

R/C Sportflyer October, 2002

Next Meeting at First Baptist Church of Grandview – Thursday, October 3 @ 7:00 p.m.

Club Officers

President

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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, 913-624-2570, it has a recorder, or send via Internet.

Club Web Site: <http://rcsf.freeservers.com/>

Minutes of September 5, 2002 Meeting

The meeting was called to order at 7:00 PM by President, John Carnal. There were 29 members and 1 visitor present. Larry Legg and Rob Clay joined at the meeting. The visitor was John Clay. The Treasurer's report and last month's meeting minutes were approved.

Safety: Cliff Miller told us that things are going well, no safety concerns.

Training: Dennis Tschirhart reported that we most students have soloed, so not a lot of training going on.

Jackson County Parks & Rec: Bernie said that we had gotten grass seed from the county. He has talked to the Parks Department about a date for the club to volunteer at Christmas in the Part. As soon as the county gives him a date, he will pass it on.

Field Maintenance: Dennis Tschirhart gave an update on the work club members have done to repair the damage to the grass. They have put 7 sq. yards of dirt down and verticuted. They have reseeded and the seed is being watered every other day. As of the club meeting, they were expecting new grass to be up in a week or so.

Motion made and passed to reimburse the club members for the \$375.97 for the dirt (\$266.29) and verticuter (\$109.68).

Formation: John Carnal and Dennis Tschirhart (and Jonathan?) have been doing some formation flying. Didn't get all the details down, but it sounded like they also tried to plant a few airplane parts in the field in addition to the formation flying.

Web Site: Gerard is keeping it up to date with new pictures, so far around 4,000 hits.

Events: Make sure to plan on the club BBQ on September 28th at the field. The club will provide the meat and soft drinks, members bring a covered dish. In the past we have eaten about noon and then fly. This is the event where we typically draw for a "big" prize, using all those raffle tickets that didn't win anything throughout the year.

Motion made and passed to authorize up to \$350.00 for food and prizes for the BBQ.

A number of other events were discussed at the meeting but will be over by the time this newsletter gets to you.

New Business

Meeting Place: Hans has talked with the First Baptist Church of Grandview and we are set up to meet there from October through April. They will keep the rate at \$10 per months

Motion made and passed to spend \$70.00 for the church meeting room. (This is for October through April.)

Following up on the information from last month about full-scale airplanes in the vicinity of model fields, John Carnal called the FAA and got their ruling. According to the FAA regulations, a full-scale aircraft must remain at least 1/2 away from, or 500 feet above a known model flying field. The only exceptions allow are for pilots not familiar with the area, an emergency or a scheduled fly-by. Walt pointed out that a problem is that the aeronautical charts do not show model fields, but given the nature of the area where our field is located, it would be unwise to be below 500 feet.

Raffle Prize: Dennis Tschirhart won the AccuThrow gauge and laser incidence meter.

Show and Tell

Ed Law has a Top Flight Corsair. Gerard had started it. It has an OS .91 FX and rotating retracts. It was Ed's first try at retracts. I think he used words like "learning experience" and probably a few other terms he didn't mention.

Chuck Haney had his B25 to show off. It's almost done, after 2 1/2 years of work. It has twin OS .25 FX's.

Everyone please remember that it's time to be thinking of officers for next year. Nominations can be made next month. Walt won't be able to make the meeting because of being on vacation. If anyone would like the job of Secretary or Newsletter Editor, he won't be offended. But, he's also willing to carry on for another year.

Calendar of Events – Models

- Oct 3** RCSF Club Meeting - First Baptist Church Of Grandview
 - Oct 5** RCSF Fun-Fly
 - Nov 7** RCSF Club Meeting - First Baptist Church Of Grandview - Nomination of officers
 - Nov 9** RCSF Fun-Fly
 - Dec 5** RCSF Club Meeting - First Baptist Church Of Grandview - Election of officers
 - Dec 7** RCSF Fun-Fly
 - Jan 1, '03** RCSF Freeze Fly - Stamm Field
 - Jun 14, '03** RCSF Fun-Fly (tentative)
 - Sept 27, '03** RCSF Club BBQ (tentative)
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Calendar of Events – Full Scale

----- 2003 -----

- May 24** Antique Aircraft Fly-In, Atchison (tentative), RCSF invited
 - Jun 13-15** WWI Replica Fighters, Gardner, KS
 - July 22-28** Oshkosh! 100th anniversary of Wright brothers flight
 - Aug 27-Sep 1** Antique Aircraft National Fly-In, Blakesburg, IA
 - 2003** Recreation of the 1932 Ford National Air Tours - Includes planned stop in Kansas City, date TBD.
More information to come as it's available. (www.NationalAirTour.org)
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Something I'm not sure everyone appreciates about Oshkosh is that it's not only about airplanes, but also people. There's fabulous airplanes of all kinds there and they get lots of publicity. What isn't always so public is how the people fit in. Below is a great article I came across of how the people and airplanes come together. - Walt.

