

# DOWNWIND

DECEMBER, JANUARY, FEBRUARY 2004

FLY WHILE YOU STILL HAVE YOUR WINGS



Welcome to the Collier Fun Flyers radio control model airplane club newsletter. The

CFF is one of thousands of excellent model airplane clubs in America. In these clubs are people sharing with each other the thrill of building and flying radio controlled model airplanes. Many of our members are pilots retired from flying commercial airlines, private pilots, service pilots, veterans of the last three wars, and just plain people who have a love affair with airplanes. If you love airplanes, this hobby is for you. There is nothing as thrilling as flying your model below a giant, white, cumulous cloud, on a background of sky blue. (See photo above. This photo was taken directly above our flying field). The Collier Fun Flyers fly every Monday, Wednesday, and Saturday at the Collier County Fairgrounds. The flying field is located 11 miles east of I-75 on the east side of Immokalee Road. Meetings are the first Tuesday of every month at the Naples Airport, in the pilot's hanger. Third Tuesday is Ladies Night Out. Those who have just joined our club are invited to attend Ladies Night Out and bring your sweethearts. This is always a fun time. On the 3rd Saturday is Gourmet Bratwurst day at the airpark. Juicy brats cooked to perfection by the finest European trained chefs. Come out and have a brat. Watch us fly or try your hand at flying with an instructor. Most of our pilots were introduced to model airplanes when they were

young and have never lost that thrill of seeing their plane leave the ground, fly below the clouds and return with the grace of a ballerina. We continue to fly while we still have our wings. This is a group of big kids experiencing some of the past and much of the present. How about you? What are you doing to keep yourself busy, your mind and reflexes sharp? Why not get interested in this great hobby? Join the Collier County Flyers.

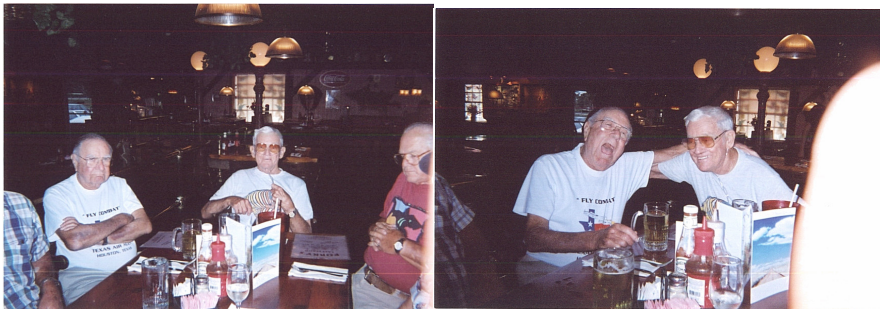
### A TIME TO REMINIESE

Tonight is New Year's Eve. I felt a little nostalgic as I usually do when the New Year ends. So when you read this in February or March, think about the music of Auld Lang Syne for a sentimental background. I was thinking about this year as it passed so quickly and as some of it pertains to our flying club. This is what came to mind.

We were at our favorite Saturday morning gathering for breakfast. Our club meets for breakfast several times a week before flying. One by one several of our Northern friends began to arrive. We had not seen them since they went home last spring. I was watching the faces and listening to the comments of our flyers as they welcomed them back. I was impressed by the genuine joy everyone expressed. Their faces lit up and there were smiles from ear to ear and hugs that were real. I thought to myself that I have never been in a flying club like this one where people really cared about and enjoyed the company of other flyers and their families. Then I wondered how many clubs in the AMA are similar to ours. Yes, we do have an unusual flying club. We are very special. I leave you with all these positive thoughts and wish you and yours a healthy, pain free, crash free, and happy New Year. Next year I hope to eat breakfast with you, fly with you, help you if you need help, celebrate brat day with you and especially enjoy a monthly Ladies Night Out with our wives and sweethearts.

## FLYING WINGS

We were celebrating Lem's 60th anniversary of his receiving his flying wings while having lunch at a Bar B Q restaurant. Everyone was having a good time, everyone that is except Sy. If you carefully look at picture #1 on the left, you will see Sy pouting. He reminded me of Grumpy in the movie Snow White and the Seven Dwarfs. He was pouting because we did not celebrate his anniversary of his wings from back in 1906.



