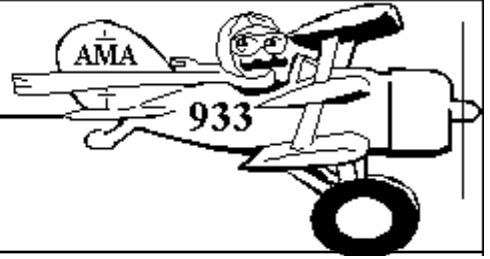


Plane Talk

A NEWSLETTER FOR OUR MEMBERS & FRIENDS



Volume 09 Issue 7

Aerobatic Aces, Three Rivers, Michigan

July 2009

Meeting Minutes:

1 June 2009

Meeting called to order at 7:30 PM in the Airport Terminal. President Bob Prather presiding. Nine members present. (*Editor's Note: All Right!!*) The May minutes were presented by our Secretary Jack Johnson. The Treasurer's report was presented by our new Treasurer David Sysko. Both were approved. It was mentioned that David and Bob are now the ones on the bank records for transactions.

Old Business:

Bob Prather, Paul Bungart, & John Berg were thanked for getting all the items back to the field and ready for the 2009 season.

New Business:

Dawn Patrol on the 21st of June. We will have a Static show during the morning. Anyone that can make it bring your planes to display.

Motion made and approved to purchase as much weed killer as needed to apply on our flying field.

Need a work group to scrape and repaint the windows and door to our club room. Also to tear down the old sign on the outside. Hopefully done before the Dawn Patrol.

For general information, the Air Zoo in Kalamazoo will be having free admission from now to the end of September. If you have not been there yet, it is well worth seeing.

No interest was shown in carpooling up to Holland on the 13th of June to see the Tulip City Big Bird Bash.

We still need new members!

Meeting adjourned at 8:10 PM.



AEROBATIC ACES NEXT MEETING:

Monday
July 6th, 2009 7:30
PM

Hopefully we will be able to meet at the flying field but if not, at the Airport Terminal building.

Aces Officers for 2009

PRESIDENT:

Bob Prather 269-467-9800
boyiayia@netzero.com

VICE PRESIDENT:

John Berg 269-483-2290
jaberg@comcast.net

TREASURER:

David Sysko 269-273-8583
campdavid67@yahoo.com

SECRETARY:

Jack Johnson 269-375-0812

SAFETY COORDINATOR:

Paul Bungart 269-467-7637
bunny@mei.net

PlaneTalk EDITOR:

Bob Van Singel van@armintl.com

Mowing Schedule

Tis the season again fellows. If you can not mow in your given time slot, please contact the person before or after you to change with them.

June 22 - June 28 Sonny Bernier
June 29 - July 5 Paul Bungart
July 6 - July 12 Bob Ganger
July 13 - July 19 Bob Van Singel
July 20 - July 26 Walt Rettman
July 27 - Aug 2 David Sysko
Aug 3 - Aug 9 Bob Prather
Aug 10 - Aug 16 Jack Johnson
Aug 17 - Aug 23 John Berg
Aug 24 - Aug 30 Butch Seymour
Aug 31 - Sept 6 Jim Wolff
Sept 7 - Sept 13 Sonny Bernier

Check gear lube before/after cutting. Also use the grease gun to grease all the zert fittings. Any issues with the mower, let one of the club officers know.



Aerobatic Aces R/C Club, Three Rivers, MI
Officially Chartered Club #933 of the Academy of Model Aeronautics



Upcoming Events:**Bremen Sky Knights - Corn and Sausage Fly-In, IN**

7/12/09 - Bremen, IN

Come Early and Fly Till ????????

No Contest, No Fees Just a Fun Day Flying!! Sweet Corn & Sausage Sandwiches & Drinks

around noon. (EDITORS NOTE: They might have to have the corn shipped in this year because of the cooler weather.)

