



# THE AERIAL VIEW

## A Publication of the Las Vegas Radio Control Club

Fall - Winter 2011 - 2012

### The Changing Face and Times of Model Aviation

By Alec Sonenthal, Editor, *The Aerial View*

It's been a tad over 50 years for LVRC, and 75 years for the AMA! Even before the AMA founded in 1936, model aviation has had a glorious place in our society. Every corner of the globe has it's clubs, enthusiasts, experimenters, and flyers from every walk of life.

And every time we think we've seen it all, something new comes along to astound and fascinate us.

The models may change, the kits may now be ARFs. Radio Control may be king, but there is lots of activity going on in control line, free flight and indoor flight.

Let's not forget Helicopters, foamies, and all forms of competition pilots!

At the LVRC, we are blessed with both an incredible flying field and a great community of flyers and enthusiasts. We host competitions, fun flies, and do charitable work within the Las Vegas Community

It's always fun so see new flyers at our monthly training days, young, old and in-between!

So, take a look at our final issue of 2011. We are going to take a look at our club's history,, events we've sponsored and look towards a new year with new things to learn, fly, and share with our fellow LVRC members.



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Wayne McGartlin

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Alec Sonenthal  
alec@greenbrook.com



An AMA Gold Leader Club

### AMA Celebrates 75 Years of Modeling!

Congratulations to the Academy of Model Aeronautics, our guiding body for our great hobby! This year marks its 75th anniversary, having been founded in 1936.

We all know that we carry AMA cards in our wallets. We read the magazines, and usually take for granted the insurance and vast support we receive as modelers. We've all participated or attended AMA sanction flying events.

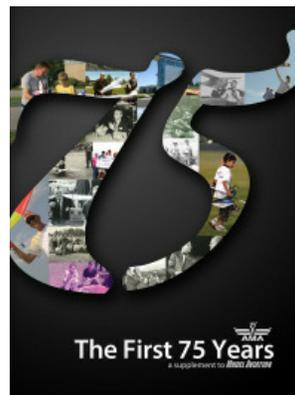
With over 170,000 members, the AMA has been constantly reinventing itself, growing right along with the growth of our hobby.

Times change, politics shift, communities grow and encroach on flying fields, and sometimes things have been challenging for model aviation enthusiasts.

The AMA does a whole lot more. In the past 30 years, the AMA has been more and more involved with protecting our hobby by working government agencies, city leaders and politicians to promote, protect and expand the rights of model aviation enthusiasts.

The protection and procurement of flying fields, working with youth, and paying attention to the growing area of the casual park flyers are just some of the ways the AMA is working on our behalf.

There are scholarships, museums, and numerous print and electronic publications in support of our hobby. Currently, the AMA is working with our Nation's political leaders to insure the future of our hobby is bright and unwavering.



# From the Pilots Seat

By Tom Brandt, Departing President, LVRC

## *I'M NOT GONE YET!*



Four years as your President have gone by so fast. My father once told me the older we get it becomes harder to lose weight and time flies by.

He was so very right. I have enjoyed my time as an officer of LVRC (well, most of it) and feel we have accomplished a great deal together. I have found no better place to be with

friends and enjoy a hobby we all share.

Members ask how I feel about leaving. I'm not leaving. I am not going anywhere. I now have the freedom to get back to flying my aircraft (OK, helicopters) and be unencumbered by the weight of office. All right, it's finally out. I am a helicopter pilot and have recently entered into a 12 Step Program for recovery.

All in all it has been an honor to be an officer of LVRC. So many of you have e-mailed the past few weeks to say

thanks but I could say the same to you. A big part of club activities involves interaction with other members of the club and the general public. We, as a club, need to show the community we are here to help and support them.

I am going to miss working with our 2012 elected officers. I feel a sense of loss and hope they will draw on my experience. I am here for the club and our officers anytime they choose.

Remember that there are some individuals that take an interest, volunteer and help make the decisions that run our club and there are those who wait to be asked. Be one of the former.

Thank you for four wonderful years. The club is in very good hands and I am comfortable with your 2012 officer choices that will lead our club through the coming year.

