



News From the Plateau

“Random Thoughts” from the President

- Jim Sachleben (Club President)

“A number of people have contributed their time, efforts, and resources to helping the BCRCFlyers succeed”

Wow! We have a newsletter. We really need a newsletter and I'm glad Rick Anderson has taken on this responsibility. Thanks, Rick.

Since our club formed in December, '06, a lot has happened. We have grown to over 30 members, gotten our AMA charter, held a yard sale, and, most important, we have a flying site. Our relationship with the Bartholomew County Solid Waste Management District is strong, and their director, Jim Murray, has been most helpful.

A number of people have contributed their time, efforts, and resources to helping the BCRCFlyers succeed, and I want to thank them. Mike Marthaler has done a great deal more than expected as Field Marshall. The safety benches are first rate, and the frequency board is a work of art. He has done a lot more, including getting some

folks to sponsor (i.e. pay for) the safety benches. A big thanks, Field Marshall Mike!

Steve Ort and his wife Shannon have really pitched in to help when we were struggling financially. Steve got several of his supplier contacts to send substantial sponsorship money. He and Shannon set up an e-bay account and a Pay Pal account for the club in order for us to sell donated items to raise additional funds (by the way, the account is still there, so if you have items which you would like to donate, let Steve or me know.) And Shannon worked her tail off to make the yard sale a success. We raised over \$1,100! Steve is also our club Webmaster, and our web site is very impressive for so new a club. Steve continues to work on the site, adding things as the situation allows. Thanks, you guys.

Thanks to Joe Grube for putting up the money to start our web site. This is another thing that every model club needs. And thanks to our Vice President, Mike Bealmear for his efforts in getting us going in the e-mail and internet arena. Everyone who hasn't done so needs to hook up to RC Groups. It's a very easy way to keep everyone informed and/or reminded of club events.



Aug '07 Club meeting

Thanks to Jack Baxter for his efforts as Safety Coordinator. Thanks to Jason Mao for spraying the weeds in the flying site driveway. Thanks to Stan Durnal for getting Meshbergers to donate 45 tons of #53 stone for our driveway. Thanks to the Columbus City Street Department for the use of their trucks and grader, and the personnel to operate them

Several people donated money to help pay for the field watering. Unfortunately, I don't have everyone's name. Thanks to those of you who brought planes to display at Earth Day and at the Bakalar Museum.

Thanks to all who helped out with the yard sale, including manning the tables, donating merchandise to sell, and helping with the set up and tear down. We plan to hold another sale next year, possibly around the first weekend in May.

I want to give a big thanks to my good friend, Russ Kuhn and his wife, Leslie. Russ has been a driving force in getting this club going and keeping it going. He not only serves as Secretary/Treasurer, but he has been willing to put in his time and effort whenever needed. He has sat at the landfill gate to let the city trucks and grader in when the runway was being leveled. He went with me to Muncie to AMA headquarters to submit our Charter Application. And it was Leslie's idea to hold a yard to sale when we asked for ideas for raising funds. The list is long. Thanks, guys for your dedication.

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I have made contact with the facilities director at St. Peter's School, David Florine. We have tentative approval to use the school gym to fly indoor RC. We need to work out the questions of when and how often. We would also have to spend \$60 to add St. Peter's to our insurance coverage. After the September meeting, we sneaked into the gym and flew Rick Anderson's little Wal-Mart foamy twin, and we had a blast for about 15 minutes. Gerald, the custodian enjoyed it, too. I would like to know who is interested in doing some indoor flying, planes or helicopters. Please e-mail me to let me know.

Words from our VP

- Mike Bealmear (Club Vice President)

We still have a way to go before we have a viable flying site, but with the help of all you folks, I have no doubt we'll get there very soon. Whether we wind up with an all grass runway or a fabric and grass runway, our site will be a wonderful place to fly our planes.

