



THE PRINTED CIRCUIT March, 2010

Newsletter of the Fort Wayne Flying Circuits, Inc

Reminder:

Watch the speed limit in the park when coming to the field. Keep it **below** 20 mph!!

Important Reminders: Do not fly across the road near the house on the other side. **Never** fly over the house.

Tales from the Field

Al Booth



Hello to all members! Here it is March 1st; what a nice day it has been. Looks like spring is just around the corner. Remember the old saying: If March comes in like a lamb, it goes out like a lion. I hope it isn't true this year. Don't forget the Coliseum Show on Saturday March 6th. The Club meeting is Wednesday, March 10th. See you all at the meeting I hope.

Al Booth

Friendly Reminder

Dues for the year are \$60.00. Checks made out to the Flying Circuits may be sent to

Flying Circuits Inc.

P.O. Box 13561

Fort Wayne, IN 46869

Call for Cell Phone Numbers

Since a number of people are dropping their land lines for cell phones, Jim Noffze is requesting members with cell phones send in you cell phone number. Even if you keep your land line send in your cell phone number as a convenience (jblnoffze@comcast.net) Jim will add it to the roster.

No February Minutes

Due to the snow storm that canceled the February meeting there are no Member Minutes for February.

Read your newsletter for new items

Membership Meeting

Wed, Mar 10 at 7:30. At the New Haven City Hall. 815 Lincoln Hwy E

Board Meeting

Wed, Mar 24 - 7:30, at the home of Jim Noffze,

Old Timer Flying Sponsored by SAM 28

Come fly old timer models with the old timer special interest group every Thursday morning 9 am to 12 noon weather permitting." Open flying restricted while old timers are flying due to the limited motor control and taxiing abilities of old timer aircraft.

Flight Training and Instructor Assignment



Training sessions are usually every Tuesday and Thursday late afternoon and evening. Tuesday is usually for beginner trainees. Thursday is more geared to more advanced flight training for new pilots. Open flying is permitted and encouraged.

Students needing help are to contact Joey Smith at club meetings. Joe will assign a certified Club Instructor. See list of official instructors. Note: It is the student's responsibility to coordinate with the instructor. Trainees should provide buddy cord for transmitter.

Additional Instructors Needed

Joe Smith is seeking additional instructors for the 2010 season. If you would like to be an instructor, contact Joe for the details.

Official Instructors

Ron Ballard
Terry Holston
Phil Giesekeing
Jerry Mathis
Harry Seslar
Jim Suddarth

AMA Charter # 285

Club Address:

Flying Circuits Inc.
P.O. Box 13561
Fort Wayne, IN 46869

Web-Site

www.flyingcircuits.org

Hosted by Indiana Data Center

President:

Al Booth

Secretary:

Karl Pfister

Treasurer:

Jim Noffze

1st Vice-President:

(Training & Safety)

Jim Steele

2nd Vice-President:

(Contest Mgr. & Publicity)

Charlie Schindler

3rd Vice-President:

(Trustee)

Andy Fracica

Past President:

Terry Holston

Rolling Stock Maint.:

Al Booth

Field Mowing:

Al Booth

Club Historian

Bob Hartwig

Newsletter Editor:

Dick Miers

Webmaster

Dick Miers:

The club will not be responsible for personal items left at the Club flying field. Members or guest personal property left at the field will not be replaced by the Club if lost, damaged, or stolen.

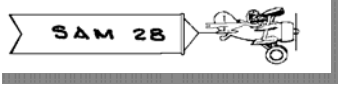
Please pick up all cigarette butts, rubber bands and broken prop blades at the field. Last person at field check building doors. Make sure they are pulled shut and

Aluminum Can Recycling

We are collecting aluminum cans for recycling and now have a special can at the field for them. Please donate your aluminum cans by bringing them with you to the field. There is a special can for them.

