



The Aerial View

Boy this year has gone by so fast. Many great things have happened for the club. Our Big Bird event was better than ever and we can hope to improve again next year. There were some things that we might have done more efficiently or better, but the important thing is that we learn from our shortcomings and take corrective action next year.

Elections

At the October meeting we will be nominating a slate of officer for the coming year. Of course, elections will be held during the annual general meeting at the November meeting. Current Vice President, Michael Derks, has indicated that he will not stand for election to office. If you are interested in serving as a club officer or a member of the Board, please attend the October meeting or let an officer know.

Swamp Thang

The annual Jim Parnell Memorial Fun fly was the venue for the 3rd annual Swamp Thang. This year's event once again challenged the four teams beyond their wildest imaginations!!! Briefly the rules are that teams compete to build and fly an aircraft from unknown materials within a 45 minute time frame. To qualify as a flight, the aircraft must make a complete circuit of the field under the control of the pilot. Teams may bring a 25 size engine, radio, rx, servos, push rods, CA, epoxy and a few hand tools. Elsewhere, you will find a photo of the materials which included a toilet seat!!!

All teams begin with 75 points but points are deducted for each minute in excess of the building period. There is also a set of prescribe maneuvers that result in bonus points in addition to the Beauty Contest (spectators choice) and an engineering award.

I would like to report that the first aircraft was test flown well within the 45 minute building period but this, unfortunately, was not the case. This is the first event that in which a stop watch was not needed. A calendar would have been more appropriate as the event could have been called on the account of darkness. I've never seen group of supposed modeler struggle so much before even attempting to fly their creations!!

This year saw the first conventional (R.O.G.) take off in the 10 years that I've been running this event accomplished by the Wingit Builders: Darwin Idler, Ron Colson, and Michael Derks. The Wingits had

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New Members

Ben Beyer
Richard Branca
Paul Czarnecki
Joe Hink
Thomas Rosling
Rick Weston

Upcoming Events

- Oct 22 LAMA Auction **CANCELLED**
- Nov 9 Love- Air Meeting

Next Meeting

Wednesday, Oct. 12th

Board meeting	6:30 p.m.
General meeting	7:30 p.m.
Drawing	8:30 p.m.

October Drawing for:

Matt Chapman's CAP 580 Foam Profile



Organizer Michael Harrington delivers the mystery bags to each team.

Aerial View continued

(Continued from page 1)

hoped to defend their title but their dreams of accolades, glory and bragging rights were not to be. I thought that this team might succeed; but unfortunately, Ron Colson's dubious engineering skills resulted in part of the toilet seat being used for elevons resulting in a severe tail-heavy condition that could have only been overcome with a 120 engine. After a bit of redesign and materials substitution Darwin, was able to actually take off the runway on semi-round wheels that Michael had cut from foam board after 2hr, 20 minutes (An eternity!). Unfortunately the flight (using the term loosely) ended after no more than 50 feet. In spite of repeated attempts the Wingits could do no better

Not to be outdone, The Pot Bellies: Bob Comiskey, Tom Yamada and Larry Vincent worked very diligently on their delta design. Tom's finger was fully healed from the manicure received in last year's contest. Larry was new to the team, but unfortunately his enthusiasm and creativity were no match for Tom and Bob. The Bellies were actually the first to attempt a flight at 1hr, 26 min. but it was obvious that the craft was too heavy. It flew as far as the launcher could throw it before rapidly descending to terra firma. After many attempts and much redesign, and after the contest had officially ended, the Bellies were finally able to record a flight (sort of), that ended up several hundred yards northeast of the runway. It took Larry and Tom some time to retrieve their prize.

Dan, Greg and Jen St. John were joined by Joe Cary to form the Team Bully Dog. Although this team boasted Top Gun experience in its rookie appearance in the event and it became clear that Jen held the brains of the operation when it came to thinking "outside the box". It was obvious that this team was experienced but it was uncertain as what part of modeling the experience was being accessed. Planning was not necessarily a strong suit as they showed up with a 15 size engine. So they started with a 40% power handicap, and they only brought 2 wooden propellers. The optimists!

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SWAMPTHANG RESULTS

1 st	Team Bully Dog	35 pts
2 nd	Wingit Builders	30 pts
3 rd	M & Ms	20 pts
4 th	Pot Bellies	10 pts



The challenge: make a plane out of the above materials in as little time as possible and then "try" to fly it.



The defending champions accomplished the first ever conventional takeoff. The Wing It Builders.



Team "BULLY DOG" wins the annual Swampthang Challenge. Left to right, Greg St. John, Jennifer St. John, Joe Cary and Dan St. John.

