



THE AERIAL VIEW

A Publication of the Las Vegas Radio Control Club

June 2012

LVRC's First Ever RC Palooza a Huge Success

By Alec Sonenthal

The day was hot, but the parking lot was full of folks selling and buying RC gear! Folks showed up from all over Nevada, Arizona and California for our first ever RC Palooza!

Over 30 enthusiasts rented swap meet space, filling our parking lot. And while Pet Palooza was going on next to us, we still managed to bring out dozens of fliers and lots of visitors to the Swap Meet.

Everyone reported sales were good, and visitors were excited by the great deals that were found. Lots of pizza was sold, and LVRC gained 12 new members that day! Excitement was high and no one minded the heat!

Club officers are discussing holding another RC Palooza, this one tentatively set for December 1, 2012 at Bennett Field.

LVRC is in discussion with the folks at Rebel Squadron in North Las Vegas to consider merging their annual Toys for Tots Fun Fly with RC Palooza.

Most participants agreed that holding the Swap Meeting on a regular basis is a great idea for the entire Nevada RC Community.

If you would like to participate in RC Palooza or the Toys for Tots Fun Fly, please give Alec Sonenthal a call at 702-400-2510 or send him an email at alec@greenbrook.com.

2012 Officers

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Wayne McGartlin

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An AMA Gold Leader Club

From the Pilots Seat

By Wayne McGartlin President, LVRC

Spring Has Sprung, Summer is Here!



Welcome RC fliers!

Spring has come and gone with plenty of events to keep the membership busy.

Alec Sonenthal planned and executed a great swap meet for the RC community. On fathers day the club provided a static display at the Veterans Home in Boulder City.

Planning is under way for another swap meet, tentatively set for December, and of course, our annual July 4th pot luck dinner (actually set for July 1 this year).

Club training days can use your help whether you are a trainer or helper for future flyers. We are looking to expand our trainer days to include several week days, in the early evening, and we hope to see growing interest in these new dates.

Gil Terzo is planning an IMAC large scale aircraft training seminar for those who might be interested in flying or judging an IMAC event. The Fall IMAC will be held on September 15 & 16 at Bennett Field.

Wait, there's more!

We are working hard to make improvements at Bennett Field. There will be a new frequency board built, plus a bulletin board for club and assorted announcements of interest to the community.

We are looking to trim some of the vegetation surrounding the field, and are working to re-do some of the west side fencing to allow a structured area for our control-line fliers!

Our officers are working on bylaws and other club issues, and of course we are always out at the field helping our guests enjoy our great flying field!

Our membership has hit 110, one of our highest numbers ever by this date! We have continued interest in the club, and with your help, we will continue to ensure that LVRC is the premier community of RC fliers in the Southwest!

Wayne

Safety Matters!

By Mike Kissack, LVRC Safety Officer



As the LVRC Safety officer, it's my job to keep our flying field safe, friendly, and open for many years to come. Like all AMA sponsored fields, there are the official rules, and the common-sense rules. It's all our jobs to enforce both!

For example, when you arrive at the field, put your membership card on the correct frequency! On a frequency number if you fly 72 mghz, and across the bottom if you are flying 2.4. If you happen to use the same frequency as another flyer, simply walk down the line and greet the flyer so both of you can keep all of your planes safe and flying!

Of course, Bennett Field, being a county park and an AMA sanctioned site does have some pretty firm rules...

- All flying must comply with the official AMA Safety Code.
- All fliers must be active members of AMA, with AMA card in hand (no exceptions!)
- Flying is not permitted over or behind the pits.
- All model aircraft engines must have a muffler
- No takeoffs from the pit area are allowed. After landing, no taxiing is permitted between pilot stations and the pit area.

Safety is the responsibility of every member. Violations of safety regulations are serious and could result in injury of pilots and visitors.

Failure to comply with flight regulations may result in suspension of flying privileges and/or termination of membership!

And finally, there are the common sense rules that we all should keep aware of, including:

- Never fly alone!
- Keep dogs on leashes and behind the fence.
- Do not let children wander around the pit areas.
- No flying before 7 a.m.
- No flying over apartments and homes, ever!

So, a little common sense and courtesy can go a long way! We all have heard how the county could use one incident at the field as an excuse to shut us down, and that is a tragedy none of us want to experience! If you see me at the field, come by and say hi...having a good time is still the most important rule of all!

Getting Ready for IMAC - An Introduction Scale Aerobatic Competition

By Gil Terzo

Hello to all fellow LVRCers. You may have heard that our club is planning an IMAC (International Miniature Aerobatics Club) event for September 15th and 16th at Bennett Field. IMAC is the AMA special interest group that regulates scale aerobatic competition in the U.S. and in international events.

