

Geauga Radio Controlaires

Quarterly Newsletter



September 2009

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Website	http://www.GeaugaRC.com		

Meeting Locations

May – Sept. Flying Field

Oct. – April Geauga West Library

Next Meeting

October 1, 2009

Meeting Schedule for 2009

First Thursday of every month at 7:00 P.M.

January 8, 2009	July 2, 2009
February 5, 2009	August 6, 2009
March 5, 2009	September 3, 2009
April 2, 2009	October 1, 2009
May 7, 2009	November 12, 2009
June 4, 2009	December 3, 2009

Event Schedule

January 4, 2009	Snowballs Fun Fly
March 1, 2009	Mud Fly
April 3,4,5, 2009	Toledo Weak Signals
May 2, 2009	Field Day
May 10, 2009	New Plane Day
June 7, 2009	Swap Shop (at the field)
July 18, 2009	Steak Party
August 2, 2009	Family Day
November 12, 2009	Turkey Raffle

President's Corner:

Family Day with the Geauga Radio Controlaires

What a great day August 11, 2009 turned out to be! Good times with great people, families and friends. That's what we had hoped for and, by golly, we pulled it off! Hats off to all of the contributors who helped out and to all who brought side dishes to help make the hot dogs & hamburgers taste even better. Thank you!

Stan



Just a couple of “Cookin” Dudes

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President's Corner (cont)



Hello there fellow R/CEr's. I hope this Newsletter finds everyone well and experiencing a wonderful summer/fall. Whelp! I lost another plane this summer, but it was probably the best thing that could have happened to me. It got me away from the Trainers, and into a bright new Hanger Nine "Pulse 60", with an O.S. Four Stroke 91 in it! Far superior to a trainer, it has made me a better pilot. It has helped me immeasurably at "staying ahead of the plane" and making the plane "do what I want it to do". My second plane that I built over the winter of last year is the 40 size Hanger Nine P-51 with an O.S. 70 Four Stroker in it. Here it is

Sept. and yet to get its maiden flight in. I have been experiencing problems with the fueling system and the fuel valve assembly. But I hope to get its maiden flight in during the Labor Day Weekend.

Family Day at the field this year was awesome. Attendance exceeded expectations and the food was awesome as well. All the "extra dishes" that were brought by concerned wives who knew Frank and I were cooking were excellent. I know, I had to "test them" before we served them! HAHAHA! I believe we cooked eighty hamburgers and ran out of the hotdogs. SO....everyone came to eat and to have a good time. Flight demonstrations were non-stop, from glow engines, to electrics, to jets. Once the planes were done Ray Liptack demonstrated one of his helicopters, and his skills were awesome to watch. Ray is a great pilot! To watch him put his helicopter through its paces is really a treat. Ray is just as nice an individual as well!

We had some safety issues that grabbed everyone's attention during the August club meeting. But it appears the problems have been dealt with and there shouldn't be any questions as far as trying to fly while the field is being cut. It was unanimously agreed upon to wait until the mowing has been completed and the mowing operator has informed the flight line that he or she is finished cutting the field before anyone takes off.

Nominations for the club's Executive positions are again upon us and anyone can be nominated for President, Vice President, Secretary and Treasurer. Elections will take place at our October 2009 meeting (West Geauga Library, 7:00P.M.).I would just like to add here that all four current Committee members have volunteered to return for 2010!They each have done an awesome job and I would like to take this time to thank each one for their work this year. It has been a pleasure to work with them and I appreciate all the assistance they offered me during the year. Thank you Danny Salacienski, Bob Gross, and Frank Ulizzi! My "thumbs up" for a great year and thank you for your help. The amount of time these positions require, takes away a lot of flying time, that's for sure, and they all graciously volunteer their time and work. Great group, great club!

Well Fall and Winter seasons are right around the corner and we should all be gearing up for winter flying. Last year was a lot of fun and we were getting as many as seventeen people showing up on Sundays(hope that had nothing to do with the Browns season!) to try their skills against the snow, wind and rain. I hope to see you out there this winter. Hot coffee, hot chocolate & donuts were always at the field house and there was no truth to the fact that we all gained ten pounds for the season.....uhhh....I personally gained only 15lbs.