*I'M NOT GONE YET!*

Tom

# The View from the Top...

By Wayne McGartlin, Incoming 2012 President, LVRC

## *2012 HERE WE COME!*



I would like to take this time to thank all of you for your support in electing me as your LVRC President for 2012.

For the past four years, Tom Brandt has set the gold standard in leadership, growing the club's membership from a small handful to a club with a 100 plus members.

I hope to keep the club's membership at this size, and keep things moving upward!

As President, I would like to see the club continue to function, first and foremost, for the enjoyment of our members. Your new officers are ready to serve you, but we need your input on how you would like to see your club function.

We will take your ideas and thoughts at the monthly meetings and allow everyone present to directly help set the direction the club. If you want a voice in the direction of the LVRC, please come to the next meeting.

The 19 January 2012 meeting will be the first opportunity for you to express what direction you want the club to take. We need everybody at the club meetings to voice your opinions and vote on future direction

We have the Fabulous Las Vegas Fun Fly coming in March. Rockie is working on a new design for the club shirts for the LVRC members. He will also be looking for support from the membership on making this year's event one that the international helicopter will talk about for years.

The AMA Expo is January 6 thru 8 at the Ontario Convention Center; it is the perfect place to pick up the latest gadgets for your hobby. Numerous members of the club drive up Saturday morning and return that evening. If you need a ride, or want to share a ride, let us know a the January 1 potluck at Bennett Field. This event is the perfect event to kick off the 2012 flying Year.

I would like to see our club embrace the hobby and work together to make the RC flying experience a good one. Your club is what you make it and your 2012 Officers will gladly assist you in making it happen.

Wayne

# 2011 Sin City Jet Rally Brings International Crowd to Bennett Field!

*Photos by Michael Rost*



# All Charged Up

....with Dane Martin



*I hear all the time people wanting to use a nitro or gas plover than the ratings.*

If you raise the throttle, the stick input is proportionally increased manually, yielding in a higher RPM of the motor electronically.

This is caused by the micro-processor "on-off" signal or pulse to reduce delay, allowing more amperage to be drawn quicker, increasing motor torque allowing the prop to accelerate.

Makes sense accelerating, right?? Any given point of the stick has a designated value of desired motor RPM for any given stick position.

So when you pull the throttle stick back, the motor now has to decelerate to match the PWM signal for any given input on the throttle stick. Nitro and gas props are much heavier than electric.

The problem is not the amps spinning the prop, its the nearly double amp draw required to slow that beast down! So for the safety of your airplane, yourself, and bystanders use the correct prop. This could result in a crash, or even an on board fire.

*"Whats the problem, my amps are lower than the ESC can handle?"*

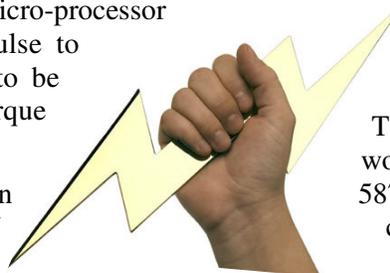
There is a big problem with that, and its all about safety!

First of all, these cheap little watt meters we use in the hobby are only accurate in that they read out the amperage drawn in a specified time frame. Basically the resolution of the internal calculation is extremely slow. And yes, this goes for those of us that bought the nice big expensive ones.

To accurately determine the amperage, you would need a fluke 87 (or higher), or a bluepoint 587 (or higher) with an amp clamp. You would connect the amp clamp to your li-po cable, and perform the amp test using the datalog function and record the highest amps seen.

An electric motor develops all of its torque instantly, attempting to spin the load at its max RPM (determined by voltage) as soon as it is given the command.

Only with a data log function can the actual max amps be seen. It happens to fast for us to see it, or for most equipment to pick it up and display it simultaneously. However, all of this nonsense can be avoided by using electric props for electric planes. Shop around, you can get any style electric you could gas.



## Area Flying Events at Bennett Field and St. George Utah Offer Variety and Fun



**Left Side  
War Birds Over  
St. George, Utah  
November 2011**

*Photos by Mike Rost*

**Right Side  
Vegas Aces  
Electric Fun Fly  
October 2011**

*Photos by Alec  
Sonenthal*



# Builders Corner

....by Bob Beutler

I have recently completed the building of the Flyin' King.