Picture # 2.... As you can see in the second picture Sy was not that old grumpy historical aviator but a dramatic change had taken place. What happen? I leave the answer to your imagination with a few clues. After dessert, music filled the air. Rose petals were scattered on the floor and the table, and that white arm at the right of the picture did not belong to Mike Moskaly.

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Taxing down the tarmac, the DC10 abruptly stopped, turned around and returned to the gate. After an hour-long wait, it finally took off. A concerned passenger asked the flight attendant, "What was the problem?" "The pilot was bothered by a noise he heard in the engine," explained the flight attendant," and it took us a while to find a new pilot."

The **DECEMBER** meeting of CFF was attended by 17 members. The meeting was called to order at 7:30 by President Walt Barnes. The reading of the minutes of the last meeting and the treasurer's report were read by Tony Gattone and Treasurer Bill Neugent.

Both were accepted as read. Bill reminded all of the 17 members present that it is important to send in our dues. The deadline is January 1<sup>st</sup> 2004.



President Walt Barnes

**OLD BUSINESS...** began with a work day at the field. Bob Birkholz said that all the sprinklers are working but four. These will be replaced soon. We are missing a sprinkler wrench. The club will invest in another one if it does not reappear soon. Bill Gleue will go to the hardware store and purchase another one.

**MIKE Moskaly** will paint a white line down the center of the runway.

**SAFETY COMMITTEE:** Due to some recent close calls, crashes, disregarding of field rules, a Safety Committee has been formed. This Safety Committee, consisting of Walt Barnes, Mike Moskaly, and Warren Ray, will meet to create a small list of simple safety precautions and a few necessary rules of the field. This list will then be critiqued by the members and either accepted, rejected, or changed. This will be especially helpful to new people who are not aware of what is expected of them while flying at our field. This list is a good reminder for all of us. The list is only that, a piece of paper with something written on it. It will never work if you don't or refuse to follow it.

Walt Barnes, Tony Gattone and Don Wagner will be contacting the County and discuss the possibilities of establishing a flying field at the new County Water/Sewerage Plant.

**NEW BUSINESS:** Don Wagner suggested we keep the same board members. All officers agreed to stay on another year.

**LADIES NIGHT OUT:** Another night out with the ladies. We all look forward to this evening. We will meet at 6:30PM, 16<sup>th</sup> of December at J.D'S. They have great ribs. If you are planning to attend, RSVP to Tony Aldrich at 732-5866.

**GOURMET SAUSAGE DAY** will be the Saturday 13<sup>th</sup> of December.

**CRASH of THE MONTH:** This non-award was unanimously given to Art "The Dodger" Eby. Our tale begins. According to Bill Gleue, Art appeared out of Goshen, Indiana, unexpected, and without his airplane. (one of his old tricks) Art wanted Bill to allow him to fly Bill's beautiful red and yellow airplane. Bill was a little reluctant. He was afraid the Dodger would crash it because of his advanced age. Art begged Bill to let him fly it. Even told him he would buy Bill a brat on the next Gourmet sausage day. Bill finally gave in and gave The Dodger the keys to the plane. The rest is history. The Dodger got clearance from the tower and taxied to runway 4, passed the last blue taxi light, made a right turn, and another right turn on to the apron. Finding the controls free to move, he slowly pushed the throttle to full throttle as he released the brakes. What followed a perfect take-off was two minutes of horsing around the sky, flat spins, snaps, high stress maneuvers, etc. It was then that it happened. No control. Little was left of Bill's yellow and red plane other than a pile of balsa dust and pieces of covering floating down. Art left the scene as quickly as he had arrived. Said he had to rush back to Goshen to sell a pickup. Bill sat in the chair nearest the TX impound board with his head in

his hands mumbling to himself. John Rodencal tried his best to comfort Bill promising him he would make Bill another airplane.



Bill Gleue with Red & Yellow

The Dodger

SHOW AND TELL was presented by Dick Allen. He demonstrated his new little airplane called the Cobra. It is a very strong, lightweight electric, and a spectacular, unbelievable flyer.

The meeting closed at 8:33PM.

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“Flight 2341, for noise abatement turn right 45 degrees..”

“But Center, we are at 35,000 feet. How much noise can we make up here?” “Sir, have you ever heard the noise a 747 makes when it hits a 727?”