Old Timer News

*Dick Brace
Reporting*



C'mon spring. It's been a long winter. I think it's finally on its way. One of the guys here at the home saw a couple of robins yesterday; a good sign. Baseball's spring training has started. Another good sign. The Tin Cap's opening day is April 8th. Another good sign. And the best sign of all: The Toledo show is coming April 9, 10, and 11. And speaking of the Toledo show, we now have five of our group to man the SAM booth at the show. They are Dave Wehrly, Karl Pfister, Paul Rosenhahn, Bob Hartwig, and Joe Woodward. What a great time to meet still more SAM members and future SAM members. It is also a good time for P.R. for SAM 28.

Thursday, February 18 was another banner day at our annual planning and scheduling meeting for the coming flying season graciously hosted by Joe and Joann Woodward. Thanks to Joann; it was delicious. Our events and activities have been planned for the coming season. The flying schedule is pretty much like last year so it's another busy one. We're a growing group now numbering thirteen. We would welcome more. So presented below is our contest activities scheduled for 2010:

Date	Event	CD
15 Apr	Foxacoy	Dave Wehrly
29 Apr	A/B Glow/Ign	Russ Griffiths
13 May	C Glow/ign	Don Coombs
27 May	Foxacoy/Racer	Jim Schmenk
10 Jun	Texaco	Bill Martin
16,17 Jun	2 Day Contest	Karl Pfister, Joe Woodward
8 Jul	A/B/C Glow/ign	Ed Pelz
22 Jul	½ A LER/Speed 400	Russ Griffiths/ Karl Pfister
5 Aug	Foxacoy/Texaco	Dick Brace
19 Aug	C ign plain Bearing	Paul Rosenhahn
2 Sep	Foxacoy	Dick Miers
13-17 Sep	SAM Champs	
23 Sep	TBD	Dean Bobay
7 Oct	TBA	Joe Woodward

And now that spring has sprung or is about to, once again, I would like to present my poem tribute to honor our fallen friends.

TRIBUTE

Spring has sprung; the grass has "riz".
I wonder where them thermals is.

In the good old days it used to be easy,
Cause I just go out flying with good buddy Ray Wiese.

And just as adept at finding thermals I feel
Was the great glider pilot and good friend Bob Steele.

They're two that could help, but wait, there were three.
How could I forget my dear friend Walter G? *

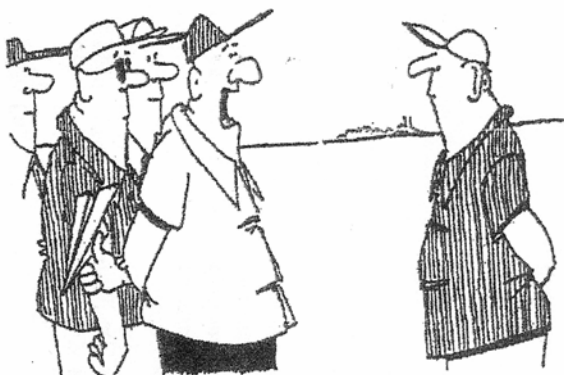
A really great guy of the Polish decent.
He left way too soon, only 64 when he went.

They taught me all that I know. But why?
Cause every time that I go out to fly,
When spring has sprung and the grass has "riz",
I still have to wonder where them thermals is.

Dick Brace

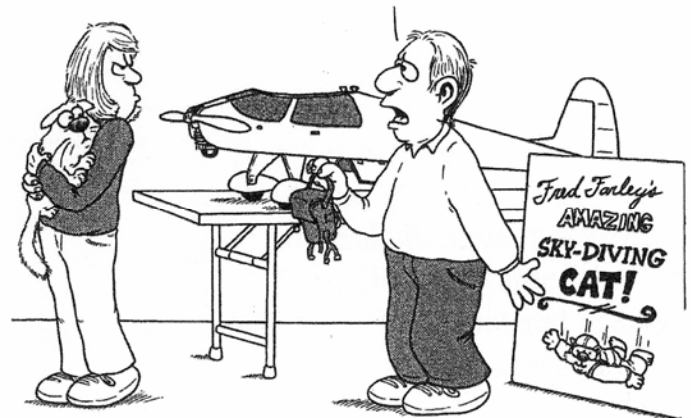
* Walter Golembiewski to you newer members was a real fun guy and such a delight to know. One of Walt's claims to fame was when he flew our Boehle "Giant" at the 1992 SAM Champs at Lawrenceville, IL, in the Texaco event. The Boehle (pronounced Baily) Giant was a real giant, 14' 8" wingspan, 2578 sq. in. wing area. Our Old Timer group at that time built it as a group project. Most of it was built at Dick Colter's home in several week's time, a beautiful bird and majestic flyer. It now resides in the AMA Museum in Muncie.