The Flyin' King is a full build airplane kit designed and produced by Bruce Tharpe Engineering, which is located in Rogue River, Oregon ([www.btemodels.com](http://www.btemodels.com)).

Bruce Tharpe has a very interesting bio with links to Las Vegas. After graduating with an Aeronautical Engineering degree, he started his career here in Las Vegas at Morrisey Aircraft Corp. working on the full scale Morrisey Bravo.

He then moved to Montezuma, Iowa to work for Sig Manufacturing – where he designed five RC airplane kits including the Four-Star series. Bruce now has his own RC airplane kit company in Oregon.

I found the building process for this Flyin' King airplane to be very enjoyable and the quality of the kit and instructions was just excellent. This project took me on the order of a year and a half to complete.

I have modified the Flyin' King to be quickly configurable either as a tricycle gear land plane or as a float plane. The included picture shows the airplane in its float plane configuration.

The Flyin' King is known to make an excellent float plane because of its generous wing area (1280 sq in) and large control surfaces.

This airplane also has flaps driven by a single servo and torque rod arrangement.

The 80.5 inch wingspan model is powered by an OS 95AX driving a Master Airscrew 13x8 three bladed propeller.

The floats were custom built by Plane Fun Floats, Gibraltar, MI. The floats are foam core – then sheeted with 1/16 in. balsa and are 42 in. long. I fiberglassed

the floats using Z-POXY Finishing Resin and ¾ oz. fiberglass cloth. Dual Ernst water rudders are controlled by a servo module that I custom built that is attached to the top of the left float.



The covering is white and yellow MonoKote. The floats were painted first with LustreKote White Primer and then with Lustrekote White.

The weight is 13 lbs with floats and 10 lbs with tricycle landing gear and 4 in. wheels.

I created custom water slide decals (of a pretend Pacific Islands Seaplane Service operating in the Fiji Islands)

with PowerPoint and then printed then with an HP Ink Jet Printer on Testors Clear Ink Jet Water Slide Decal Paper.

Shown above is the Portable Stand-Up Flight Station that I built for this aircraft.



The idea here is to not have to be on hands and knees when working on the airplane or when refueling or starting the engine etc. With this Flight Station, the modeler will be able to stand up when doing all of these tasks.

The foundation for this Flight Station is the Black & Decker Workmate – Portable Project Center and Vice (WM125). The vice-jaw feature of the Workmate is used to hold in

place simple custom built wood fixtures that can be created for any type of model.

The WM125 version of the Workmate is ideal for this application because it is the least expensive, it is light weight and is quickly foldable for transportation. The Workmate can be purchased at stores such as Sears or at Amazon.com for on the order of \$35.

A fixture can also be created to turn it into an engine test stand. Note – it is best to have access to a table saw when building the platforms.

# A View from the Fence...

**By Anita Rost**

## ***Docufunary – A Road Trip- Part 1 With grateful assistance from Michael Rost!***

Here we go, just Michael and I. It's a road trip. The car is packed with clothes, maps, snacks and of course planes. We are thinking that this trip may take 10 weeks. We're taking two "Micro" planes, because that is all we have room for, and his simulator just so he can keep his skills (whatever they may be) while traveling. We hope to eventually get to New Orleans to visit with my cousin. He built and flew the RC plane, which they crashed into Lake Pontchartrain, in the 1996 Alec Baldwin movie "Heaven's Prisoners."

I look around and Bing, Bob and Dorothy are no-where in sight. For those readers who are not aware of the 1940's "Road Trip" movies, they were not as prepared to travel as we are. But I'm guessing we'll have as much fun as they did. (Those movies are real funny and worth the watch if you can find them).

After driving for days and many stops I found a brochure that might be of interest. It's 4 p.m. and the Iowa Aviation Museum is 30 miles away and closing at 5 p.m. I quickly call to find out the exact directions. As we drive through the maze of maize I wonder what we got ourselves into.

