is so cool, clean, and quiet, and there's no one else around. Well, at least it's quiet until that Pratt & Whitney starts up!

The flight was uneventful, except for a towering plume of smoke well off to my right. It could have been an erupting volcano, or even a nuclear blast, but it was, of course, a wilderness fire, so very common this year. It had just started in the hills to the north of the Los Angeles basin (I found out later it was in the Angeles National Forest), and while talking to Center, I heard airliners getting deviations around it, and complaining about the ash fallout. But it was off my right wingtip, and I was headed for the Mojave Desert, so I didn't think much about it. It is still burning as I write this, a week later!

After all the paperwork, all the codes, and all the briefing, the penetration of R-2515 and the arrival into Eddie was a non-event. I guess they knew I was coming. I simply entered the downwind and flew alongside the monster runway, and flew alongside it, and flew some more alongside it. I began wondering if I'd need a fuel stop in the pattern. I finally gave up on trying to reach the end, and just turned in and landed long, about 6,000 feet down the runway, touching down at the 9,000-foot-remaining marker. That put me nicely at Bravo taxiway, the runway-sized taxiway to the main ramp at midfield. I would later land and stop with the "14" marker showing.

(Continued next month)