(From: <http://www.avweb.com/oshkosh/osh2002/pasped/>)

One of a Kind Bird Takes Wing - Peering Into the Past with a Pasped

One of the sublime wonders of EAA AirVenture is the number of planes gathered in one place. For a pilot, an aviator-wannabe, or just a lover of things with wings, walking through the rows of gleaming, spit-and-polished aircraft is the ultimate aviation Mecca ... a Utopia replete with nonstop flying, airplane souvenirs, photo opportunities, and plenty of functioning port-a-lets. Many who visit AirVenture and stumble through the different aircraft display areas open-mouthed and glassy-eyed find themselves playing the "what if?" game. "What if I could have any airplane on the field?" they mutter to themselves. "Which would I choose?" The Wacos are truly wonderful, the Staggerwings sensational, the Lancairs fast and lovely. But what if you could own a one and only, a piece of a bygone era, a plane that came and went and has now been reincarnated to live another day? Robert "Buzz" Penny owns just such an aircraft. AVweb's Liz Swaine has the story of the man and his magnificent flying machine.

Text and Photos by Liz Swaine (lswaine@avweb.com)

Buzz Penny is a purist. It's a word he uses often, peppering conversations with it to explain why he does what he does, why he is the way he is. Buzz loves airplanes, and he loves flying, but he wants to do things right, to make them the way they were. Luckily, he has the wherewithal to do it. As majority stockholder in a Midwestern telephone company, Buzz can pretty much do what he wants to do. What he wants to do now revolves around tractors and flying. Buzz spends a good part of his time messing around his Versailles, Mo., farm on his tractor. But when he's not scaring cattle, he might be in his hangar tending to his Stearman or Piper Super Cub, or fiddling with a T-50 Bobcat project. Six years ago, Buzz saw an ad in Trade-A-Plane for an airplane that "was not on my radar screen. The price wasn't

right, but the airplane was." When Buzz saw the 1938 Pasped Skylark in person, he knew he had to have it, but he also knew he wanted to make it "right."

The Pasped's 55-year owner, Bob Greenhoe of Alma, Mich., had taken special care of the plane, but Buzz want to take it back to its original condition. That total down-to-the-bones restoration took six years and cost multiple headaches, a protracted legal hassle, and a bucket of money. The day the Pasped flew in to AirVenture last week was the first time Buzz had seen it completed ... and the sight of the beautiful white monoplane brought tears to his eyes. "When I asked Tom Brown [the restorer] how it turned out [before he flew in], he said, 'Yeah, I think it turned out all right, but I'll let you be the judge of that.'" "Gorgeous," said one bystander. "Beautiful," said another. Tom had mastered the art of understatement. The Pasped certainly looked much better than "all right."

It is perhaps a miracle that the plane exists at all. There are a couple of different versions of the Pasped story, and neither ends particularly well. One is that builders Fred Pastorius and Stanley Pedersen (their last names form the word Pasped) stopped building airplanes when World War II broke out and never resumed. The other is that the Pasped did not sell and the expenses bankrupted them. Either way, the single airplane's production signaled the end of the Venice, Calif., Pasped Company. The aviation magazines of the era say that little was known about the testing program of the Pasped from 1936 until it was produced, only that it started life with a Warner 125-hp engine and was upgraded to a beefier Warner 165-hp Super Scarab, which is the powerplant it uses now.

The sole Pasped Skylark on earth has perhaps lived a lonely life, but it has definitely been an interesting one. In 1941, it graced the cover of Flying and Popular Aviation magazine, and starred in several movies. Buzz owns a photo of actors Robert Armstrong and Sally Eillers in the Pasped's cockpit, leather helmets on, flying scarves blowing. When it was not being featured on magazine covers or doing film work, the plane was used by owner Greenhoe, who flew it around and, by all accounts, had great fun doing so. When Greenhoe finally decided to part with his prize, it was as if some great karmic finger of fate pointed Penny in its direction. He purchased the plane and, after taking one restorer off the job, karma intervened again as he discovered Tom Brown. Brown owns a shop in Unity, Wis., that specializes in vintage aircraft. He has restored Eagle Rocks, Commanders, and Wacos -- anything unique and, especially, he says, "anything I want to fly."