We quickly approach a clearing; see a gravel road, and a welcome sign to the Greenfield Municipal Airport, home of the Aviation Museum. The docent assured me she would stay open as long as needed to get there and peruse the exhibits. From the exterior it looked like a small hanger. On the inside we found many treasures that you can't find anywhere else, because these are the last existing planes of their kind. Some planes had RC scales of their likeness near by. There was an entire room dedicated to aviation pioneers that were either born or lived in Iowa from the start of aviation to present day, I didn't realize that there were so many. This stop was well worth the detour off the interstate.



***One of the many exhibits found in the Iowa Aviation Museum at Greenfield Municipal Airport.***

Down the road from the airport was Freedom Rock (thefreedomrock.com). It was a treasure that we just happened to find. This memorial ranks among the most memorable and heartwarming to our veterans that that I've seen.

Early on a Sunday morning I look in front of me and I see a fence, not unusual. I see and hear planes, again not unusual. Wait this fence is not familiar to me. Well, here we are in the middle of cornfields, again, but this time we are on a "sealed off" landfill. These are strangers to me in a strange land. How will we be able to communicate? It's o.k. we all speak "airplane." We are at the home field of the Champaign County Radio Control Club.



***Champaign County Radio Control Club is ready for a fun day of flying!***

They warmly welcome us and invite us to fly. They have a nice paved and lined runway with lots of surrounding grass to mow. They have a copter pad and a CL area as well as a large building for storage and meetings. They told us that they fly all year round. They explained that when the snow begins to fall they switch landing wheels for pontoons or skis and keep flying.

I now know why men have hair in their armpits; it's to keep their batteries warm in between flights when the temperatures get into the single digits. They had three of their five Curtis P-6E's there. They were practicing some formation flying for their big event coming up at the end of August. We'll check their website later in the year for those pix. Unfortunately we were on a schedule and had to decline their offer to fly. We had to get back on the road.

Here we are in Muncie and the AMA to watch some of the FAI -F3A World Championship competition. Flyers came from all over the world. We saw participants from Israel, Canada, Belgium and Columbia, just to name a few places.

As we were watching the event, we saw a familiar face, Andrew Jesky.



*Flying field at Muncie Indiana*

Wow, what a place! The grounds have multiple flying sights as well as a track for R.C. things that stay on the ground. There is a “primitive” campsite as well as places for motor homes. Michael brought two planes to fly, but that is not to be. The wind just hasn’t let up and those little planes wouldn’t stand a chance, so they stayed in the car. Maybe next time the wind god will smile on us and hold her breath.

Now on day two we are going to the museum. There is so much to see. Look left, then right, then don’t forget up. Details are attached to each display, including the year it came out. There are hands on displays and an interesting movie to watch. A lot to see.



*The museum at Muncie, Indiana*

On the road again, now it’s a short drive to Dayton, Ohio, the “birthplace” of aviation. I love it when a plan comes together. We are arriving at Wright-Patterson Air Force Base just in time to see the finals of the Jet World Masters, which are being held, on base, behind the museum. What a surprise that it was here!

When a competition occurs once every two years and you travel half way around the world to fly, and “a higher authority” takes a tent the size of small plane hanger and tosses it on your plane and destroys it, I think that would be a sign. Everyone was talking about it. This is the first time this event has been in the USA. Competitors from 17 countries were flying. The scale jets were beautiful and pricey, ranging from “just a few thousand” (10 to 15) to over \$100,000 for the Russian MIG. With a full working cockpit and radar, it was a sight to see.

Most countries brought more than one plane. When we met up with the crew from China, they told us they brought 4 jets. They were packing up 3 and leaving 1 to fly on Saturday. Many of the other teams did the same thing. We found out that some pilots brought jets just to fly in the “fun fly”.

On Saturday the Jet World participants put on an air show. At the fun fly there were no required maneuvers to fly, they flew “freestyle.” Unlike the protocol of the competition there were multiple jets in the air at one time. We stayed in Dayton until Saturday afternoon, we couldn’t miss the fun.



*A great jet display at the museum in Dayton, Ohio*

The first pilot was a champion from Italy. His “scratch built” jet took him over 3000 hours and about \$30,000 to build, he flew it like it belonged to someone else. He did maneuvers with the jet going around 200 mph that I never thought a jet could do. He flew in front of the crowd about 3 feet off the runway, and then came around again and did a 3 foot pass inverted. Everyone thought he was going to put it down. The rest of his routine was of the same caliber.