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, “What was

your last known position?” Student: “When I was number one for takeoff”.

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**JANUARY** meeting opened at 7:30 with the reading of the minutes and treasurer’s report. Both were accept as read by the 16 members present.

**OLD BUSINESS:** Don Wagner suggested it was time to begin watering the flying field. Our talented ground keepers Bill Gleue and John Rodencal will begin this important task immediately.

**FIELD SAFETY REMINDERS:** The safety rules, reminders, and just plain old horse sense ideas were presented to the members for their acceptance. Dick Bauman had a suggestion and a correction which will be added to the list.

**NEW BUSINESS:** Bill Neugent will post the names of the members who have paid their dues at the field.

**LADIES NIGHT OUT** will be held Tuesday 20<sup>th</sup> 6:30PM at the Red Lobster restaurant in Naples on North Trail.

**GOURMET BLACKENED BRAT SATURDAY** will be held January 17<sup>th</sup>. Chef Jack Treadman will cook and he said he would work without pay but would at least like a tip. Come hungry so you can eat two brats.



Jack Treadman

**CRASH OF THE MONTH** goes to Art Eby. He had a run of bad luck that comes in three's. Art! Good days are now ahead.

**NEW MEMBER:** The club welcomed Eric Wells who has flown in the past and would like to join our club.

**JANUARY 7, 2004** meeting closed at 8:30.PM.

**FEBRUARY** meeting began on time. President Walt Barnes called the meeting to order. The minutes and treasurer's report were read and accepted without any changes.

**OLD BUSINESS** began with the club thanking Lem for contributing the club badges for 2004. Lem thanked the members for all the nice things the members have done for him. One could easily see that that Lem was talking straight from his heart.

**NEW BUSINESS:** John Rodencal has drawn a map of the sprinkler system at our field. He and Bill Gleue spent several hours finding the sprinklers. They said that we need to replace four heads. They will paint the heads bright orange to make them more visible.

**FRIENDLY FACE :** Everyone was delighted to see Frank Monsoor at the meeting. He said Marcene and he have been very busy and are finally beginning to slow down a little.

**MIKE MOSKALY**, our Vice President, suggested that the club buy some fill for all the bumps and holes in the field, and roll and drag the field. The club decided that we were a little short on funds and we could do this another time.

GOURMET BRAT DAY will be Saturday 21<sup>st</sup>. Don't miss this one as Chef Don will serve special black and brat with buns to fit. Chips, onions, condiments, and cold soda will be served. Don't forget to thank the chef.



### BLACK & BRAT

CRASH OF THE MONTH was awarded to Jack, (tail gunner,) Yates. His LT 40 Cadet was totaled. Jack thought he may have had a TX problem but he was not certain. He said he only had control for right turn and no left.



The gang of seven plus the "tail gunner" Jack Yates

SHOW and TELL was presented by Bill Bond who brought his B2 electric Stealth bomber. The engineering looked good. Hopefully it will be a very good flyer.

MEETING closed at 8.10 PM.

### THE WHITE LINE RETURNS

THE WHITE LINE, which in the past has been so mysterious and elusive. The line was painted several years ago. It was a homing white line, directing the pilots back to their base no matter what the weather and no matter what the height of the grass. Somehow it disappeared. Probably due to some heavy rains, grass growth and near misses of a hurricane. Its rebirth will be part of another valiant effort to have a line painted down the middle of the runway by our talented sign painter Mike Moskaly. The idea is to land on the white line. I have one question that comes to mind. If we are having trouble landing down the center of the runway, which is like 40 feet wide, and are still landing in the tall weeds next to the runway, and sometimes in the lake, how will we land on a four inch wide white line; especially after the grass is cut? This question will soon be answered. I know what will really encourage us to find the white line. Anyone who can land on the white line, before or after the grass is cut, gets a free brat with a soda drink courtesy of CFF. Let's have a contest. Each pilot gets one try at the white line each month for free lunch. We can afford this because few pilots will hit the line.