**NATS 2009****JUNE 29TH - AUG 2ND****Celebration of RC: September 22-26, 2009**

The Celebration of RC is coming to the AMA International Aeromodeling Center in September.

This first-of-a-kind, five-day event is sponsored by the Vintage RC Society, a Special Interest Group of the AMA. It is for Radio Control airplane designs that are at least 35 years old.

Special events will include:

- Five days of open flying
- Competition in Scale, Pattern, and Concourse
- Rudder Only International Championships
- Vintage airplane and radio displays
- Bus trip to Air Force Museum
- Gala Banquet

Go to www.vintagercsociety.org for details.**The Editors Corner:**

Hello all. You know what is hard to believe? We have been waiting it seems forever this year for some nice consistent weather. It finally gets here and do you know we are already heading back to winter!! Yep, the longest day was the 21st of June. The days are already getting shorter. Before you know it you will have the snow shovel back in your hands.

We have had more flyers out to the field finally and all are getting into burning holes in the sky. Bob Ganger is bring out his neat Power Parachute. It is like flying a glider and looks really cool up in the air. For you guys that don't come out all the time, you should come out and try this thing. I am sure Bob will allow you some stick time and you will enjoy it.

Bob Prather has a fleet of planes now and has been bringing out something different once in awhile. Some pretty nice flyers too I must add. Jim Wolff is sticking with electrics this year and is getting wild and crazy with his built up foamy from last year.

Dave Sysko finally broke the ice and is getting some quality time with his trainer. Doing a real good job with it too. He will be ready for a nice low wing plane by next season if not by the end of this year.

John Berg has been flying mostly his warbirds and keeping them pretty much close to scale except for his P41, which he gets a little wild with once in awhile.

But we do have room at the field and in the air for many more. So come on out and get some flying in before you have to grab the handle of that snow shovel again. LOL

I will be in Minnesota so will miss our meeting in July but make sure **you** are there to keep abreast of what is going on. Remember, Monday evening, July 6th at 7:30 pm. Hopefully the weather will be nice to have the meeting at the field.

Van

You might enjoy this from Col D. G. Swinford, USMC, Ret and history buff.

1. The first German serviceman killed in WW II was killed by the Japanese (China, 1937), the first American serviceman killed was killed by the Russians (Finland 1940); highest ranking American killed was Lt Gen Lesley McNair, killed by the US Army Air Corps. So much for allies.

2. The youngest US serviceman was 12 yr. old Calvin Graham, USN. He was wounded and given a Dishonorable Discharge for lying about his age. His benefits were later restored by act of Congress.

3. At the time of Pearl Harbor, the top US Navy command was called CINCUS (pronounced 'sink us'), the shoulder patch of the US Army's 45th Infantry division was the Swastika, and Hitler's private train was named 'Amerika.' All three were soon changed for PR purposes.!

4. More US servicemen died in the Air Corps than the Marine Corps. While completing the required 30 missions, your chance of being killed was 71%.

5. Generally speaking, there was no such thing as an average fighter pilot. You were either an ace or a target. For instance, Japanese Ace Hiroyoshi Nishizawa shot down over 80 planes. He died while a passenger on a cargo plane..

6. It was a common practice on fighter planes to load every 5th round with a tracer round to aid in aiming. This was a mistake. Tracers had different ballistics so (at long range) if your tracers were hitting the target 80% of your rounds were missing. Worse yet tracers instantly told your enemy he was under fire and from which direction. Worst of all was the practice of loading a string of tracers at the end of the belt to tell you that you were out of ammo.. This was definitely not something you wanted to tell the enemy. Units that stopped using tracers saw their success rate nearly double and their loss rate go down.

7. When allied armies reached the Rhine, the first thing men did was pee in it. This was pretty universal from the lowest private to Winston Churchill (who made a big show of it) and Gen. Patton (who had himself photographed in the act).