From the Central Arizona Modelers Inc., Sedona, Arizona



"WE, OF THE SAFETY COMMITTEE, HAVE FOUND THE PERFECT AIRPLANE TO MATCH YOUR FLYING ABILITY."

"But Honey, I already made the parachute and the sign and everything!"



From the 1995 Warped Wings Calendar by Bill Zimmerman

Paint Ball Activity Update

By Karl Pfister

I just wanted to bring the members up to date on our paint ball activity planning and status. Last year we discovered an article on the AMA website that discussed a paint ball event that could make money for a club. Three different clubs were contacted for their advice and we decided it could be an event for our club. Following is a description of the event and our current status.

Description of the Event

The idea is to shoot paint balls at radio controlled planes, attempting to hit them. For our field there will be three (3) shooting stations. There will be three planes in the air at all times. Planes will be flown in a race track pattern at an altitude of 10 to 15 feet above the runway when in front of the shooting stations. They must not fly closer than 25 feet to the shooting stations. The planes should be no further away than down the center of the runway. Shooters will purchase a ticket for \$1.00 which will give them 10 shots. Shooters may purchase multiple tickets, but must get back in line after ten shots. We would like to hold this event as part of a public open house at the field this year.

Safety Cages

Safety is a prime concern. Each shooting station will consist of a cage made of PVC pipe and orange snow fence material. The cages will be spaced out along the flight line according the AMA suggested field layout for this event. The cage will have an opening that will limit the field of fire to keep the shooter from swinging too far to either side and hitting other people. Because of the height of the lower bar of the safety cage shooters shorter than a specified mark (TBD) may not participate. This will help protect children too small or too young to participate.

The planes will be made from coroplast plastic and plastic downspout material. These materials and fuel will be provided by the club. Radios and engines are volunteered by the Club members. We will look for sponsors to provide the paint ball guns, paint balls, and propellant. Otherwise, we will look for member donations to fulfill this requirement.

Current Status

Last year we had a couple of paint ball planes built as a trial. One flew like a pig in the capable hands of Joe Smith. The other flew like a brick; just one flight which resulted in a shattered fuselage. Modifications are being made to the design to see if we can improve the flight characteristics of the planes. A longer fuselage will be used and dihedral will be built into the wing. To save the wings that have already been built, wing tips will be tried with dihedral ala old timer style models. Andy Fracica has made a plane totally out of coroplast plastic (see picture) and will be testing it as soon as the weather permits. Larry Woodrum has volunteered 1.5 gals of Cool Power 15% fuel for the event.

We still need at least two more planes (maybe three) for the event. One safety cage has been built, but we will need two more. Plans are now available for both the planes and cages. If anyone would like to build either one, please contact me at KPFISTER@VERIZON.NET or 637-5082 for plans and materials.

Any suggestions or questions are welcome. In the next issue a list of jobs needed to support the event will be described.

*From the Wiregrass Radio Control Club, Enterprise, Alabama***Refuel Fill Valves** By Jim Kale

I have noticed many having problems with refuel fill valves for the last couple of years. It is just my opinion; however, many of the refuel valves that require a special plug to be inserted into a special jack just don't work too well in the long run. Valves such as the DuBro quick fill often seem to work well in the beginning, but in a year or two, they become difficult to connect, possibly leak, can easily get dirt and debris into your fuel system when you connect the refill fittings, etc. When they have a problem like this, they often cause lots of difficulty, frustration, and bad language at the flying field.

Recently, Phil was trying to fly one of his big gasser models that was having engine run problems for more than two years. Phil had picked up the model at Perry, and it looked to be in great condition; however, there is no way to know how long it had been hanging in a workshop somewhere.