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President's Corner (cont)

Unbelievably, the next Newsletter will be the last one for 2009! That's right! Sooooo....if anyone has some pictures or a story that they would like to submit to the Newsletter staff, please do so right away. This will allow them to plan the space that is needed to publish these artifacts in December's Newsletter. Soooo....if there are any pilots out there that can multi-task and try their "Literary Skills", submit an article so everyone can enjoy it! Hey it's no different than driving your car and talking on your cell phone, or putting on your make-up, all at the same time!! C'mon! Give it a shot...(Frank and Stan's fingers are numb at this point) .

The Newsletter in December will consist of reviews of the club's year and all the good times that were shared by everyone. So at this time I would like to close by acknowledging all the friendships and the good times I experienced this year and thank all of you for allowing me to serve as your President. It has been a lot of fun along with a lot of work. But since I'm officially retired now I should have more time next year to work on club related issues like menus, food tasting, indulging in liquid refreshments which should always be tested before being distributed to our club members at family outings or club picnics! Yep this job has really been tough!

OOHHHH! Wait a minute! I almost forgot! I would like to recognize all the guys that took part in locating a wayward plane that was lost couple weeks ago. Thank you very much for all your hours of searching in the corn. Thanks also to Mr. Timmons for allowing us to look for it as well! Read the separate article on this one! Stan.

The Lost Telemaster



On August 26, 2009 one of our club members was flying "Buddy-Box Style" with a student. They have had a lot of experience with each other's flying skills and had spent lots of time together on this system. But today would be different from all the other practices that they had had together. For today the student had

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The Lost Telemaster (cont)

actually taken off and landed his trainer as well. The instructor thought that he was on to something here and was giving the student down wind instructions for a high final approach. But something went terribly wrong when the instructor gave him the final turn command and, for some unknown reason, the student inadvertently gave an up elevator command instead. Now the plane was already at low idle because it floated so much when landing. So when the plane stalled it skidded back on its tail feathers. The instructor took command of the situation and tried to level the plane's wings and open up the throttle. But at that point, due to the height of the corn crop surrounding them, they lost site of the plane and had very little idea as to where it went down, or if it was still flying.

This is when the instructor and student tried to mark the last spot they had seen the plane. They did the right thing by pointing the antenna on the transmitter right where they thought the plane went in and made an effort to mark the area they thought the plane went down with the surrounding foliage.



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The Lost Telemaster (cont)



They spent a couple of hours in the corn looking for this plane with no luck. The corn was so high that it prevented them from locating the plane and they lost their bearings all together in the corn field. They were so wet and tired they called it quits and agreed to come back in a couple days to look again.

When word spread around to the club members, others assisted in the search. One of the Executive Committee members met the plane owner on Friday afternoon and they searched for hours. You could not see more than six feet in any direction. Then they went out again the next day. Several other members who were at the field to fly also joined in on the search. Mr. Timmons (the farm tenant) was informed of the situation and was completely understanding to it, and only asked that just a couple guys went in to look for the plane at a time but understood and agreed that they could go ahead and look for the plane. With that out of the way there was a flat out attempt by several club members to locate this missing plane. There were as many as four searchers and a model plane with a camera installed flying overhead to try to locate this plane all at the same time.

Finally with the sun peaking through for the first time in three days (it had rained Friday and Saturday), the camera on the search plane picked up the site of the downed plane and confirmed which field it was in. We actually didn't know for sure which field it was in until this point. However, even with the search team (four club members searching), there was still no success locating it. The plane was still in the field and had been there since this past Thursday. So a decision was made by one of our club members to look for this plane one more time on Monday morning.

This time he was determined to walk the entire field by using trees from both ends of the crop field to help him search in a straight line. He also used the corn rows to assist in his efforts to stay as true to north and south as possible. Each time he entered the field from Fisher Rd. he would bend one corn stalk down to help him keep his location in tact and he would use the trees on the north end of the field as a guide. He decided to use the info from the camera plane to help him initiate his search. He walked in every six rows and continued this until he had covered about 75 yards east to west. Finally, after a couple hours, he decided to go in one more trip north and find that plane. He reached the end of the crop again by the north trees but this time, instead of moving over five or six rows, he jumped over about ten rows and started his walk south back to Fisher Rd.

