

August 2012

# Thunderbolt

Ray Field LAT: 42.5062 N LON: 83.5987 W

## Warbirds Come to New Hudson

On July 14th we had our "Warbirds Over New Hudson" fun-fly and by most accounts it turned out to be a roaring success. We were very fortunate with the weather, which turned out to be sunny and with very little wind. To no one's surprise - given the weather we've been having this summer - it was very hot, but that didn't seem to affect the attendance or dampen anyone's enjoyment. The aroma of sun block was pretty strong, making it smell like a day at the beach. By the time the event officially started at 10:00am, we already had a pretty good turnout and all of the build stands were filling up with a good selection of warbirds. The field was in pretty good shape, having just been mowed, although the dry weather made the grass pretty brown and the turf rock hard. Flying began right at the opening gun and continued more or less non-stop throughout the day, with the sky pretty much never vacant of warbirds until mid-afternoon.

We had a great turnout of club members, and a number of spectators and members of other clubs who stopped by to watch the show and kibitz. We had a great selection of warbirds to admire too,

although, as you might expect, heavily leaning toward WWII fighters, with Tom Bacsanyi's MB339 being the only modern warbird that flew, and the only ducted fan. I don't recall seeing any WWI planes fly - maybe next year. Warbirds ranged from small electrics to a couple of large 140-size gas-powered bruisers. Ron McHale brought out and flew his large CMP Zero, which performed beautifully and given its size and weight, very realistically. Despite its large size, he seemed to have no trouble floating it down onto the field and getting it stopped. Among the other large airplanes was Prez Gus's very pretty CMP P-40. It took some effort to get everything up and working properly, but once the gremlins were conquered, the P-40 flew great and looked very realistic in the air. A pressure leak prevented the gear from fully extending at the end of the first flight, resulting in a gear-up landing, which Gus pulled off in textbook fashion with everybody watching intently. He set it down on the grass so gently that it only slid a few feet and didn't even scuff the paint on the belly.



### August Club Meeting

Monday, August 6, 7:00 pm

Ray Field - 55495 Grand River - East of Milford Rd.



In case of fowl weather, the meeting will be held in Warren's garage. Call any officer for directions.

**Matt's beautiful F7F Tigercat preparing to go up**



**CMP Spitfire makes an overhead pass**



**Greg Gordon's scratch-built Messerschmitt BF-109**



**Ron McHale readies his CMP A6M6 Zero**



**Gus's P-40 about to roll out for it's first flight**



**Joe Alessandrini's Hellcat waiting it's turn to fly**

## *Escadrille des Cotes Cassees cleared for take off!*



***The gear-up landing seemed to set a theme for the rest of the day,*** as we saw continued retract problems plaguing the fleet (anyone surprised?) The electric retracts on my CMP Spitfire got out of phase somehow, which resulted in the comical spectacle of one leg going up while the other went down, and vice versa. After circling the field several times with the legs alternately retracting and extending, I wound up also bellying it in, fortunately with no damage. In fact this squirrely Spit seems to land much better with the gear up than down. At least it didn't stand on its nose like it usually does. Greg Gordon's beautiful scratch-built Messerschmitt BF109 was raring to go, but unfortunately was prevented from flying by a balky retract that wouldn't stay down and locked. His BH T-28 Trojan cut some nice maneuvers and represented the trainer portion of the warbird fleet well. Joe Alessandrini's big Hellcat flew very impressively but had a few retract issues too, as did my FW-190 and Corsair, which would only extend one leg until a couple of sharp pull-ups popped the other leg out. Based on the tally for the day, I'd say the first guy that perfects a foolproof (and affordable!) retract system will make a lot of friends and set himself up for a nice early retirement. As always, a highlight of the day was watching Matt's impressive twin Grumman F7F Tigercat cruise around the pattern, sounding very menacing with its twin engines droning like an angry hornet's nest.

Other aircraft problems seemed to be pretty minor, Warren flew his nice-looking P-51 but it seemed to be acting a little strange. It turned out the firewall

had come loose, resulting in quite a bit of unwanted down-thrust. He got it down safely and diagnosed the problem and had it back flying in time for the grand finale furball flight. Unbelievably, throughout the entire day of constant flying, we had no crashes (at least none that I recall). A few less than pretty landings, but no actual crashes and nobody went home with a broken airplane. I don't think even the most optimistic among us expected that we'd all get through a whole day of warbird flying unscathed.

