

Club Officers

President

Dave Klaus
1502 Copeland Court
Greenwood, Mo 64034-9207
816-537-6023

Vice President

Dennis Tschirhart
216 SW Yost Ave
Lee's Summit MO 64081-1718
816-524-0917

Treasurer

George Wright
4408 E 137 Street
Grandview, Mo 64030-2831
816-763-1283

Secretary and Newsletter Editor

Walt Calkins
720 East 72 Terrace
Kansas City Mo 64131
816-333-1899 (Home)

Internet address: Walt.Calkins@mail.sprint.com
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.
916-794-5969 (Work)

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

If you left a folding chair at the RCSF picnic, contact George Wright; phone 816-763-1283. He has one that was left and would like to get it back to its owner.

Minutes of the October 6, 2005 Meeting

There were 15 members at the meeting.

The treasurer's report from George Wright was approved.

Safety: Scott Groergen reported that it's been a pretty quiet year, safety wise. However, our always newsworthy vice president, Dennis, has managed a crash that should go in the record books. How many have crash their plane...in the box it came in? Turns out he bought a new plane, opened the box and it was already broken. The kit vendor took care of him and shipped a new one immediately. That "crash" did elicit comments about how efficient he had become crashing (benefit of his vast experience?). At least he didn't have to spend all that money on expensive gas driving to the field just to crash there. The emotionally scaring experience may help explain his lack of time spent on preventive maintenance on his backup plane, see next section.

Training: Dennis Tschirhart said that almost all of the first batch of students have soloed. Other significant news, told by others, is that training didn't go too well last Tuesday for Dennis. There seems to have been a technical problem with maintenance. Be sure and ask him what properly maintaining the rudder has to do with the engine working properly. And what that could have to do with down wind turns. (Ah, the dreaded down wind turn strikes again)

On a serious note, it was the consensus that we can call it quits for training this year. It's getting dark early and it looks like we're in for a cold spell. However, if someone wants help they can always show up on the weekend and probably an instructor will be available.

Newsletter Quiz: John Carnal (no, not Scott) correctly got that, in the traffic pattern at Oshkosh, the Pitts did two snap rolls. However, Scott was right behind him in answering, but no second prizes. Be warned, next month's question will not have to do the joke in the newsletter. Assuming I come up with a joke.

Club Shirts & Jackets: Bad news here. Still trying to get jackets, but there's a problem with screen printing on them. It's possible to embroidery them, but that would add \$60 to \$80 to the price. There was some discussion, but the bottom line is they're still checking places. More next month.

Field: The field came through the year in real good shape. George Wright was going to get fertilizer, but his sources didn't have any. The problem is getting it at the price we have in the past. To resolve the problem, **A motion** was made and passed to allow up to \$150 for fertilizer for the field. This supersedes the motion passed last month for up to \$75.

Club Picnic: Went great and Bernie did a great job with the meat. Thanks to everyone who worked to make it possible.

Charity Event: Our event was to collect money at the picnic for Red Cross hurricane relief. The club donated the first \$100 and an additional \$57 was donated at the picnic, for a total of \$157. Since we used the picnic as a fund raiser for relief Mieners, where Bernie bought the meat, gave us a 50 cent per pound discount. We will be sending Wally Meiner a think-you letter.

Parks & Rec-1: It's time to report the hours we work in support of the Parks Department. We got the hours from those at the meeting, but if we missed you be sure and let Bernie know of your contribution.

Parks & Rec-2: Each year the 4 R/C clubs using Parks & Rec flying fields select a single representative to the Parks & Rec meetings. For the past two years Joe Cygan has been the representative. The idea is for the representative to be selected from the four clubs on a rotating basis. This year we will be suggesting an RCSF member be that representative. No one was definitely named at the meeting, but we intend to name him at the November meeting.

Parks & Rec-3: January 4 is the deadline for reserving the field for all events for 2006 and to get the health permit for selling food at our open fun-fly.

Club Officers: Nominations for club officers will be at the November meeting. We will accept nominations from the floor and elect officers at the December meeting.

Raffle Prize: I am pleased to report that Dennis Tschirhart did *not* win the Hangar 9 field charger for glow igniters. Not that I have anything against Dennis. We have all in attendance as witnesses that Mike Krogh won the charger. And, since Mike already had a charger, he gave it to a member that didn't have one. There's a class act.

Show and Tell:

Mike Krogh had an a variety of parts for a jet RC. His intent was to build a mockup to use for placement of internal components, it was not intended to fly. It was made of fiber with an I-beam structure. It showed use of foam to stiffen the structure, showed wing tubes and general structure.