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The Lost Telemaster (cont)

About fifty yards south he noticed the sun beating through the corn a lot brighter than anywhere else in the field. He cut across a couple more rows and there the giant plane was! He looked around at the broken corn stalks that had been broken off when the plane went in but there was very little damage to the plane itself. The landing gear was knocked off and the wing had been twisted in the wing saddle. The plane's carburetor was wide open and the only true damage that was seen were all the corn stalks that were broken off when the plane went in. Structural damage to the plane was just the right side nose of the front fuselage had snapped and a little CA would fix that in no time. The OS 61 engine was no worse for wear other than the throttle was wide open. I think this is why the plane wasn't anywhere near where they thought it went down originally. It must have flown for another 30 seconds or so directly north from where they thought it went down.

So the plane was photographed in its temporary corn wrapping, everything recovered and carried out in one piece. After the club member changed his soaked clothes in the empty club house he called the owner of the plane at his work and told him he was going to drop the plane off to him. The owner couldn't believe he had found the plane! He also couldn't believe his plane was in excellent condition and should be ready to fly by this coming weekend! A nice ending to what could have been disastrous.

For all of you that helped in recovering this plane, thank you. Over sixty hours of searching from over half a dozen men, maybe more. What a hobby and what great support from so many members. You all know who you are. Ohhhh yea, and to the "Aviator", "Don't fly over the corn anymore"! I've seen enough corn for ten years!!! Stan.

Message from the Webmaster

As part of our new website, each member is entitled to their own email mailbox. If you are interested, please email me at Webmaster@GeaugaRC.com with your request and name identifying you as a member. It's an easy process and only takes a few minutes to set up. Suggested mailbox names are YourName@GeaugeRC.com. Please email me any questions...Frank

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Two Stories BOTH TRUE - and worth reading.

STORY NUMBER ONE

Many years ago, Al Capone virtually owned Chicago. Capone wasn't famous for anything heroic. He was notorious for enmeshing the windy city in everything from bootlegged booze and prostitution to murder.

Capone had a lawyer nicknamed "Easy Eddie." He was Capone's lawyer for a good reason. Eddie was very good! In fact, Eddie's skill at legal maneuvering, kept Big Al out of jail for a long time.

To show his appreciation, Capone paid him very well. Not only was the money big, but Eddie got special dividends, as well. For instance, he and his family occupied a fenced-in mansion with live-in help and all of the conveniences of the day. The estate was so large that it filled an entire Chicago City block.

Eddie lived the high life of the Chicago mob and gave little consideration to the atrocity that went on around him.

Eddie did have one soft spot, however. He had a son that he loved dearly. Eddie saw to it that his young son had clothes, cars, and a good education. Nothing was withheld. Price was no object.

And, despite his involvement with organized crime, Eddie even tried to teach him right from wrong. Eddie wanted his son to be a better man than he was.

Yet, with all his wealth and influence, there were two things he couldn't give his son; he couldn't pass on a good name or a good example.

One day, Easy Eddie reached a difficult decision. Easy Eddie wanted to rectify wrongs he had done.

He decided he would go to the authorities and tell the truth about Al "Scarface" Capone, clean up his tarnished name, and offer his son some semblance of integrity. To do this, he would have to testify against The Mob, and he knew that the cost would be great. So, he testified.

Within the year, Easy Eddie's life ended in a blaze of gunfire on a lonely Chicago Street. But in his eyes, he had given his son the greatest gift he had to offer, at the greatest price he could ever pay

Police removed from his pockets a rosary, a crucifix, a religious medallion, and a poem clipped from a magazine. The poem read: "The clock of life is wound but once, and no man has the power to tell just when the hands will stop, at late or early hour. Now is the only time you own. Live, love, toil with a will. Place no faith in time. For the clock may soon be still."

STORY NUMBER TWO

World War II produced many heroes. One such man was Lieutenant Commander Butch O'Hare.

He was a fighter pilot assigned to the aircraft carrier Lexington in the South Pacific.

One day his entire squadron was sent on a mission. After he was airborne, he looked at his fuel gauge and realized that someone had forgotten to top off his fuel tank.

He would not have enough fuel to complete his mission and get back to his ship.

His flight leader told him to return to the carrier. Reluctantly, he dropped out of formation and headed back to the fleet.

As he was returning to the mother ship, he saw something that turned his blood cold; a

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squadron of Japanese aircraft was speeding its way toward the American fleet.

The American fighters were gone on a sortie, and the fleet was all but defenseless. He couldn't reach his squadron and bring them back in time to save the fleet.. Nor could he warn the fleet of the approaching danger. There was only one thing to do. He must somehow divert them from the fleet.