There were two pilots from Germany that did a choreographed routine to music, with thrust vectoring jets that had the crowd on their feet cheering. They crossed each other and did circles and passes that looked to close for comfort. It’s so much better to see it in person than to watch those DVD’s from the shows. With the 850 pictures that Michael took we can probably make our own DVD...I’m so glad we stayed.

There are more than nine museums in this area about aircraft and aerospace history; we did not see all of them. We started out at the National Museum of the United States Air Force

where over 190 different aircraft are on display. After spending a solid six hours walking through two large hanger shaped buildings we did not see any duplicate planes. So far we've seen aircraft from before the Wright Brothers through Viet Nam. Planes, helis and gliders everywhere you look. We still have four more buildings to see. Someone told us that if you stop and read all of the write-ups it could take more than three days.

I was giving up and my walking pace was slowing down. But, there was still another plane to see and more pictures to take. Michael didn't want to leave. Michael only took 498 pictures that day. Luckily we don't have to buy film and pay for development.



*Great displays of flying in Dayton!*

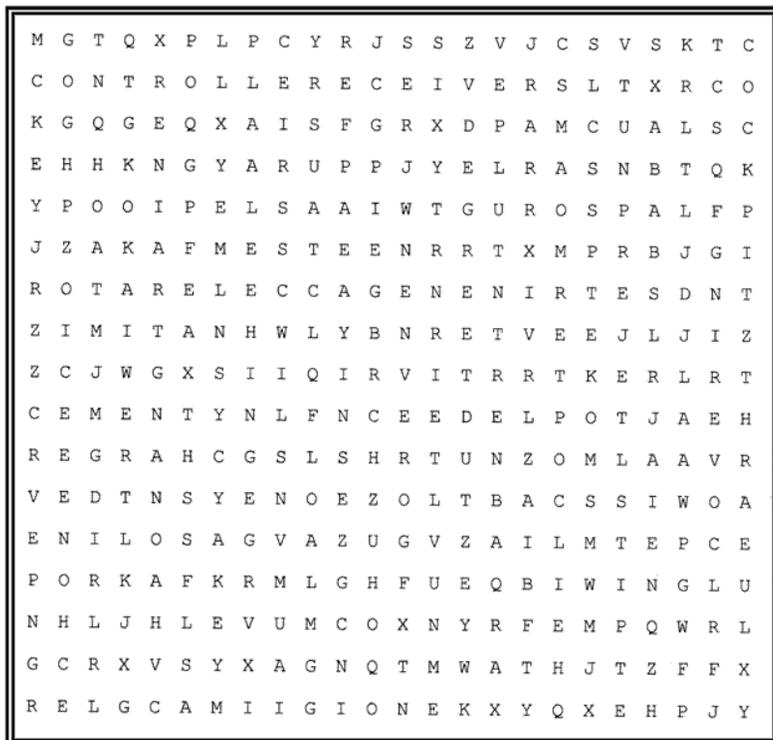


*More great flying in Dayton!*

The next day, another 6 hours, and we were able complete our goal of getting through the rest of the buildings. We went through the presidential hanger and toured 4 of the "Air Force One" planes. There was also a hanger filled with experimental aircraft, these 30 plus aircraft are amazing. There were many I never heard of. It reminded me of the aircraft in a Sci-Fi movie. The capsule that landed on the moon looked nothing like it did on TV. The "peace" missiles were all lined up in a circle. Wow, what a sight.

For someone who has strong feelings about planes, aerospace or just vehicles that leave the ground I strongly recommend both the AMA museum and the National Museum of the United States Air Force on the Wright-Patterson Air Force Base. The NMUSAF was FREE. This was the best bargain that I found in years.

We felt that we couldn't be in Dayton Ohio without seeing Huffman Field. That is the field where the Wright Brothers made the first flight of their military aircraft. Since I've been to Kitty Hawk, South Carolina it was only right to see this field too. The Wright Brothers had a very strong impact on this city, as well as aviation in general. The name Wright is immortalized everywhere you turn.



### Radio Control Word Search

Find the words as shown below in the puzzle to the left. Words can be found in all directions!