Calendar of Events – Models

Nov 3 RCSF Club Meeting – at First Baptist Church of Grandview
Nov 5 RCSF Informal Fun Fly
Dec 1 RCSF Club Meeting – at First Baptist Church of Grandview – Election of club officers
Dec 3 RCSF Informal Fun Fly
Jan 1, '05 RCSF Annual Freeze-Fly
Jan 5, '05 RCSF Club Meeting – at First Baptist Church of Grandview
Jan 7, '05 RCSF Informal Fun Fly

Calendar of Events – Full Scale

July 24 - 30, 2006 EAA Oshkosh Fly-In

The following is the completion of the article from Air and Space Magazine about the Creve Coeur airport, on the west side of St. Louis. From Air and Space Magazine -
<http://www.airandspacemagazine.com/ASM/Mag/Index/2005/JJ/ppcc.html>

People and Planes of Creve Coeur

by Linda Shiner
(continued)

To the people of Creve Coeur, time is marked "before the flood" and "after the flood." Everybody has photographs. Everybody remembers the call from the airport owners as the river was rising: "Whoever can move an airplane, move an airplane." Out of 200 aircraft, 12 were lost.

Stix's partner, John Mullen, who had worked as a physicist at McDonnell Douglas in St. Louis and was wise in the ways of government contracts, had managed to have the airport designated a reliever for Lambert-St. Louis International. The designation won them federal financial aid for clean-up and repairs.

When the waters receded, eight feet of Missouri river bottom was left behind. "If the hangars had only been rental units," says Stix, "the tenants would have most likely found other places to put their aircraft." As owners, the pilots stayed, cleaning and salvaging what they could.

The American Waco Club couldn't come in the summer of '94 (still too soggy). Stix moved his cooking operation to an airport in nearby St. Charles. "They came back, though," says Waco club member Ruthie Coulson of the people at Creve Coeur. "They fought hard. Al and Connie and all of them. They're real doers. They pulled together and now look at what they have."

The facilities at Creve Coeur are a reflection of what the owners were seeking when they bought the field: a better place than where they had been. Stix remembers working with his friend John Mullen on the Corsair they owned together at Arrowhead Airport, not 10 miles from Creve Coeur. "We were rebuilding the Corsair, and [when it rained] the hangar kept filling up with water," he says. "It was kind of an unsatisfactory situation to be in with power tools," he adds in

characteristic deadpan. "We had this wonderful idea that all we had to do was just buy this airport. The more scotch-and-waters we had, the better it sounded."

The fact that an airport was there to buy is the result of a farmer's ambition for his son, according to retired machinist Jack Oonk (pronounced "unk"), who comes to his hangar at Creve Coeur almost every day to work on his Cessna 195.

Oonk's first airplane was a Luscombe, which he bought in 1953. That summer he hired an instructor for \$3 an hour to teach him to fly it. Oonk went flying with two friends, Sid Coates and Aiden Cash. "Sid Coates-he had a Cub-was flying around in the evening west of Lambert," says Oonk, referring to what is now Lambert-St. Louis International Airport, "and the farmer waved him down. The farmer wanted his son to learn to fly, so Sid and the farmer struck a deal." The farmer, Norman "Ducks" Dauster, mowed a grass runway and put up a few shade ports on a 34-acre parcel of land. Coates, who was an engineer, designed a large hangar that today doubles as the party room, and Oonk designed the door for it.

"On a nice summer night, somebody would say 'Come on, let's go flying.' We'd park a car at each end of the grass strip with the lights on." To illuminate the runway's edges, they would fill six Coke bottles with coal oil, stuff them with wicks, and use them as lanterns.

Eventually a 3,000-foot asphalt runway was laid. And that was pretty much the state of affairs when John Cournoyer, who had several airplanes based at the airport, learned the land was up for sale.

"The guy who owned the driving range across the street offered \$1,000 more an acre than we did," says Stix, "but Ducks didn't want it to be a golf course. He wanted it to be an airport."

"This is a neat little airport here," says Bo Mabry, who has flown his Cessna in from South Carolina. "Ya'll are lucky. Ya'll are real lucky," he says to a group of Creve Coeur natives standing nearby. Like the chorus in a Greek drama, five or six Creve Coeur airport bums are usually close at hand to comment on events and accept compliments from visitors. They know they are lucky. They nearly lost the airport, and that brush with disaster undoubtedly brought them closer together. Unfortunately, another pair of tragedies brought them closer still.

Talk to folks at Creve Coeur for a few minutes, and inevitably somebody will mention Bud Dake. For a man who, his friends say, spoke so little, Dake had a tremendous impact. He was one of the first, there in the early days with Jack Oonk, and he was one of the gurus: Everybody at Creve Coeur learned something about airplanes from Bud Dake. Dake flew Monocoupes and said to an Air & Space/Smithsonian reporter the year before he died: "It's like Ford or Chevrolet. You decide which one you like and you stick with it."