At mid-day we paused briefly for a lunch of dogs, chips, and cookies, with Hank and Art manning the grill. We all owe them a big vote of thanks for volunteering for that hot duty on a sweltering day, and a better batch of dogs were never eaten.

About mid-afternoon things were beginning to wind down and we decided to try to get a whole squadron up for a final warbird orgy flight. I think initially we thought we'd be lucky to get maybe 4 or 5 planes up at once, but we actually wound up with 7 planes taking off en-mass and circling the pattern for a good 6-7 minutes of roaring action. It was quite a sight and it sounded pretty much like WWII had come to New Hudson. By my recollection, we had 2 Mustangs, a Spitfire, a Hellcat, a Zero, a Dewoitine, and a T-28 all going around the patch at high speed at once. We did bend our self-imposed rule on number of planes aloft at once a bit, but we did have spotters for the pilots and fortunately, there were no close calls and it was a heap of fun for all who flew and everyone who watched, and a fantastic way to end a great day of flying.



Greg with his T-28  
and BF-109

Scott's "what's that?"  
DeWoitine D520



Leon's Cub dressed up  
in invasion stripes



Dennis K's. F4F Wildcat



Scott's Fw-190A



This Dauntless had trouble with the  
grass, but took off from the road

For all those who were unable to attend, here's a partial list of warbirds that showed up (based on my memory 3 weeks after the fact. I apologize to owners of those I missed.)

- (3) P-51 Mustangs
- (2) Spitfires
- (3) F4U Corsairs
- Messerschmitt BF-109
- (2) A6M6 Zeros
- Val Torpedo Bomber
- F7F Tigercat Twin
- T-28 Trojan
- OV-10 Bronco Twin
- Piper Cub in military dress  
with invasion stripes
- Grumman F4F Wildcat
- SBD Dauntless
- Aermacchi MB-339
- P-40 Warhawk
- Dewoitine D520
- PT-19 Cornell
- FW-190A



All-in-all, my impression is that it was a successful event and everyone who attended had a good time. I know I did. Most of us need an excuse to drag out the warbirds, given the amount of tinkering and fussing they require, and this event seemed to provide one, so perhaps it would make sense to make this an annual event. Given more advance planning, we could advertise in the AMA magazine and publicize the event more widely next year and might be able to increase the attendance from other nearby clubs. The unstructured format seemed to work well and might have helped to bring out the fliers, as some people don't enjoy having to fly prescribed maneuvers.

*Thanks to everyone who worked to make the event a success and everyone who attended to make it fun.*

Scott Cruzen



# Ribcrackers July Meeting Minutes—July 2, 2012

The meeting started late at 7:04 pm at Ray Field

The Treasurer arrived late at 7:05 pm

The President seemed distracted and had to be reminded to have June meeting minutes approved.

## OLD BUSINESS:

\*June meeting minutes were approved with no exceptions or comments.

\*The Treasure gave an outstanding report stating that all bills have been paid and that all is well.

## NEW BUSINESS:

\*There was a flying incident in June that put an airplane on the SE corner of the Walbridge building. It is a cardinal rule that no one is permitted to go on the roof! Period. It is recommended that all planes should have their controls set in a fail safe mode in cases of lost signal with the plane. One way to do so is to turn off your transmitter with the plane running (and on the ground!) and see where the plane controls are set. If there are any questions in doing so, see one of the senior pilots for further clarification.

\* There are three **new paid up members** and seven new students reporting regularly to student night.

- **Fun Fly:** Scott published a brochure and distributed it with good results, especially from other clubs. Reminder that formation (chasing) flying can get out of hand very quickly, so use good common sense at all times. There will be a pilot's meeting

setting the ground rules and the field lay out rules. Due to the road crossing the flight path, several spotters are needed so please volunteer.

- A **new trainer** was donated to the club by an 89 year old Bob Tubbs a retired Air Force pilot from Fort Wayne, Indiana. His flying days are over and wanted to see his plane get more flying time. The plane is a Hobbico advanced trainer. Prez Gus found him on RC Universe, thank you Bob and Gus for going down there to pick it up. There was no flying on July 4 due to the holiday. The engine that Louie donated for a club trainer and reported on in last month's Thunderbolt developed some trouble with some stiffness in the cylinder wall due to some corrosion build up. It is thought that some elbow grease will clear up the problem; a report will come later on the outcome.