As some of you are already aware, three BCRCF members, Russ Kuhn, Greg Emerick and I, recently visited England. While Russ and I were there solely for fun, Greg was "conveniently" there on business the week before, and joined up with us the first weekend. It was a heavily aviation-oriented trip for Russ and me, with two air shows attended (one each weekend), and a number of museums and historical airfields visited in between, and even an "aeromodel" fly-in to close things out.

Briefly, this trip all came about because of my lovely wife Kathy, who, after watching a DVD about the Shuttleworth Collection of Aircraft with me the summer of 2006, decided to do that as a Christmas, 50th birthday (last May), and 25th wedding anniversary (this November) gift for me. As it wasn't financially feasible for her to go, too, and she either didn't want me to be lonely (or doesn't trust me), she checked with Russ to see if he was interested in going along. He jumped at the opportunity, so Russ and a number of other people knew about this long before I found out December 25, 2006. And yes, it was a round trip ticket for me.

Needless to say, the months leading up to leaving were thick with making arrangements for lodging, car rental, passport acquisition, and the itinerary. There are a huge number of museums in the UK. But the prime reason for the trip was to visit the Shuttleworth Collection at Old Warden Park. This fantastic collection of aircraft (and automobiles) is located near Biggleswade, in Bedfordshire, and is about 1½ hours north of London (if you drive the direct route). At OW, they have *and fly* a collection of 37 aircraft. Everything from a 1909 Bleriot (the oldest aircraft in the world that still flies), to a

WW2 Spitfire and Hurricane. There are also several privately owned "era appropriate" aircraft kept at OW. For war bird fans (with a bent towards the WW1 era)



Greg, Russ and Me in front of the 1916 Bristol M1c Replica



Greg and a genuine 1916 Sopwith Pup. I bet I know how he'll finish his 1/3 scale Pup now!



The 1909 Bleriot. The oldest aircraft still flying in the world.

like Russ, Greg and I, it was like the center of the universe.

We were there for the annual Pageant Air Display on September 2nd, at which they fly and drive everything in the collection (if possible). Unfortunately, the weather wasn't so great with clouds, low ceiling and a bit windy. This made for poor photography, but still an awesome event. The gusty wind conditions prevented the "Edwardian Era" aircraft from even getting out of the hangar. These are planes like the aforementioned Bleriot, and the Avro Triplane and Bristol Boxkite (replicas made for the 1960s film "Those Magnificent Men and Their Flying Machines").

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However, most of the rest of the collection did fly (and those pilots worked hard making things look good for the crowd in those less-than-optimal flying conditions). We're talking about the big Avro 504, and awesome Bristol F.2b fighter, a Sopwith Pup and Triplane (these are real, WW1 era veterans, not replicas), the Bristol M1c fighter replica (one of my favorites), Dehavilland Moths (Tiger and earlier), the awesome Hawker Hind and Gloster Gladiator biplane fighters (those types that saw combat early in WW2). There were many others, too, like the impressive Westland Lysander and Dehavilland Chipmunk. To close the show, the Hawker Hurricane (of Battle of Britain fame) put on a heck of a show (unfortunately, the Spitfire was down for an overhaul). The pilots fly for the crowd, too, with lots of close-in flying, formation flying and photos passes. The setting for all this is just marvelous, as you might imagine. Beautifully-kept

grass runways, with cottages and farms (with horses and sheep) in the background.

The laid-back announcer on the PA system was a treat, too. His dissertation complimented the whole affair, and was not at all distracting, unlike something that you're likely to get at some air shows here in the states.



1917 Sopwith Triplane the real McCoy here.



Hawker Sea Hurricane taking off. (the real thing)



RC Bristol M1c this was actually taken during the week.

Greg had to head back home Monday, so it was Russ and me for the rest of the adventure. I could probably fill an entire news-

letter and bore you with the museums and places we visited and the experiences we had, but since this is an



Up and away!



RC guys setting up on Aeromodeler's Day.



RC guy and Dehavilland Chipmunk.

RC club newsletter, I'll save some of those stories for later, and close with a report on the Aeromodeler's Weekend held again at OW, the Saturday and Sunday after the Pageant Display.