Dake crashed in a Monocoupe on a fine Saturday afternoon in the summer of 2004; he and his friend Kenny Love were both killed.

Not three weeks after Dake's death, Creve Coeur suffered another shock. John Mullen died. The coroner reported that he had been poisoned with arsenic. The crime remains unsolved.

"We all felt like we'd been hit in the stomach," says Don Parsons, a corporate pilot who spends every weekend ("every chance I get") at the airport. "We just couldn't breathe."

In addition to having secured Creve Coeur its reliever designation, Mullen started a project at the airport that everybody felt a little pride in: Where else but at Creve Coeur would you find a 1929 Zenith Z6a being restored? A six-passenger biplane that Mullen bought at an auction in 1986, the Zenith was built at a time when every town seemed to have an airplane manufacturer; this one was in Midway City, California, and it stayed in business long enough to build seven airplanes.

Glenn Peck, who restored the aircraft for Mullen (he had worked on it for eight years and had finished its taxi tests just before Mullen died), believes the Zenith is airplane no. 3, one of two purchased by Bennett Air Transport of Boise, Idaho, and used to haul freight.

A.A. Bennett's nephew Ed Burnett, now in his 80s, was seven years old when he spent time with his uncle at the company in Idaho. Mullen found him while he was researching the airplane's history, and Burnett came to the airport to see the airplane he used to fly in as a kid. He told Peck that the maroon color was wrong. "He said this was much prettier than the original," Peck says. Burnett told Peck stories about the air transport business, including his memory of helping his uncle load a cow in the airplane's cabin. "He'd carry anything he could get through the door," says Peck, who restored the airplane based on nine black-and-white photos. "Mining equipment, groceries, tourists, supplies to the miners. And of course the cow."

Peck, who restores and maintains the aircraft in the airport's museum, has restored 16 airplanes since 1975. He is at work now on a de Havilland D.H. 4, the workhorse of early airmail service in the United States.

Don Parsons tells me I can't really appreciate Creve Coeur unless I see it from the air, and offers to take me with him to a Sunday pancake breakfast at nearby Shelbyville airport, just across the river in Illinois. Parsons, the very proud owner of a 1946 Fairchild 24R, a high-wing monoplane with a comfortable cabin, has become the unofficial-that is, volunteer-airport photographer. (Some of his photographs accompany this article; others can be found at www.airspacemag.com.) "Al helped me buy my airplane," he says. As with several airplanes on the field, Stix is part owner of the Fairchild.

Under the Fairchild's wing, Creve Coeur looks particularly orderly on this beautiful calm morning. The hangars are arranged in eight neat rows along taxiways. Later, the doors will open and people will stroll from one hangar to the next or cruise on one of several bicycles propped at hangar doors to make the circuit among their friends.

Clouds reflect in the lake by the airport and in the ponds of surrounding farms. We fly over a tiny church, its parking lot full. To the south lie a ghost of a runway and abandoned hangars-what remains of Arrowhead airport, a warning that it takes a lot of hard work to keep little airports going.

After the shortest hour I've ever spent, we bounce down on Shelbyville's grass strip. Bob Howie shows us his collection of Wacos. Standing next to one 1927 beauty that has flown some 450 hours in almost 80 years, Parsons says, "Hear that?" I hear nothing but the skreeking of grasshoppers in the adjacent field. "That's all they heard when they were first flying these airplanes," he says. No noise from interstates, no noise from anything.

Back at Creve Coeur, Stix has the industrial-strength barbecue going, and I'm sitting at one of the picnic tables across from the two Connies and next to Greg Kuklinski, a Piper Tri-Pacer man, currently airplane-less. Kuklinski has been telling stories of what he calls "the Chastain dynasty" with occasional mirthful contributions from May Belle Chastain, who's at the next table. Kuklinski says that if you hang out at the airport enough you can get a ride or even borrow an airplane, but it helps if you're good-looking. At that moment Phil Chastain taxis by in a Yak 52 military trainer that he co-owns with Stix. Caroline Sheen, the magazine's picture editor, is waving to us from the back seat. "See what I mean?" Kuklinski cries out. "I've never gotten a ride in that airplane."

"Me either," says 81-year-old May Belle. "I can't get in. I can't climb that high."

Dan Mueller, having survived The Question Mark, has joined the group around the picnic tables, and people are talking about Les Heikkela, who has recently bought a P-51 Mustang. "He's flying the hell out of it too," says Kathie Ernst, a corporate pilot and engineer who's swinging on the porch swing. The chorus nods its approval. This is life as it should be, think the people of Creve Coeur. Work hard to buy the airplane of your dreams, then make the time to fly it as often as you can.