After lots of frustration, bad language, and trouble shooting, we finally traced the problem to the refuel fill valve. It was letting air get into the fuel line and the engine would not run reliably. When the refuel fill valve was removed and replaced with a short brass tube, all of the problems went away and the engine ran like a new one. Unfortunately, on the next flight, the airplane stalled and spun in, possibly because of radio problems. Phil said it was really great though to have the engine perform well—for at least one flight.

I am a firm believer that the best way to refuel is a dedicated third fuel tube that goes straight to the tank. It should have a plug to close it off after refueling is complete. That means you have three lines coming from the tank: one for the vent, one for the feed line to the engine with a clunk inside the tank and a filter as close to the engine as is practical; and one is the refuel line with a plug in it when it is not used for refueling. A fuel dot is the ideal way to keep this line easy to get to for refueling the model. This is about as simple and fool-proof as you can get. You could use a T-fitting in the fuel between the filter and the tank, and put a line on the end of the T and keep it capped off except to refuel. However the problem with this arrangement is that often when you pump fuel into the line, some of it will go out the carb and onto the ground.

Always use a filter as close to the engine as you can put it. If you use a filter on the clunk inside the tank and then refuel through this line, you will pump debris into the filter from the engine side and it will quickly go back up the line to the carb as soon as you start the engine. We have all seen pilots who spend the bulk of their day at the field having engine run problems because they failed to take these simple precautions when they installed the fuel system. Don't make your flying life miserable and difficult when it is easy to do it correctly the first time.

By the way, when you cut brass tubing to be used in the fuel system, file the ends of it smooth so they are not sharp and cut into the line making a very hard-to-find air leak. A little good building practice will make life much more fun on the flying field. We all want to fly when we go to the field, not spend all of our time troubleshooting problems that we inadvertently caused by poor construction.

If your model survives several years, you should remove the fuel tank system every couple of years or so to make sure you don't have any problems developing. Alex Perez recently brought his 12-year-old model to the field and found that the engine would not run correctly. Then Alex remembered he had not checked the tank system since it was new. He did the correct thing and went home and re-stored the fuel system to a serviceable condition and it ran great the next time he came out.

It is very easy to forget how old a model is if it has been performing well for several years. I once flew a model for six years without fuel difficulties. When the next flying season rolled around, somehow I thought about checking the fuel system. The fuel filter has so much crap in it that I doubt the engine would have run at all. So, I probably saved lots of possible frustration and agony at the field trying to get it started and running. →



Possible Paint Ball Plane

Mar, 2010

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27	28	29	30			

Fort Wayne Flying Circuits Web-site www.flyingcircuits.org
Hosting donated by



Flying Circuits Events

2010				
Mar	10	Membership Meeting	7:30 PM	New Haven Community Center
	24	Board Meeting	7:30 PM	Jim Noffze
Apr	14	Membership Meeting	7:30 PM	New Haven Community Center
	29	Board Meeting	7:30 PM	TBA
May	12	Membership Meeting	7:30 PM	New Haven Community Center
	26	Board Meeting	7:30 PM	TBA
Jun	16 & 17	Old Timer Contest	8 AM to 4 PM	Flying Circuits Field

Other Events

Mar	6	Coliseum Show and Swap	10:00 AM to 4 PM	Allen County Memorial Coliseum
Apr	9, 10, 11	Toledo Model Show	9 AM to 5 PM F,S 9 AM to 2 PM Sunday	Seagate Center , Toledo, OH

Our local Fort Wayne hobby shop has been very supportive of our Club. We urge all the members to patronize this shop:

Phil's Hobby Shop

**LASER CUT SHORT KITS
B&W 1/2A MODEL HOBBIES**



**BOB HARTWIG
11206 TRENTMAN ROAD
FORT WAYNE, IN 46816**

For Flyers send S.A.S.E

NICK's Hobby Shop
1421 Goshen Road
Ft. Wayne, IN 46808

Summer Hours:
Sun: Closed;
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