From Aeromodeler's Day. A free flight plane been wound up.

OW holds a few of these each year, and we saw all disciplines of aeromodeling there in an area a fraction of the size of what we have at The AMA site in Muncie. In actuality, the area of OW that they were using was probably a bit smaller than our area at the BCRCF site.

Let me see if I can paint a picture here. The RC flying area was about the same size as our runway (perhaps wider), maybe 500'x 150'. There was a typical mix of sport planes and war birds. Maybe 300' away were the free-flight guys, but they did launch a bit farther away, maybe 500' to 700' away. About 500' in front of them were the control line guys, with more free flight to the left of them, and a number of them flying Jet-X-powered free flight at that. Close quarters? Yes, especially compared to what we're used too. But it worked, and it seemed safe, and they all seemed to get along. Perhaps one of the more interesting things we saw was an older modeler with his plane attached to the side of his scooter. That's dedication!

You cannot appreciate what we have here in the US unless you've seen first hand the (continued on next page)

congestion like a lot of what England has. I spoke with a representative of the BFA (their version of the AMA), and he said most UK modelers would be extremely envious of what we have here at the old landfill.

Back towards the hangars, gift shop and cafeteria were control line cars and (for lack of a better explanation) glow-powered slot cars (sort of) on tracks that had been set up. A true modeler's festival. Of courses there were the typical vendors you'd expect to see. Guys selling kits, plans, fuel, accessories and individuals just selling off unwanted stuff they'd accumulated. Prices were good, but at a nearly double exchange rate, the only things I bought were some old Profile Publications.

The weather was that day was great (of course, it always is the day you have to pack up and leave). It was too bad it hadn't been like that at the airshow a week earlier, or at the big Duxford airshow we'd been too the day before. Sitting out on the patio outside the cafeteria and gift shop chatting with new friends and watching the planes fly on a gorgeous afternoon made it even harder to say good bye to OW and especially the friends we'd made there. I'll be back to OW, and next time Kathy's coming with me!

If you'd like to find out more about Old Warden Field and the Shuttleworth Collection, have a look at:

http://www.shuttleworth.org/shuttleworth_aircraft.asp

I need to also say that I was really happy that Russ was able join me on this trip. Aside from a good navigator (I don't know how a Yank could possibly get around solo there), he's a good friend, and we share similar interests, obviously. One evening at the White Horse Pub, over a pint of Spitfire Ale the conversation turned to "Would either of us ever imagined (back in the early mid 70's), when Russ worked at the old Camera and Hobby Shop, and I was a pesky teenage customer, that 33 years or so down the road would find us sitting in a English Pub in England?" Nope!

Cheers!

Scale Corner

- Steve Ort (Club Webmaster)

"The subject of the next few articles will be focused on scale competition"

The subject of the next few articles will be focused on scale competition. If you have considered it but you think it is too much for you or too difficult or every one competing is way over your level, please read on.

There are several classes of scale competition. There are two classes basically set up for the novice competitor. They are Fun Scale Novice and Sport Scale Sportsman. We will review the Fun Scale Novice class first. In Fun Scal Novice, most any scale plane is allowed to enter. It can be an ARF or a plane you built or even one you bought ready to fly. The only requirement to obtain the maximum static points is a photograph or drawing of the full size aircraft that describes the color and markings. One mistake that

some make is thinking that the box top photo from the kit is ok, it is not, you need to document the full size aircraft. That really is not too difficult of a task any more with all the information and pictures there are on the internet. To sum up the static portion, it is very basic. All you need to obtain your 5 points is have some sort of proof of color and markings of the full size. If you do not have that, you will be awarded 0 points in static. Five points doesn't sound like a lot but it can make a difference at the end of the contest in where you place. One other item that is easily overlooked by a new competitor is the fact that you need to have some sort of pilot figure in your plane.