As an IMAC flyer, I talk to many of our members and non-members about aerobatics, and the airplanes that fly in those events. Many people are flying aerobatic type airplanes and are interested in that type of flying, but are reluctant to try entering a contest, I think mostly due to a lack of information, or understanding of what is involved in contest flying.

One misconception is that one must have a huge 40% plane in order to compete. IMAC rules allow for the use of any size sport or aerobatic plane to be entered in the basic category. The only requirement is that the plane must be able to perform the maneuvers of that class. There are many smaller, less expensive planes out there that can do that. Contest flying can be a great experience, and also a lot of fun. It's the perfect place to meet friends, check out all different types of aircraft, and get tips that will improve your flying skills.

What I would like to do, with the club's approval, is to hold a small one day (probably no more than 2 or 3 hours) seminar to introduce new flyers to IMAC flying, and encourage new pilots to enter our contest in September. In the seminar we will talk about all aspects of contest flying, using the IMAC Basic sequence. We'll cover reading the Aresti diagram, how the maneuvers are flown, and what the judges will be looking for. We'll also talk about the field layout, airspace dimensions and

limits, flightline procedures, how to manage your flight, and the role of your caller/ helper. After we finish our discussion, we'll have an opportunity to view a demonstration flight, and talk about the maneuvers as you see them, and end the session with questions and answers.

As for when we could hold this seminar - I'm thinking about a month before the September contest date. That would give everyone time to practice what they've learned before the contest. That would place it around the middle of August. I know it's hot then, but if we can get together early in the morning, maybe we can beat the heat. As soon as a firm date is established, I'll work with

Mike Rost to see that everyone is notified.

I'm excited that our club is again hosting an IMAC event here in Las Vegas, and I know that everyone will have a great time. I would love to see the Basic class be the largest class in the event. Keep em' flyin'!!



Flying Haiku

by Anita Rost

The windsock is still
My plane is ready to go high
Here's the wind, I sit

Words of Wisdom

By Unknown author

Education is when you read the fine print.
Experience is what you get if you don't.

You Know You are an "IF" ...

1. The sun seems to bright to be outside
2. The temperature is hitting the 100 degree mark
3. The wind speed is unpredictable and is hitting 2 m.p.h.
4. The other planes at the field are creating too much down draft
5. You crave more excitement

If any or all of these describe you –
Then you are an **"Indoor Flyer"**.

One Fun Day at the Fantasy of Flight Aviation Museum

By Alec Sonenthal



I am a fan of airplanes of all shapes sizes and vintage. I usually will visit the aviation museum in any city I travel to, for pleasure and for business. And, there are great ones to be found in all corners of our country.

This past month, I found myself in Orlando, Florida with a free Saturday, between meetings. Checking around, I found out about Fantasy of Flight, This facility (it is far more than a museum) was founded by Kermit Weeks in 1968 as a working airplane restoration facility as well as an aviation museum.

Located off exit 44 between Orlando and Tampa, Florida, Fantasy of Flight gives you an intimate interaction with some of the greatest airplanes from WW1 through the Korea War.

But, that is only part of the story.



Owner Kermit Weeks answers questions and provides the daily flying demonstration at Fantasy of Flight.

Kermit Weeks, owner of Fantasy of Flight, is a flier and aviation enthusiast from his earliest days. Weeks flew RC aircraft when he was 14, but by the time he has 17 Weeks had graduated to building his own airplane and becoming a serious flier in his own right.

By 1977 Mr. Weeks had built the "Weeks Special," an aircraft he designed and built on his own. Following that, Weeks qualified for the United States Aerobatics Team.

In 1978 he was a runner-up among over 60 competitors worldwide, earning three Silver medals and one Bronze medal in the World Aerobatic Championships held in Czechoslovakia.

Over the span of a dozen years, he placed in the top three in the world five times and won a total of 20 medals in World Aerobatics Championship competition. He has twice won the United States National Aerobatics Championship and has won several Invitational Masters Championships in worldwide competitions.

A visit to Fantasy of Flight greets you with a Lockheed C-121 Constellation on display at the front entrance, and the



The B-29 Bomber that starts your museum tour.

promise of great aviation history beckons you from there.

Your initial entrance takes you through a B-29 Bomber. You can walk around it, walk through it, and see soldiers and pilots in a recreation of the actual combat experience.

From there it is into the north and south hangars, filled with aircraft from many eras, primarily WW1 through the Korean war. There is a huge assortment of airplanes on display. Amazing aircraft fill the entire space, wings often crossing into adjoining planes display space. Every plane in the hangars either fly or are in the process of being restored to flying condition.

Then the special tours begin. Throughout the day, you jump on a trolley and visit various behind-the-scene facilities, such as the engine restoration hangar, where you can see the largest collection of WW1 and WW2 engines in the world.