Brown was a maintenance supervisor at another aviation company for 20 years before opening his restoration business and taking on interesting projects. He admits the Pasped has been one of his most challenging, taking two-and-a-half years and roughly 3,500 hours to complete. The plane was taken down to its bones ... everything was redone except the fuselage tubing and tail. "Getting the authenticity was a challenge, because we were just working from pictures ... finding original instruments was a challenge." Buzz gave Tom instructions to "put the plane back like it was," stood back, and let him do his work. "But there were no parts to locate for the plane," says Tom. "We had to build anything we needed." The restoration also included a paint job to take the plane back to its original bright white. "The story," says Buzz, "is that Pastorius and Pedersen went to the hardware store in town and asked what paint they had in gallon cans. All they had was refrigerator white."

Despite the long hours and effort in putting the plane back together, Tom is extremely happy to have gotten the job, and still marvels at his luck. He had seen the Pasped in its fire-engine red incarnation at Oshkosh some years ago. "I used to admire it," he says. "I'd sit here and stare at it like everyone else. My dream came true when they called, because then I knew I'd get to fly it." The restoration has been a difficult process for Buzz. First were the problems with the initial restorer ... but even harder was the fact that he owned a wonderful plane but couldn't go flying. Tom kept Buzz updated with emails and pictures, but not being able to take the plane out for a spin around the countryside was difficult. That will soon change. "There are people walking around the show that have more time in the plane than me," Buzz laughs. "One old guy came up and told me he had flown the plane in 1940 and wanted to buy it. His instructor talked him out of it because he told him it was too much plane for him to handle." Buzz also wonders how the plane handles. He currently has just one hour in the Pasped; Tom, who test-flew it after restoration, has 14.

Quite a number of the older Oshkosh attendees who walked by the bird commented that they had seen it before, but there was one younger visitor who had not. The woman, from Anchorage, Alaska, on her first trip to AirVenture, and her boyfriend, were walking the rows of vintage airplanes when she saw the white airplane, looked at it again, asked what it was. Fate works in strange and mysterious ways, someone once said, and this encounter was both. The woman's name? Diane Pedersen, granddaughter of the original builder. Her arrival at the plane became an instant homecoming, two generations removed. Buzz and Diane spent the next several hours poring over Buzz's scrapbook

that contained original photos of Diane's granddad, Stanley. She had never seen the photos, never seen the plane in person before; in fact, didn't even know it existed until her aunt told her about it just a couple of years ago. Buzz was excited, too. "Do you think your Grandpa would be proud?" he asked her. "I think so," said Pedersen. "I just wish he was alive to see it." After going through the pictures and showing off the plane from stem to stern, Buzz invited Diane to sit in the cockpit. "Who is that in the cockpit?" passersby asked. "The granddaughter of the builder. She didn't even realize the plane would be here." "Oh, neat." Oh yes, very neat.

Now that the excitement of AirVenture has passed, and the million questions from fly-in visitors answered, it is time for Buzz to really get to know his little bird, to become one of the few who will ever fly it. He has been reading the literature written about the plane back in the '30s and '40s to prepare. The articles say the Pasped climbs at 890 fpm, will cruise at 110 mph, can jump off an airstrip in 500 feet, will stall at 40 mph without flaps, and lands at 35 mph with flaps. One unique feature is a center flap that enables the plane to sit down almost vertically, making it a natural for short-field landings. Its 31-gallon tank gives the plane a range of about 545 miles. Brown, who has 14 hours in the plane, says the Pasped shouldn't surprise Buzz, who has two other taildraggers at home. "Everything happens kind of slowly, but the plane is honest. Airplanes of the late '20s, early '30s, were just not crisp like today's airplanes. That's just because of the design ... a lot of wing and tail."

In just a few weeks, Buzz the purist hopes that he and his historically-correct Pasped will be winging to a Labor Day weekend air show in Iowa. After that, he will build time and have fun. So what does the future hold? "I want to enjoy it for a couple of years and then find a home to put it in," Buzz says. Maybe he will and maybe he won't. Perhaps the two were just meant to be.

Liz Swaine (lswaine@avweb.com) is a member of the AVweb news writing team. A private instrument-rated pilot, she owns and flies a 1966 Mooney M-20E affectionately known as "Mike" and a Russian Yak-52 affectionately known as "Yak-52." Liz's love for aviation began some years ago when, as a reporter at a TV station in Pensacola, Fla., she was assigned the Blue Angels beat. From there, she moved to Shreveport, La. and, as news anchor at the ABC affiliate, traveled the world covering the happenings at Barksdale Air Force Base. She has traveled to Russia to cover the fall of communism, to Saudi Arabia to report on the build up to Desert Storm, and to Israel to look at the Arab-Israeli peace process up close. Her latest position -- as executive assistant to the dynamic mayor of Shreveport -- is showing her what the political world looks like from the inside, and she reports the sausage analogy is right on ... you may enjoy what it tastes like, but you probably don't want to see it being made. The fast pace of her life extends to her play ... she is a former triathlete and currently into high intensity weight training. Liz recently married airshow pilot and airplane builder Steve Culp, who likes airplanes as much as she does and can fix 'em, too. Their dark, hairy daughter named "Mollie" looks suspiciously like a dog.