\* **Maneuver of the month** is the "in's and out's" of performing a knife edge. While Prez Gus gave instructions to the gallery of on lookers, pilot Greg Gordon performed the maneuver "perfecto"!

\***Raffle:** Prez Gus won the 50 - 50 drawing and donated back his profits to the fund. Ron McHale won a transmitter battery and Greg Gordon won a Park Zone Cub- J3 and immediately gave it to Bill Hanson. No record of the Blue Ticket winner.

Reluctantly submitted, Don U

## Editor's Note

*There were many photos submitted by Ribcrackers that I couldn't fit them all in this issue. The good news is that I will display all of them in the upcoming issues. Thanks to Veep Scott; Scribe Matt Jerue; Joe Alessandrini; Matt Unsworth, Newbie, John Jushkewich. Thank you all. It makes my job much easier. Don U*

# Oskosh B'Gosh

*Dennis Kirkwood*

*I just got back from Airventure 2012 in Oshkosh, Wisconsin and would like to share some of the following with the Ribcrackers.*

Even though I have multiple ratings in full scale aircraft I always seem to gravitate to the ultra light section when I go to Oshkosh. Guess it is because that is where it all started for me and because of the sheer enjoyment of ultralight flight. As I walked around the area I couldn't help but notice some cross-pollination between the ultralights and our models. The first thing being that the ultralight I learned to fly in, a twin engine Lazair, now supports two "electric motors". Please see the photos and notations below. The second noteworthy item being that I came across a powered hang glider or kite with two ZDZ 160 twin cylinder engines... I found both of these examples, quite amazing.

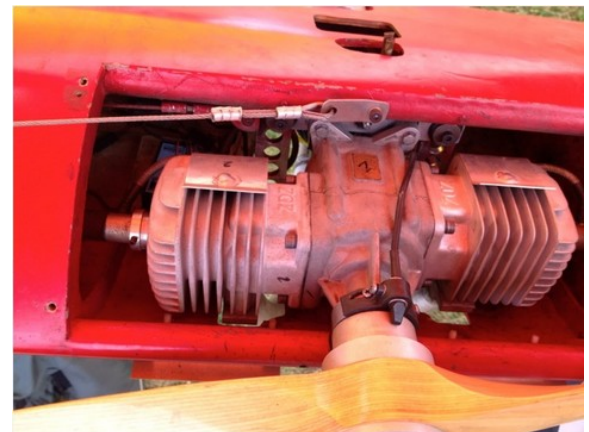
Here is a photo of my first plane and since I climbed aboard and flew it, I guess I can call it a plane. It was in the late 70's, early 80's. My Lazair had two Rotax 185 commercial fire pump motors mounted on D-Cells on the leading edge of the wing. These engines were 185cc 9.5hp each and turned 7,000rpm in flight. So I was off the water and flying on a mere 19hp... the ratings were less at lower rpm's. And, you could almost sustain level flight on one engine... almost. The following photos show the same Lazair with two 20hp electric motors.



*"...since I climbed aboard and flew it, I guess I can call it a plane."*



Although not currently available as a kit, this is Dale Kramer's, "the designer of the Lazair", latest version. The airframe is basically identical to the original but the engines have been swapped out for two 20hp Joby JMI electric motors. Dale's sign stated 90 minutes flight time on wheels, 60 minutes on floats and a 60 minute recharge time on the battery packs. The empty weight of the plane is 240lbs. + 110lbs for the batteries for a total empty weight of 350 pounds. This empty weight takes the unit out of the ultralight class; however, it would fall within the Light Sport category. While I was at the booth I think I overheard Dale saying that the batteries cost \$9,000, which was quite shocking; however, he then went on to state that the cost worked out to about \$3.50 per flight hour when you looked at the total life of the batteries... like buying all of your aircraft fuel, up front. FYI, you won't see this unit offered as a kit. Dale has stated on several occasions that he is really out of the kit plane business.



This is the powered hang glider/kite I mentioned that has the two ZDZ twins... The following photo is a close up of one of the engines. Hope you enjoyed the article.