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Florida Aviation Museum is a Working Restoration Facility

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One of the classics - the Ford Tri-Motor!

After a brief history of airplane engine design, it's off to see the working hangar of aircraft, including Mustangs, AT-6 "Texan", B-29 bomber, and much more. It's up close and personal, and you see the mechanics working on planes during the tour.

The next trolley tour took you across the street to the newest part of the tour...the hangar with all of the airplanes Mr. Weeks has obtained, but are standing by for additional parts and funding for future projects. You will see the skeletons and pieces of some of the most famous or rare aircraft in the world, including a 1929 Genairco Biplane, a 1922 Martin Dart, a 1944 B17G Flying Fortress, a 1920 Curtiss Oriole, and a 1951 Junkers JU-52, among many others.



Some pieces are not restorable...can you identify what is the back left aircraft structure.?

Other walking tours take you through the woodworking shop, where the museum is in the middle of recreating from scratch a 1913 Benoist XIV, which served as the worlds first airliner, flying one passenger at a time across Tampa Bay. The recreated plane will be piloted by Kermit Weeks on January 1, 2014, exactly 100 years to the day of the initial flight. The attention to detail and scope of the project are extraordinary.

Then you see the metal shop, recreating the intricate metal parts used in 100s of different restoration projects, and a small museum section dedicated to the Tuskegee Airman.

This author also paid the fee to take a flight in a 1942 Stearman PT-17 Biplane. After a short intro, you and the



Yours truly in front of the 1942 Stearman Biplane that he flew for an experience of a lifetime!

pilot ascend for a 30 minute flight, where you get to handle the stick and pedals, ascend, descend, bank and do lazy eights. The instructor noted that a good percentage of her flights are with RC pilots! Amazingly similar to flying our RC aircraft, just a lot more amazing! We even got to fly over a non-public elephant research farm run by Ringling Brothers.

At 1:30 pm owner Kermit Weeks comes out for a live flying demonstration for the museum goers. Today is a Fieseler Fi-156 Storch, know for aerial observation and it's slow flying speeds. Mr. Weeks fields questions and then gives us a 10 minute demonstration of the Storch's exceptionally slow speeds (as slow as 25 MPH).

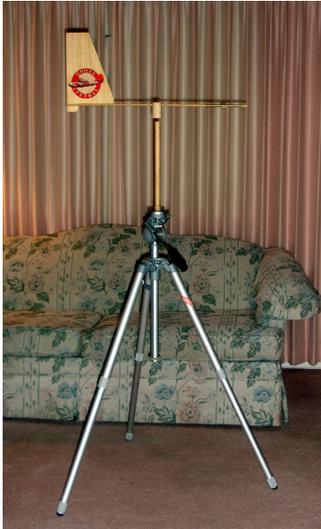
Check out the pictures associated with this article and online on our photo gallery for many more photographs from the museum!



The Storch, as piloted by Kermit Weeks making a slow-speed pass for the museum goers!

Craftsman's Corner - Building Your Own Wind Vane

By Bob Beutler



I have found this Wind Vane to be very useful when flying RC model aircraft. I often place the Wind Vane on the order of 20 feet to the side and slightly in front of me on the flight line and at a quick glance I can always update myself on the wind direction.

This Wind Vane is amazingly sensitive and will indicate wind direction – even at very low wind speeds - and all parts can be obtained at the local hardware store.

Major Components:

The major components of the Wind Vane are the vane itself, the very simple bearing block, the vertical supporting dowel and the tripod. The vertical supporting dowel I used is a 3/4 in. wood dowel approx 12 in. Long.



Figure on the left 1/4 in. blind nut at end of vertical support dowel.



Figure on the right Embedded 9/64 in. drill bit.

The tripod screw thread standard for attaching a camera is a 1/4 inch diameter -20 UNC thread. Therefore, a standard 1/4 inch blind nut, purchased from the hardware store, is used to connect the vertical support dowel to the tripod camera mount (see figure 2). Note in figure 2 that a hole is drilled into the bottom of the vertical support dowel and then the blind nut is pounded into this hole. For extra strength, it is a good idea to wrap the bottom of the dowel and the blind nut with fiberglass cloth and then apply 5 minute or 30 minute epoxy as a resin to the cloth.