Let's take a look at what is required from a flying perspective. There are five required maneuvers and five optional. The required maneuvers are take off, figure eight (which is simply a horizontal figure eight), fly past (straight and level flight 10-20 feet in altitude), landing and an overall score for realism based on well you flew the entire flight as compared to how the full size would be flown. The 5 optional

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maneuvers can be any maneuver your model is capable of but at the same time for maximum realism points should replicate maneuvers that would be done by the full size counterpart. For example, a model of a B-17 should not be doing loops and rolls, while an Extra should not be doing procedure turns or lazy eights. A B-17 should make a bomb drop pass and an Extra should be doing loops and rolls or other aerobatic maneuvers. You can basically pick any 5 maneuvers to complete your program. There is no specific order that the maneuvers have to be completed, except for take off and landing of course as long as they are all completed in the order you have set up on a score sheet that is given to the judges. You are allowed a caller/helper, usually another friend that is also competing that can help you with starting your motor at the flight line and tell you which maneuver is next and coach you along the way, watching out for you to avoid any mid air incidents.

Some of the maneuvers for a non-aerobatic plane would be:

- General aviation: Military:
- Straight flight out Bomb drop
- Procedure turn Strafing run
- Straight flight back Tank drop
- Chandelle Victory roll
- Stall turn Aborted landing
- Etc., (see the rule book for additional maneuvers, there are many others)

Some of the maneuvers for an aerobatic plane would be:

- Loop
- Roll
- One half reverse cuban eight
- Split S

Etc. (see the rule book for additional maneuvers, again, there are many others)

There is nothing really difficult about all of this and it is a lot of fun. You can make new friends and there is a lot of camaraderie at the contests. All of the competitors are there to place the best they can but at the same time will do any thing they can to help a fellow modeler. It tends to make us practice more specific maneuvers and overall make us better pilots.

“Diggin in the Dirt”

- Mike Marthaler (Club Field Marshal)



“I think with all its issues we have one of the best fields around”

Have you been out to the flying field lately.....it's a beauty! It's covered with weeds. There's very little grass and plenty of composted material poking up.

What's that you say.....I'm nuts. Well I don't think so. I think with all its issues we have one of the best fields around. If you don't believe me just go out there and sit on the hill to the west of the landing strip and look around you for a few minutes.

If you are like me you will begin to hear the roar of Gas and Glow fuel engines. You can see the hustle and bustle of pilots preparing their planes for flight, mulling about with their starters and support gear.

The 5 safety benches are in use and there are pilots on the flight line. There is a line of patient pilots at the frequency board discussing their planes and probable maneuvers.

What a busy place we have.....

For those of you who have seen it you might be just a little discouraged by the look of it at this point. All I can say is don't be. We have a fantastic site that is in its infancy stages, and just like an infant there are growing pains. It takes hard work and lots of patience to care for an infant and so it is with our flying field.

If you feel a wave of discouragement overtaking you just take a trip out to the field and sit on the hill.

Trust me.....your outlook will change!

“Club Member Spotlight”

- Rick Anderson (Club Newsletter Editor)



Greetings! This is the first column of many meant to get all of our club members to know each other better. In this first column I will use myself as the guinea pig. From here forward, I will send a member a “form” to fill out and return to me, and also some electronic pictures if possible.

Club Member: Rick Anderson
Telephone #: 812-342-1172

Officer: Newsletter Editor
E-Mail: anderson_rvs@sbcglobal.net

Member Since: Charter

Background: I started flying about 1984 in Rocky Mount, North Carolina. My first plane was an Eaglet 50 with an Irvine 25 engine. I flew/rebuilt that plane for about 6-9 months until it was too broken up to rebuild any more. My flying skills had just improved to the point that I was not totally terrified when flying. About this time my daughter was born. With new Dad priorities and increased demands on my time at home & work, I chose to stop flying.

I got back into flying about 1 ½ years ago as a member of the JCRCF club. I enjoy both building (simpler planes) and flying trainers. I am trying to improve my skills flying trainers again, and trying to get back to the point where I don't have that semi-terrified feeling when I fly (I must have the worst hand to eye coordination on the planet). My biggest problem is I just don't get out to fly often enough to continuously improve. I've had some pretty serious back & knee problems over the last couple of years that keep me “grounded” a lot. I am improving though, and really enjoy the hobby.