8. German Me-264 bombers were capable of bombing New York City, but they decided it wasn't worth the effort.

9. German submarine U-120 was sunk by a malfunctioning toilet.

10. Among the first 'Germans' captured at Normandy were several Koreans. They had been forced to fight for the Japanese Army until they were captured by the Russians and forced to fight for the Russian Army until they were captured by the Germans and forced to fight for the German Army until they were captured by the US Army.

AND I SAVED THE BEST FOR LAST....

11. Following a massive naval bombardment, 35,000 US and Canadian troops stormed ashore at Kiska, in the Aleutian Islands. 21 troops were killed in the assault on the island. It could have been worse if there had been any Japanese on the island.

Dues are past due. If you have not yet paid your dues for the 2009 flying season, get them to the Treasurer ASAP. Remember a \$5.00 Late fee will be added.

(You must show your current AMA card or send in a copy if paying by mail.)

101 Ways to Stop a Spinning Propeller

by Don Nix, Insider Safety Column Editor

Unfortunately, we are limited to only a single safe one: Stopping the engine.

Yeah, yeah. Everyone knows that. Right? Well, if so, then why are more than half of all model accidents caused by model propellers—while turning? Because we do very stupid things sometimes. Because we get careless. Because we get too casual. Because we are inexperienced. Because we are so experienced we think common sense safety is for beginners. Because, because, because.

Well, that be the cause!

K&B engines might not be very familiar to newcomers to the hobby, but oldsters will remember that K&B was the leading American manufacturer of model engines for decades, having been started by Johnny Brodbeck back in 1946.

About 20 years ago, I was flying at the pilot's station next to one occupied by my good friend, John Brodbeck; the "B" of K&B engines, and son of Johnny, the founder. John was test flying an engine sent in by a customer seeking a solution to a puzzling problem. (Yes, company owners really used to do such things.) John had made a couple of laps around the field, but felt the engine was too lean, so he landed and taxied to the front of the pit to change the needle setting.

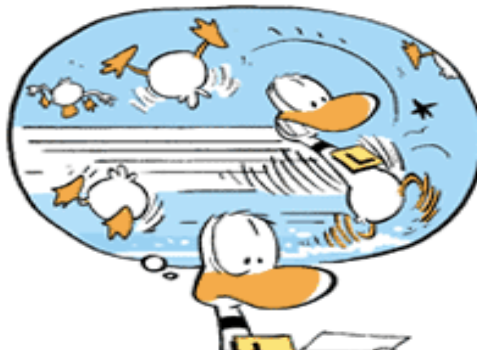
Now here's a fellow who is the owner of a model engine company, who had probably been weaned from Mama Brodbeck to a baby bottle filled with glow fuel, and had been around and using model engines since the earth cooled. One would think he would be extra careful; be sure the model was secure and tune the engine from behind. Instead, wanting to get on with the test, he reached across the propeller from the front. I can tell you it stopped the engine. However, flying was over for the day for both of us because I had to drive him to the emergency room to have a deep 3-inch gash in his forearm neatly stitched.

Yes, he was hurt, but said the worst pain was the embarrassment of being an engine manufacturer who would do such a dumb stunt (his words, not mine) at Southern California's busiest flying field in front of about 60 modelers.

My guess is, there are very few modelers who have been flying more than a couple of years who have not donated a little blood and possibly flesh to carelessness with propellers. For some of us, once is enough. Others have a little slower learning curve. It would be bad enough if their carelessness just injured themselves, but all too frequently an innocent person is hurt; sometimes more than just stitches.

I think I'll cut this column shorter than I had planned to allow you faithful readers (all six) to submit some of your own experiences that might quite possibly make others think twice before doing something stupid, ill-advised.

Always glad to hear from you: flyerdon@aol.com or flyerdon@yahoo.com. You will get a reply. →



Happy Birthday America!!

You've had a rough life at times
but your spirit is willing which
will keep you great!!



Plane Talk

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- > *Upcoming Events in the area.*
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The Aerobatic Aces R/C Club
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