The vane:

The vane consists of a 23 in. long 1/4 in. wood dowel, a fin on one end of the dowel, a counterweight on the other end and a simple bearing block at the midpoint of the dowel (see figure 4). The idea here is to have the 1/4 in. dowel balanced at its center – but the fin end of the dowel has much greater surface area – and therefore the greater surface area end is blown away from the wind direction. The other end of the dowel then acts as a pointer – indicating the direction the wind is coming from. The fin is cut from 1/16 inch balsa sheet. 5 minute or 30 minute

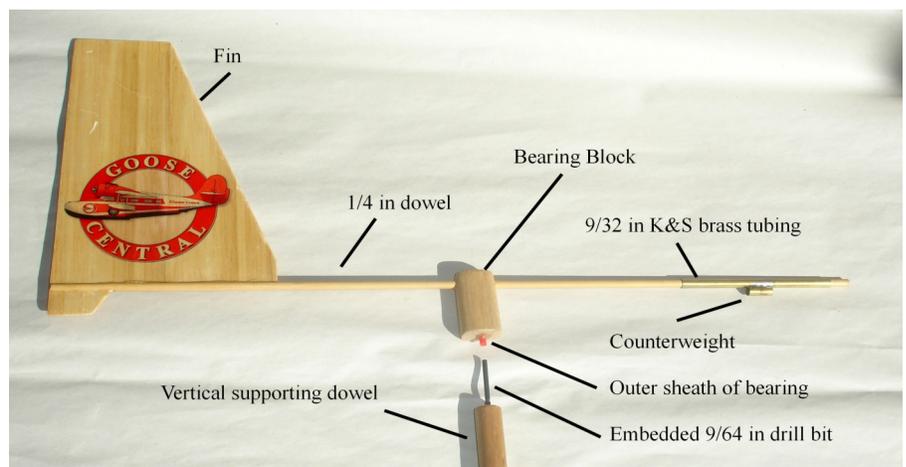
epoxy is used to glue the fin to the dowel. The counterweight at the pointer end of the dowel is in the form of 9/32 in. diameter K & S brass tubing slid over the dowel. Note in figure 4 that there is a small section of the K& S tubing that is soldered to the bottom of the main section of brass tubing. This counterweight contains small lead fishing weights that have been epoxied in the tubing. The idea is to position the brass tubing on the vane dowel such that the vane balances at the center point (bearing block) of the vane dowel. The brass tubing can then be permanently secured with a touch of epoxy or CA glue. The fin is 9 inches in height and 6 inches wide at the base.

The simple bearing structure:

Referring to figure 4, the bearing block is made up of a balsa block that is carved into an elliptical shape. The dimensions of the bearing block are roughly 2 in. high, 1 1/4 in. wide and 3/4 in. thick. A 1/4 in. diameter shaft is drilled horizontally through this block to accommodate the 1/4 in. vane dowel. A 1 in. long vertical shaft is also drilled into the bottom of the balsa block.

I glued a 1 in. section of Sullivan red Gold-n-rod control rod outer sheath into this vertical shaft that had been drilled into the bearing block. The vertical bearing is formed by slipping this Sullivan outer sheath over a 9/64 inch diameter drill bit that has been embedded into the top end of the vertical supporting dowel.

Note that this bearing can just be as easily made with a piece of K & S 5/32 in. brass tubing in place of the Sullivan outer sheath that I used. This bearing block is positioned at the center point of the 1/4 inch vane dowel. Note that when the vane is slid down onto the embedded drill bit, the force of gravity is all that is required to keep the bearing functional.



You can add a little pizzazz to your wind vane by adding your own personalized graphic to the wind vane fin. This can be accomplished by creating the graphic in Word or PowerPoint and then printing the graphic with an Ink Jet Printer on Testors Clear Ink Jet Water Slide Decal Paper. I painted all of the wood structures with Pactra Clear Dope to weatherproof them.

LVRC Flight Instructors Are Here to Help!

Membership has its privileges, and being a member of 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 (Lead Instructor)
mdlav8r@yahoo.com, 302-6016

Wayne McGartlin
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Mike Kissack
fordmw6996@yahoo.com, 752-7172

Mike Rost
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Dane Martin
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Club News and Views

Upcoming Meetings

- July 19, 2012
- August 16, 2012
- September 20, 2012
- October 18, 2012

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!

Trainer Days

- July 21, 2012
- August 18, 2012
- September 22, 2012
- October 20, 2012

Events and Competitions

September 15-16, 2012 - IMAC Competition at Bennett Field.

December 1, 2012 - RC Palooza 2012 II

(Tentative Date) Swap Meet, Toys for Tots Fun Fly and Trainer Day. Joint event with Rebel Squadron! Stay tuned for more details.

December 8, 2012 Annual Christmas Party

Stay tuned...Anita Rost and Tom Brandt are cooking up a great party this year...fun and games for all ages!

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.

- Please fly with courtesy and respect to your fellow fliers.
- 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.

Please note that Clark County Park Police may ticket you for any of these infractions, so be warned!

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,
G-103
(702) 876-2280

LVRC Visits Veterans Home in Boulder City



Photos by Michael Rost

For the second year, LVRC members show up at the Veterans Home on Father's Day in Boulder City with displays of airplanes. Everyone had a great time reminiscing about past flying days.



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