- |             |            |            |
|-------------|------------|------------|
| ACCELERATOR | BATTERY    | CEMENT     |
| CHARGER     | CLUB       | COCKPIT    |
| CONTROLLER  | COVERING   | FIBERGLASS |
| FLAPS       | FREQUENCY  | FUELLINE   |
| FUSELAGE    | GASOLINE   | GLUE       |
| HEILICOPTER | HINGE      | HOVER      |
| JET         | LANDINGEAR | PATCH      |
| PILOT       | PROPELLER  | RECEIVER   |
| RETRACTS    | SERVOS     | SMOKE      |
| SPINNER     | STARTER    | TRAINER    |
| TRANSMITTER | WING       |            |



# A Conversation with the Flying Szabo Family!

*By Alec Sonenthal*

We sat down with Alan Sr., Alan Junior, and Danny Szabo on a brisk morning at Bennett Field for a conversation on being superstars in the world of model aviation.

So, good morning Szabo Family!

Before we get started, let's get a few basics out of the way. Danny, you're 22 years old. Alan Junior, you are 25. You guys are kind of rock stars in the world of model aviation. Currently, both of you are on the Align flying team, traveling the world and acting as ambassadors for both Align helicopters and model aviation in general.

*So, what's your personal status? I know there are lots of ladies out there very interested in this question...*



**Danny:** I'm single, just playing the field.

**Alan Junior:** I am dating a great girl, so officially, I am in a relationship.

**Alan Senior:** Married for 26 years!

**Alan Senior, back before your boys were born, you were a serious flyer in your own right. How long have you been flying?**

**Alan Senior:** I started flying model airplane when I was six or seven. Started with control line, my dad got me started with a Cox Little Stinker. I stayed pretty serious from that point, and around 1967, while in high school, got really involved in radio control. Started with a Galloping Ghost system, and moved on from there.

I flew in a lot of pattern contests, got to fly with some of the big names in model aviation, such as Don Lowe and Dave Brown.

Those were some great times, I still remember flying my first Ugly Stick in the first pattern competition I flew in.

*What was your thinking when you introduced model aviation to your boys at a very early age? Did the kids have a natural affinity for flying at 4 or 5 years old?*

**Alan Senior:** I wanted the boys to excel in model aviation, something I really didn't get to do past high school. My dad gave me different road to follow when I got older, and that path really didn't focus on model aviation.

As for the the boys, they both took to it naturally, both wanted to fly since they were 3 or 4. Even as infants they spent many an afternoon at the flying fields in a playpen.

*With all your success, has flying become "just a job" or do you still love it as a hobby?*

**Alan Junior:** Both, it's a hobby I love that's a job I get to do.

**Danny:** I feel the same way.

*What was your favorite destination when you are competing and flying in demonstrations?*

**Alan Junior:** Hands down, it was New Zealand. I did some bungee jumping. Did a full tour of the island. It's an incredible place to visit, and

to fly!

**Danny:** For me, it has to be Italy. We got to drive all over the country and visit everything.

*Are you comfortable with your "rockstar" status in the world of flying?*

**Alan Junior:** Yeah. We carry a lot of Internet fame. That why we travel a lot, hang out with other flyers and fans.

**Danny:** Talk to folks, interact with other flyers. It's cool.

**Alan Junior:** It's not always Align that brings us out to events. Often, it is local event organizers that bring us out to compete or perform demonstrations.

**Danny:** There's a handful of other pilots that do what we do, there is big push in the model helicopter world right now. There's lots of interest in the helicopters and to see how much they can really do.



**Alan Senior:** There are lots of other folks out there who would love to do what you guys are doing.

**Danny:** Absolutely. We're definitely in the right place at the right time, with the right team.

*Do you have groupies, fans who want autographs, follow you on the road?*

*Continued on next page*



**Alan Junior:** I have a facebook fan page, it helps keep people informed on where I'll be and what's going on. The site gets a lot of recognition, and I try to keep it current with pictures of different events I fly at.

**Danny:** We sign autographs on occasion, mainly on the international trips.

**Alan Senior:** You guys sign lots of hats, shirts, helicopter blades and stuff like that.

**Danny:** We even have a couple of followers, folks who keep up with where we are. It's pretty fun, and we meet lots of people, lots of flyers from all over the world.