Dennis



# Sad News . . .

Yeah, you know what that means, Frank Audette called me today (7.14.12) to tell me that Dave Schavolin, our old Joes' buddy died two weeks ago, apparently from liver cancer. Frank had talked to him about a month ago and tried to get him to come out or go to lunch, but Dave declined as he said he was very ill. I, like all of our club members have a lot of fond memories of Dave and remember sharing lots of fun hours at the field and at Joes over the years. Dave was instrumental in getting me into RC and helped me a lot, as he did with lots of others. I wish I had talked to him a few times over the last few years.



Leon

My favorite Dave story: Some of you may remember "psycho" a guy that used to fly at our club with "madman" Steve. In one of psychos crashes he tore the antenna wire out of the receiver, the 33" wire that was a white wire. Tom and I were in Joe's (we did that a LOT) and psycho came in with this wire and told Dave he needed a new wire. Dave got real serious and said the crash MAY have been because these white wires were notorious for causing all kinds of problems, he really needed to get a BLACK receiver wire. Dave went on at length about how Futaba keeps this a secret from people and it is a very hard to get item, special order and all that. There were even a few customers listening in on this

and I don't know if they believed it too. It was all Tom and I could do not bust out laughing.

I think it was Ron McHale came in about then and heard Dave and asked if the special order black receiver wire came in that he had ordered. Tom and I lost it. I think MAYBE psycho to this day thinks that stupid white wire may have caused his crash.

Dave had about the greatest sense of humor and loved "getting on" people.

He would often tell me they wanted to put a plane in a display case, so could I fly it, then it would fit in. We are diminished with his loss, he is now teaching someone on high how to fly.

RIP and have a martini and a smoke for me, Dave.

Leon

Hi All Ribcrackers,  
It is with a heavy heart that I respond to this e-mail, the loss of Dave Schavolin came as a great shock to me. Living here in Florida of course most news of the flying community is obtained through the Thunderbolt. Dave was always a good friend to me, we did not always see eye to eye on things but good friends as you know do that. I spent many an afternoon hanging on the counter at Joe's talking modeling with Dave. I feel sad knowing that there is now one less good guy promoting our hobby. May God bless Dave and his family of which we all were.

**Glen Wearsch**

**Editor's Note:** Glen was a long time Ribcracker when we were flying at Lang Aerodrome.

This is very sad ...he was a great guy and my ..mentor in the RC hobby a true MASTER ...we will miss you DAVE...agree lets dedicate the next club meeting to him and say some stories about our friend

**Alex**

*I didn't know you as well as many of the Ribcracker's, but to all of us you were many things including teacher, mentor, and FRIEND. It was an honor to know you.*

**Marshall**

Sorry to hear the sad news...Dave was always nice to me...he is missed.

**Errol Peschel**



*Dave with one of his favorite planes.*

# UPCOMING LOCAL EVENTS

Aug. 6 – Ribcrackers Club Meeting Ray Field  
 Aug. 9-12 – Michigan Jets – flying Pilgrims  
 Aug. 11-12 – Precision Aerobatics – Weak signals  
 Aug. 11-12 – DVII Mini Fest – RC Club of Detroit  
 Aug. 18-19 – Mich. Control Line Championships –  
 Starthmoor Model club of Detroit

Aug. 18 – Electrics Over White Lake – PMAC  
 Aug. 19 – Melee Over Lennox – RCCD  
 Sep. 10 – Ribcrackers club Meeting – Ray Field  
 Sep. 8 – Mid West Regional Float Fly – Skymasters  
 Sep. 15 – Joe Jacobs Memorial Scale Meet – PMAC

*Check out the details of local flying events on pages 165 & 170 of Model Aviation, August issue.*

## Editor's Note

Ribcracker Matt Unsworth and I also attended this year's Airventure and came away with many pleasant experiences including the mass arrival of J3's landing and parking Sunday morning at 6:00 am and the many warbirds.



Your editor standing next to "Glacier Girl". There's an interesting story of this plane's recovery from WW II. Good tale for and upcoming Thunderbolt.....

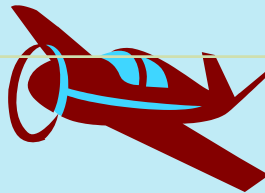
**Student Night continues every Wednesday at 6:00 pm**

Don

### Ribcrackers 2012 Board of Directors

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