What do you fly?

Flying

- Hobbico 48” SuperStar 600 size EP trainer w/3cell 11.1v-1500ma lipo battery
- Multiplex 54” EasyStar 400 size EP motor glider w/2cell 7.4-1500ma lipo battery
- E-Flite 35” Gypsy 370 size EP trainer w/2cell 7.4-900ma lipo battery
- 53” “Franken-plane” ½ PT 20 trainer – ½ Sturdy-Birdy 20 w/OS 25 2 cycle engine
- Air Hog RTF micro indoor mono-plane (I brought it to our last club meeting)

Working on:

- VMar 63” Stinger 40 size ARF trainer w/OS 40 2 cycle engine
- Hobbico 72” HobbiStar 60 size ARF trainer (modifying & recovering) w/K&B 61 2 cycle engine

Completed but can't fly yet:

- Multiplex 56” TwinStar 600 size twin EP finished in Monocote in military theme
- GWS 36” B2N 270 size twin EP finished in Monocote as a “seaplane”

Interests?

- Sport flying
- Build kits
- Flying indoor micro's (like prior to meetings in St Peter's gym)
- Goal of building/flying giant scale

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How often do you fly?

- Once/twice per month, would like to find time to fly more

Where do you fly?

- CERALAND, Johnson County Park (Tracee Field), Hopefully BCRCF Field very soon!



My work area upstairs



More of the same



"Franken-plane" — ½ PT 20 trainer
½ Sturdy-Birdy 20 w/OS 25



Hobbico 48" SuperStar 600 size
EP trainer



Multiplex 54" EasyStar 400 size EP
motor glider



E-Flite 35" Gypsy 370 size EP
trainer



VMar 63" Stinger 40 size ARF
trainer



Multiplex 56" TwinStar 600 size twin
EP



GWS 36" B2N 270 size twin EP



The AMA INSIDER National Newsletter

(From the Sacramento Valley Soaring Society, Novato, CA)

You're Addicted to RC, When...

- You read nothing but transmitter and model manuals in the bathroom.
- You have converted a mobile home to have room for all your airplanes with just space enough to sleep.
- Your RC insurance costs more then your car's.
- You have something RC within a radius of 5 feet from you at all times.
- You've heard, "Hey that looks just like the airplane I tossed in the bin after crashing last week," more than once at your flight field.
- A full-scale airplane passes overhead and you move your thumbs to match its movements.
- If you plan to go outside for any reason and it's windy, you go back inside again and find out when it's due to be calm next.
- When the power steering goes, you tell the people at the garage to change the servo.
- If you worked feverishly in all your free time, it would take three years to clear up your backlog of kits.
- You host a fun-fly when it's so cold that one of the events is starting your engine.
- You accept a crash as an opportunity to start a great new kit.
- Every time you pass a garage sale, you look for wings.
- If you spend more money at the local hobby shop in one hour than you make in a month.
- You keep your old van just to transport airplanes in.
- When you go to Home Depot and the PVC pipe and fittings section gives you ideas for new wing racks instead of plumbing projects.
- The smooth tarmac bike trail at your local park has funny airport markings sprayed on it.
- Your car has a ski box on its roof, yet you never go skiing.
- You have a "special room" for your airplanes.
- You have a gallon drum of adhesive in your shed.
- You have at least three different heating irons.
- Your neck shows a white strip, that is the same width as your transmitter strap.

For Sale

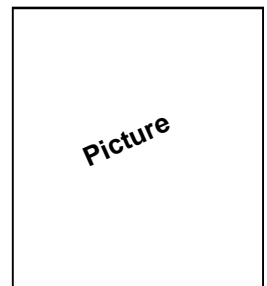
If you have items that you would like to list in this section next month, please send an e-mail to Rick Anderson at: anderson_rvs@sbcglobal.net

Description: _____

Price: \$ _____

Contact: _____

Picture



The AMA INSIDER National Newsletter

from the Ocean County Modelers, Inc., Lakehurst, New Jersey

Windy Days: Good Rudder Practice Days

• *by Salvatore Piu*

One of my friends asked me for some flight training, but canceled a few times because of windy conditions. For student pilots—since student pilots usually are flying on a buddy-box system anyway—take advantage of this: get some buddy-box stick time on a windy day.