**Alan Senior:** The Internet and video sites are a big reason for much of their success, and the growth of the industry in general.

**Who was your first team that you were sponsored by?**

**Alan Junior:** Airtronics-Kalt. I was sponsored first, when I was 13 years old.

**Danny:** I came on board a few years later, when I was eleven or twelve.

**Alan Senior:** being sponsored back then was a little different. More about representation at contests and flying sites. It's definitely a bigger thing today.

**How does Mom fit into all this? Is she a fan of flying?**

**Everyone:** Friendly Laughter.

**Alan Senior:** She likes it when we are gone, out of the house.

**Danny:** Mom likes her free time.

**Alan Junior:** She'd rather watch the flying videos that spend time at the fields.

**Danny:** Flying is not her spectator sport. But, she is supportive of our travel and workload. She is really proud of what we do.

**Does the family ever travel to see you compete around the world?**

**Alan Senior:** We've traveled as a family to Paris, England, and Taiwan.

**Danny:** Once, Mom had to sit through three days of a fun fly in Paris, but afterward, the Eiffel Tower, shopping and touring France more than made up for it.

**Do you have any sibling rivalry, over sponsors, teams, what you are flying?**

**Alan Junior:** Not really...

**Danny:** Not at all...

**What's coming up for the Szabo's?**

**Alan Junior:** Align is always working on new products for the helicopters, we are involved in testing new products.

**Danny:** Yeah, new electronics and helicopters are always out there.

**Alan Junior:** Overall, helicopter have gotten easier, more functional. What we have today are leaps and bounds better than 10 years ago. It is almost unfathomable for folks who flew copters in the 70s to see what we can do today.

**Alan Senior, did you ever think you would be the patriarch of such a flying dynasty?**

**Alan Senior:** I always thought that this could happen. They were always extremely talented and motivated. We live our own lives, but we do kind of live the dream through our kids.

**Other than flying what coming up for you both?**

**Danny:** I have been working with my Mom in photography, selling merchandise at MGM, and getting involved in aerial photography. I've worked with Peter Lick and some television productions.

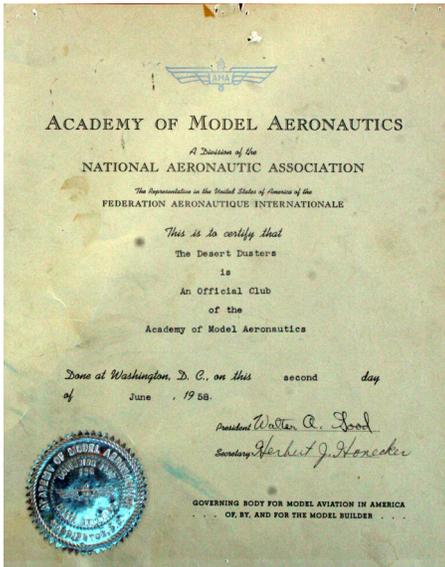
**Alan Junior:** This is my focus for now, I really enjoy working on new designs, work with the factory on R&D testing, prototyping, and such. I really enjoy CAD work and helping come out with new products.

# The Early Days of Las Vegas Radio Control: What's in a Name?

By Alec Sonenthal

What's in a Name? Are we LVRC, or LVRCC? When did it all begin?

So, a little club history is in order. We spoke with Art Leis, an original member of LVRC when it was first chartered in 1958. Art brought with him the original club chartered, showing the original name of the club as *The Desert Dusters*.



Art chatted for a bit about the club's origins.

“Back then, we had about 20 members, flying all types of model aircraft,” Art said. “We were flying at the old Joe W. Brown Race Track, where the Las Vegas Hilton sits today.”

Art noted folks were flying all types of model airplanes, including control line, free flight, and the very first RC aircraft.

“By 1961, the interest was growing strongly for radio control, it wasn't too long until the name was changed officially to Las Vegas Radio Control, or LVRC.”

“Back then, it was a great community of flyers,” Art remembered. “The older flyers went out of their way to help us younger flyers, helping with rides to the field, techniques, all types of stuff.”