## **TRIMMING YOUR PLANE**

**By Brian Dorf**

So you have this new plane that you want to fly some smooth, relaxing aerobatics with. Or maybe you have been flying the fun-flies and on the timed loop event and your plane keeps falling out to one side losing time. Ever had a plane that just didn't want to land? Whether you fly competition or not, the fact is the same; you want your plane to fly and react properly. Ideally only to your inputs, and you don't want the plane to yaw, or hunt side-to-side, during any maneuver. Most pilots associate a properly trimmed plane as one that flies straight and level, but what we really want is a plane that flies straight and TRUE. An airplane that is not properly trimmed can fly level, but it may have unwanted

tendencies during other maneuvers such as loops, knife-edge flight, and even landing. This can be very frustrating to the pilot, and often he will label the plane as a poor flyer, or the plane may crash, and he will never know the cause.

The truth be told, the most important aspect of trimming the plane happens before the plane is ever flown, I repeat, BEFORE it is flown. During construction, if you are lucky enough to be part of the assembly, (with today's ARFs and used plane market, that may not be possible) an incidence meter is a great tool to have. Always set the wing and stab to what the plans say, which for sports models are usually 0 degrees and 0 degrees. Also make sure that the wing and stab are square to each other, i.e. the distance from the wing tip to the stab tip is the same on both sides. A tailor's tape measure is really handy here, since one end can be pinned while the other held. My ¼ scale Cap, though an ARF, let me do all of these myself. And don't forget the most important part, making sure the wing and stab are level when viewed from behind.

Proper balance, both front to back (Center of Gravity) and lateral (wingtip to wingtip) are a must. For the CG, if a measurement from the leading edge of the wing is given, always measure from the root of the wing, where the wing meets the fuse. Never from the tip of the wing! For lateral balancing, suspending the plane by a string works really well. Most people do not balance from side-to-side, and since most planes are close, the planes do fly; However, in high G situations, especially loops, the weight difference is multiplied, and one wingtip will track differently than the other. This can lead to a very ugly loop, or in multiple loops, makes you fall out all together. If you haven't done this to your planes yet, do it now! Hang it from the centerline, and add weight to the high tip until it is level. (Oddly enough, for side-mounted engines, the side that the cylinder hangs is usually the heavy side. A great way to add weight to the tip is with wood screws in the

wingtip – just screw some in. It should not take much since most of the heavy stuff in the plane is close to the centerline.

Correct control throws are a must. Always use the recommended throws on a new airplane, for high and low rates. Only adjust the throws after flying the plane, and make very small adjustments at a time – you don't want to surprise yourself. Lastly, start with manufacturer suggestions for engine thrust angles, both up and down and side thrust. Usually you don't have to change these. The companies pay people to fly and trim their aircraft so your job is easier as a result. The reason they do this is so that newer builders can have a decent flying airplane from the start and the company can keep their reputation intact.

“Nuff” said on building. Next month we will talk about flying the plane and correcting all the little things that make the plane more difficult to fly. I know we didn't get to the flying yet, but doing the above stuff properly will save a lot of time and frustration when it comes to flight trimming. As always, I am open to suggestions about what to write about, so if you like it, or don't like it, tell me; or have a questions that you would like to see answered, let me know as well!

(Reprinted from Servo Chatter, newsletter of the Anoka County Radio Control Club, Coon Rapids, Minnesota, Stan Zdon, Editor)

## **SAFETY RULES AND REMINDERS**

1. Transmitters must be in the impound box when not in use. All transmitters must have a clothes pin with the pilot's name and channel number clearly visible.
2. All takeoffs must originate at or beyond pilot's station.
3. After landing, taxi parallel to the pits – shut down and carry or pull plane into pits. Do not nose your plane towards the pits while the engine is running.
4. Other than touch and go and a missed approach, close in flying and stunts must be flown on the far side of the run-way, away from the pilot's station. Not directly over the runway.
5. Use tie-downs etc. when starting plane. Protect the grass from fuel with a tile, rug, etc.
6. Absolutely no flying over Paintball Park on Saturdays and absolutely no flying over lake any day.
7. A spotter is required for three or more flyers.
8. All pilots will announce landings and take-offs and the runway they will be using. Other pilots who are flying with them should acknowledge you have heard their announcement.
9. Flying alone is strongly discouraged.
10. Do not enter the active runway for takeoff without first obtaining permission to enter from the spotter or other pilots who are flying.



We will miss Bob and Barbara Birkholz. Enjoy your new home.  
Our club won't be the same without Bob. He is a special person  
with lots of talents.

A cooker of brats, a helper to all, and a good friend.