Haus, the airport dog, is lying motionless on the porch. He belonged to a family who lived next door. After they moved and took the big black Labrador with them, he ran away and made his way back to the airport. The family fetched him, but Haus came back again. Finally, the family gave up and left him to the care of airport manager Bob Cameron.

Everybody at Creve Coeur understands why Haus kept coming back, and any one of them could give you a dozen reasons. But I think they'd be happy to let Bud Duke have the last word. When a reporter for Air & Space asked him a few years ago why he owned a hangar at the airport, he said, "It's so quiet down by the river bottom."

Following is from the 2002 AMA National Newsletter, which in turn is from Eagles News Southern New Hampshire Flying Eagles RC Club, David Beach, editor Merrimack NH

Center of Gravity and Balance

by Joan Liska

If your model is a handful to fly, you may have an airplane that is seriously out of balance. Tail-heavy; the nose rises and the tail drops. This presents too much bottom wing surface to the wind. To offset this in flight, you have to feed in down-elevator.

Nose-heavy; you need to feed in up-elevator to gain level flight. There is a saying: "A nose-heavy airplane flies poorly, but a tail-heavy airplane doesn't fly." There is another unbalance indicator I call "squirrely" flying. You may have a wing that is not centered properly on the fuselage or one wing was built heavier than the other or you have washout on one that is different from the other (that's another subject). A balance problem will cause the model to roll to the heavier side. The message to be sure is balance your model before you attempt to fly it.

A properly balanced airplane will be much easier to handle, giving you a more pleasurable flying experience. To properly balance an airplane, there are several factors to consider. The "balance point" of the airplane or the center of gravity (CG) is determined relative to all points of the plane; nose to tail; wing tip to wing tip; wheels to roof. The balance point can be affected by the configuration of the model: wheels vs. skis vs. floats vs. skids (size and weight of these can vary just by substituting lighter equipment). There's another saying: "Weight is your enemy." Never increase your weight unnecessarily. Always try to lighten the model wherever you can safely do so.

High-wing vs. low-wing vs. mid-wing configuration, monoplane vs. bi-plane (aligned or staggered wings). Retracts lowered or retracted, etc. Note: low wing models are balanced upside down. You need to be aware that the balance point may not be the center point of the airplane by simple yardstick measurement. Weight distribution because of the placement of battery packs, engine offset, installation of floats instead of wheels, etc. will shift the point of the CG. Thus the CG may be left or right of the centerline of the fuselage. It also may be above or below the centerline of the fuselage. Finally it could be behind or in front of the expected CG point as shown on the plans. Careful measurements will be needed to find the optimum balance point for your model. There are a number of methods that modelers use to determine the CG. Gravity will tell you if you are out of balance. First, fully assemble your model (with all equipment that will be in or on the model during flight). Next, you need to suspend your model in the air at the CG point indicated on your model's building plans. Do this indoors and away from drafts so that you have no outside interference with your measurements. The model should be touching nothing except your balance points. The least expensive balancing tool is your finger(s) (suitable only for light models). Place the forefingers of each hand at a certain point under the wing that is designated as the balance point (refer to your model's building plans). Lift the model into the air and let it pivot freely on the point of your fingers. Gravity will pull the model in the direction that is heaviest until you reach that perfect point of balance. If the tail drops, you're tail-heavy. If the nose drops, you're nose-heavy. Adjust the distribution of your battery packs and other weighty portable pieces that will be mounted inside your model until the model is riding "balanced" on your fingertips. If simply moving the battery (and similar loose equipment) doesn't achieve balance, you may need to resort to adding lead weight(s) to offset the offending imbalance. Spinners come in different weights. You may initially try to substitute a lighter or heavier spinner to achieve balance point. You can alternatively purchase lead weights that come with a sticky contact surface. First trial fit the weights before you peel off the protective covering to stick it to the model permanently. You can purchase commercially available balances made for the purpose. These commercial balances perform a similar function that your forefingers performed (as described above). The balances are useful for larger models that are too heavy for the simple fingertip method. You can construct a hanger arrangement to lift the model from above. The center point of the hanger must be located directly over the CG as indicated on your plans.

And now for a little weird news from the News of the Weird web site - <http://www.newsoftheweird.com/index.html>

Stephen Sodones, 62, was hospitalized in critical condition in August but ultimately recovered after being bitten three times on the hand by a copperhead snake, which he was helpfully carrying to safety across Route 23 near Jefferson, N.J.; according to a neighbor interviewed by the Newark Star-Ledger, animal-lover Sodones stops traffic to let ducks cross roads and once tried to revive a bumblebee by warming it in his hands.

Delshawn Prejean, 35, was arrested in Jacksonville, Fla., in June after a Starbuck's waitress squealed on him for leaving a small pile of marijuana as a tip. [Star-Ledger, 8-17-05] [WKMG-TV (Orlando)-AP, 7-1-05]