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Mid-State Aeroguidance Club, Milwaukee, WI Editor: Val Jaroszewski

How many of you have taken off and found that you had your hands full of uncooperative airplane? I'll bet that after a few moments of mad scrambling, you had time to look down at your transmitter to see that all the control trims had been misplaced... Do any of you fly with a certain amount of corrective trim put into your transmitter to enable you to fly reasonably straight? If you answer yes to any one of the above questions, then you should consider doing something about it, and it's not really difficult to do.

First of all, as a part of your preflight check-out before each flight, you should check that all control trim levers on the sticks are at their neutral or center positions. EVERY TIME... and with every plane that you fly. It is so easy to do, and will save you many minutes of grief in the long run. But, you say, your plane won't fly straight with the trims in those positions. Well, this is the time to make sure that it will. Here's how:

First, you must work with one control trim adjustment at one time. The most logical seems to be the ailerons. One thing to watch for: be sure to check that the rudder and fin are at neutral at all times when adjusting the ailerons, because they interact to some extent. Make this adjustment so that the rudder trim lever is at the center of its travel, while noting that the rudder and fin are perfectly in line. Take the plane up and fly it and see which way it wants to bank...

Let's assume that it wants to bank to the right, so try using a little left aileron stick input to see if that makes it fly level. If it does, then reach down and put a little aileron trim in, and see if it corrects the banking tendency when the stick is returned to neutral. Keep at it until you don't have to use any stick correction to make it fly level. Now land,

and make some adjustments. If you observe that the trim lever is positioned to the LEFT (or right), then whichever way the trim lever is positioned, means that the plane needs that correction to fly straight, and you now have to put that amount of adjustment into the linkage setup. This is usually accomplished by lengthening or shortening them by turning the clevises appropriately.

Now, after doing this, return the TRIM lever back to neutral (or center), and take the plane up again to see if it will fly without any banking tendencies. If not, follow the steps as before, putting a little aileron adjustment, does that do it, now trim lever, stick to neutral, etc. until it flies level. Land, and make further adjustments. and keep this process up a little at a time until the plane will now fly level with no corrections.

One hint: when adjusting ailerons, but the adjustment in both ailerons. Example: if you need LEFT correction, then put up in the left aileron, and down in the right aileron in equal amounts. Keep in mind that a slight offset in the rudder will give the impression that the ailerons need adjusting so be sure that the fin/rudder combination is perfectly straight. If you have to put in a lot of aileron trim adjustment to get your plane to fly straight, look at the possibility of a misaligned fin/rudder combination, or in an extreme case, a warp in the wing.

[Ed. Note: Adjusting trim levers by looking down at them can be hazardous to your heal ... thy plane! Hold the Transmitter at arms length and place in front of the plane. Keep your eye on the plane and let it encompass the transmitter as well. Now, with your LEFT hand, move the trim lever. Which one? Ahhh, that can also be hazardous to your heal...thy plane! USUALLY, the ailerons are in the right stick, and they move, of course, left and right. USUALLY the trim lever moves in the direction of the control stick. That is, the trim lever below the right stick is the trim lever for the aileron. USUALLY! What's this, you say, that's ALWAYS the way it is. Well, not so, as I said, USUALLY that's the way it is, but not always. I have a busted plane and 10 minutes of explanation if why it was different this time ...]

You can use this information to determine whether your plane has any warps in the surfaces or the center of gravity is off. Here's how: Assume that the elevator needs to be deflected upwards to fly level. This means that the controls are trying to raise the nose of the plane to fly level.

If you have determined that the center of gravity is in the correct position, by checking this against the plans, then the wing is not lifting enough to maintain level flight, and an adjustment has to be made to correct this condition. (In this case, you would either have to raise the leading edge, or lower the trailing edge.) The ideal is for the elevator and the stabilizer to be exactly in line with each other... no up or down.

Now work the other controls in a similar manner. The end result should be that the plane will fly "hands off" when all flight trims are set at their center or neutral positions.

"Trainer" type airplanes have a tendency to change pitch (up or down) according to airspeed. They will climb when going faster, and lose altitude when slowing down. This is typical of flat bottom wing sections, usually found on these types, and should be taken into account when trimming the elevators. Trim for neutral trim when plane is flying at "cruise" speed, usually somewhere near half throttle. Also, try to do any trimming when winds are near calm.

One final note: It is desirable to have your throttle set up adjusted so that when you bring your throttle stick back to idle, and put in low throttle trim, that it kills your engine.