“There wasn't any foam, ready to fly, or anything like that,” Art noted. “Everything was stick built.”

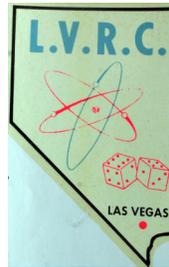
The sixties were marked by a lot of contests at the dry lake beds, with lots of pattern flying events. Some scale events as well. Art noted that visitors would come in from all over, and some events would draw 1000s of visitors.

“By the eighties, Bill Bennett was sponsoring the Tournament of Champions, Art said. Hundreds of flyers and thousands of visitors would come out for the event.



*A young Art Leis was interviewed in 1960 for a local newspaper*

Art remembered Bill Bennett fondly.



“Bill come into town in the mid-sixties,” Art said. “We remembered a guy in a suit coming into the hobby shop, and spending over \$100.00 a week on the hobby. Bill was a good flyer...crashed a lot, but also flew a lot. He loved the hobby.”

“Many folks don't know that Bill Bennett actually build two fields, one out on Craig Road and our field. The Craig Road field was given to North Las Vegas, with the agreement the city would build a replacement field (still in use today).”

“Then, Bill made a deal with the County for Bennett Field...he got the land from the County and build the field for about \$400,000.00.”

## Club News and Views

### Welcome 2012 Officers!

It's official! At the November 18 club meeting, our 2012 officers were formally voted into office:

- President - Wayne McGartlin
- Vice - Brad Rich
- Secretary - Mike Rost
- Treasurer - Rockie Roper

### Upcoming Meetings

Now that our last meeting of 2011 was held on November 18, we set our sights to 2012!

Like the past year, all meetings are at 7:00 p.m. In the back room of the Skyline Casino Restaurant. Show up an hour early for dinner with fellow club members!

- January 12
- February 9
- March 8
- April 12
- May 10

### Trainer Days

Don't miss these great opportunities to get started in RC flight. Our club instructors are on hand and ready to show you the ropes!

- December 18, 2011
- January 21, 2012
- February 18, 2012
- March 17, 2012

## Area Hobby Stores

### Dansey's Hobbies

4252 E. Charleston Blvd.  
(702) 453-7223

### Henderson Hobbies

117 Water Street  
(702) 834-4024

### Hobby People West

2610 S. Decatur Blvd  
(702) 871-6191

### Hobbytown USA

5085 W. Sahara Ave.  
(702) 889-9554

### Hobby People East

5466 Boulder Hwy  
(702) 547-2204

### Nice Twice Hobbies

3111 S. Valley View Blvd,  
# A-117  
(702) 876-2280

## Always Something Fun at Training Day Events!



## LVRC Flight Instructors Are Here to Help!

Membership has its privileges, and being a member of the LVRC has lots of benefits. One of the great benefits, especially for beginners, are our club instructors. Even if you aren't a club member, our instructors are still happy to work with you!

Each instructor is AMA certified to train and instruct, and more important, are happy and willing to spend time with you! It's not just time in the air, either!

Each of these instructors will assist you in flight prep, the essentials of flight, equipment management, and much more. If you have construction challenges, repairs, or just fine-tuning the performance of your plane or helicopter, they'll be there for you as well. So, whether you just come out to the field, come to a meeting, or simply call one of these guys, get out there and get started!

Brad Rich, zvent@yahoo.com, 302-6016

Chad Lindamood, chadlindamood@yahoo.com

Dan Garcia, daniel.rcplanesgarcia@gmail.com, 767-9977

Wayne McGartlin, mcgartlin@cox.net, 275-0604

Mike Kissack, fordmw6996@cox.net, 752-7172

Mike Rost, mikerost@juno.com, 914-0469

Dane Martin, dane\_angela@yahoo.com

"Well, there SHOULD be a category  
and a national event for it."



### William Bennett Field Reminders

Our flying field is a fabulous asset and a great place to fly, but there are some reminders for all who fly there:

- No equipment, fuel, planes or helicopters can be on the picnic benches under the shelter, under any circumstances!
- You must have a current AMA card in your possession at all times!
- Flying is allowable from 7:00 a.m. to dusk.
- Fly courteously, fly friendly, fly safe!