There are several benefits for students to do this while still using the buddy-box system. First, in order to keep the airplane under desired and controlled conditions, wind generally forces student pilots to be more active to maintain control during the flight, which equates to a faster learning curve.

Second, we always have some amount of wind at the field, therefore pilots should not be afraid of it. Better yet, pilots should learn how to deal with windy conditions, provided the model is capable of flying in that condition. An electric foamy airplane weighing less than 10 ounces, for instance, should not be flown on windy days, especially by a student pilot or one having recently soloed.

An underpowered or marginally powered model will also be more sensitive to even light wind. The general rule of thumb I use for not flying because it's too windy depends on how hard it is to assemble the model in the wind. If the wind places my model at high risk for damage during assembly, then it's too windy to fly.

I have flown in excessively windy conditions a few times over the years. However, in each case, the flight was no longer enjoyable because I was constantly correcting for wind-related issues, with the landing being the most intensive and nerve-racking part of the flight.

If the wind is a little annoyance during assembly, I will fly knowing the wind will be a little annoyance to contend with in the flight also. I call windy days "good rudder practice days" because rudder typically needs to be used more often on windy flights.

Bottom line: fly a few times in moderate wind conditions while you are a student on a buddy-box system because it will make you a better overall pilot. **Q**

From the Screaming Eagles Club in Plainfield

Hi members and friends,

If you hadn't heard, we're going to host our 10th Fall Fling on October 6th. As in years past, this will for the most part be an open fly-in. We'll have a few special flights that we'll suspend the rest of the flying for, but the purpose is to come out and have fun.

Come out on the 6th and have a good day of friends and flying. Registration starts at 8, flying from 9am until 6pm.

Thanks,
Andy

<http://www.screamingeagles.org>
aclark@abcdigital.net

Bartholomew County RC Fliers (BCRCF) Club Officers

Following is a list of the BCRCF club officers and their contact information.

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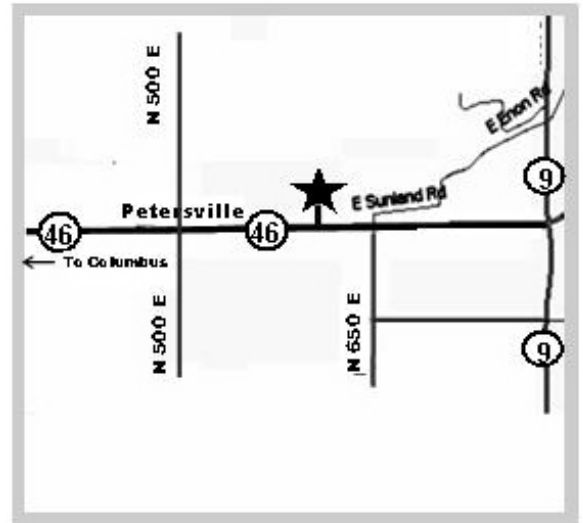
Rick Anderson
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Maps/Meetings

BCRCF field is east of Columbus, Indiana. From I-65 take the Route 46 exit and follow that through Columbus just past Petersville. See the map to right.

BCRCF Club Meetings are held the second Tuesday of every month beginning at 7:30 at St. Peter's School. St. Peter's School is located at 719 5th Street in Columbus, IN.

Send us an e-mail today for more information.
E-mail: bcrcliers@yahoo.com



Picture above and to left is a satellite view of the field. The different colors represent areas of the field as follows.

- Grey is the driveway.
- Blue is the pit area.
- Yellow is the flight line.
- Red is the taxiway.
- Green is the runway.

To put all of this in to perspective the runway is 75 feet wide X 500 feet long.