Laying aside all thoughts of personal safety, he dove into the formation of Japanese planes. Wing-mounted 50 calibers blazed as he charged in, attacking one surprised enemy plane and then another.

Butch wove in and out of the now broken formation and fired at as many planes as possible until all his ammunition was finally spent.

Undaunted, he continued the assault. He dove at the planes, trying to clip a wing or tail in hopes of damaging as many enemy planes as possible, rendering them unfit to fly.

Finally, the exasperated Japanese squadron took off in another direction.

Deeply relieved, Butch O'Hare and his tattered fighter limped back to the carrier

Upon arrival, he reported in and related the event surrounding his return.

The film from the gun-camera mounted on his plane told the tale. It showed the extent of Butch's daring attempt to protect his fleet. He had, in fact, destroyed five enemy aircraft.

This took place on February 20, 1942 , and for that action Butch became the Navy's first Ace of W.W.II, and the first Naval Aviator to win the Congressional Medal of Honor.

A year later Butch was killed in aerial combat at the age of 29. His home town would not allow the memory of this WW II hero to fade, and today, O'Hare Airport in Chicago is named in tribute to the courage of this great man.

So, the next time you find yourself at O'Hare International, give some thought to visiting Butch's memorial displaying his statue and his Medal of Honor. It's located between Terminals 1 and 2.

SO WHAT DO THESE TWO STORIES HAVE TO DO WITH EACH OTHER?

Butch O'Hare was "Easy Eddie's" son.

(Pretty cool, eh!)



O'Hare as Air Group Six Commander in the cockpit of a Grumman F6F-3 (1943).

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How I got started in the hobby of R/C

This is my short story regarding flying radio controlled planes.

I first started out building model planes that my wife had bought for me as gifts. Much to my wife's dismay, she had created a monster!! Of course I started building radio controlled planes that were just a little more expensive than models. I built RC planes for almost two years. I Didn't know how to fly them yet but always wanted to.

I then learned about the club and went to the required meetings and was granted access to "The Club Field". There I met many interesting and helpful characters. I started out with an electric plane and, with the guidance of Kenny Ribich, started to learn to fly. One day we watched in wonder as the wings flew off and floated gently down while the fuselage buried itself in the ground. Well I bought another plane from Bob Gross and tried again.

Winter arrived and I hadn't yet soloed. Spring arrived and I was ready. Boy was I ready. Weather prevented many an outing so in the meantime I re-worked the crashed plane from electric to gas. Then I made the BIG mistake of getting my hand into the prop! That put me out of commission for the better part of the summer with cut tendons and a shattered a knuckle. I learned the hard way about safety that I had been warned of so many times.

But here I am again, almost ready to solo thanks to the patience of Kenny. Of course I will still need guidance to learn to fly the other five planes I have built. There is always someone to give sage advice and hands on expertise from the wonderful men I have met in the club.

Bob Horacek

Here are a couple of Bob's planes.



(cont)

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Here are a few more of Bob's planes.



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If you're looking for an awesome scale pilot for your next plan, check out

Premier Pilots



Looking for a 1/4 Scale Pilot?

Brand New for 2009 3 new pilots, Flight Suited pilot and WWII Pilot and Luftwaffe Pilots are now available in one quarter 1:4 scale. Finally, a highly detailed and light weight Scale Pilot figure, loaded with the right accessories is ready for your masterpiece and scale competitions. Premier Pilots are jointed and may be posed to suit your needs.

Stan,

I started out flying U control at 5 years old when my father told me to hold the handle off the ground. He let the Cox PT-19 go and watched me; the plane went up and down for what seemed like a half hour, although I did manage about 3 laps before I crashed. But I was hooked. I started flying RC with gliders in 1975 when Cox/Sanwa made an inexpensive 3 channel system. I stopped flying when my daughter was born in 1983. I started painting military figures and model airplanes. Back to RC in 1995 when I remarried. My new wife was happy to get me out of the house, but did not guess I would be flying every weekend. I was disappointed in the poor selection of pilots for airplanes. I always felt the model was not finished until a pilot figure was in the plane. So I set out to make my own pilots. I was so busy making pilots for others I was not flying much. I stumbled on a doll manufacturer to help me with the production. So that is how I got into the pilot business. I have met great people from all walks of life, they help me to be a better pilot, builder and I love every minute of it.

Ren DiLeo
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Quote the Raven, "*Nevermore.*"

Edgar Allan Poe



Until next time, see you all later...