Aerial View continued

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They started very slowly – actually extremely slowly – moving at imperceptible pace. They engineered, consulted, re-engineered, consulted, measured, once again consulted and yet again engineered before deciding after again consulting on a design. As it turned out due to the ineptness of the other teams, this approach proved to be the winning combination this year. The Dogs constructed a typical airframe (see photo). Greg was actually able to get the thing to fly about 100 yds on the first attempt at 2hr 35 min. A second try resulted in breaking the last prop forcing the Dogs to retire.

Dennis Spencer, Mike Maxwell and Mike Willard comprised the M&Ms. This crew seemed as befuddled as the others when it came creating an aircraft from the materials. They did work so very hard if not painstakingly slowly, to attempt their first flight after only . Paul Matthews was able to capture their efforts on video resulting in the “Coveted Brown Shorts Award” to pilot Dennis who succeeded in scaring the #@&% out of Mike Willard during the course of a hand launch. That toilet seat may come in handy yet!

The CD decided that it was appropriate to terminate the flight part of the contest at 2hr 45 min. given the lateness of the hour (Others wanted to fly and darkness was approaching!). No team had a successful flight as defined by the rules however Bully Dog had the longest and were judged the victors of the flight portion but zero points as all of the available point were long since gone. One might suggest that this was beginners luck.

The Beauty Contest was won by Team Bully Dog (20 pts) with the M&Ms 2nd (10pts) and Wingit Builders 3rd (5 pts). The technical achievement segment (15 pts) was also won by Bully Dog (the crowd liked the conventional design). The other teams tied with 10 pts each.

The final count yielded a new champion – Team Bully Dog.

Check out the website for the video.

Michael Harrington



Veteran Swampthang challengers—Team M&Ms. L-R, Dennis Spencer, Mike



The Pot Bellies: (clockwise) Larry Vincent, Bob Comiskey, Tom Yamada and Carol Yamada. It should be noted that after the official end of the contest this team made further modifications to their design which yielded them the unofficial longest flight AND longest walk afterwards.

HobbyTown USA®

More "Birds" from the 2005 Big Bird Festival



Photo by Don Simon



Photo by Harry Peckham



Photo by Dan St. John



Photo by Dan St. John



Photo by Dan St. John



Photo by Dan St. John

Minutes of the September meeting

Date: September 14, 2005

President Michael Harrington called the meeting to order at 7:30PM

Guests: We had no guests at this month's meeting.

New Members: We had no new members at this month's meeting.

Treasurers Report: No treasure's report was available due to the absence of Andy Hiller. A basic overview of the Big Bird proceeds was provided and a complete report will be provided next month as all receipts and invoices are received

Old Business:

- A motion was made and members voted to accept the minutes of the August meeting as written.
- Dennis Spencer reported that ticket sales for the Big Bird raffle plane were approximately 4800 tickets total. Sales of caps and T-shirts were also good during the Big Bird event. Durbin Seidel reported that proceeds from parking at the Big Bird was good and estimated the proceeds to be about \$3500.00. Other comments on the Big Bird were that there were 111 registered pilots, we had an estimate 3500 spectators. Most of the vendors present had a good show with respect to sales. The Big Bird committee is also looking for ways to make this event better and will be discussing what was good and what could be done better in the upcoming months.
- Micheal Derks indicated that the sealing of the runway had been completed at this time. This was approved earlier in the year by the members. The runway will have to be re-stripped after the seal has dried and will cost an additional \$260.00. The exact cost of the sealing was not available at this meeting.
- Mark Smith and Don Simons were asked by the club to try and finalize wording for the use of the west 5 acres at Drake Field. It has been discussed that this area would be used for "Silent Flight" aircraft only but members wanted a clear definition of exactly what would or would not be allowed in this area.
- The Memorial Fun-Fly was held at Drake Field on September 10, 2005. There were 12 – 15 registered pilots that participated in several events. There was also non-flying events held for family members that were present. Lunch was served to all members and family and a good time was had by all. The highlight of the day was the Swamp Thang Challenge. This year the winning team was "The Bully Dogs" made up of Joe Cary, Dan, Greg and Jennifer St. John. Although no team was able to actually complete a qualified flight of the field the Bully Dogs brought home the victory based on how lovely their aircraft looked. Congratulations to all members of the Bully Dogs .

New Business:

- Elections for club officers is coming up again. All nominations should be presented at the October club meeting. The elections will be held in November. Please talk with members about their support of our club and their willingness to participate as a club officer.
- The proposed change to the field rules was briefly discussed and then put on hold until next months meeting.

Program: Paul Johnson and Dan St. John had video presentation of both the Big Bird and the Fun Fly event. The video of the fun-fly had many memorable moments of attempted flights of Swamp Thang aircraft. The slide show from the Big Bird had many photos of aircraft that flew at the event over the two days. Thanks to both Dan and Paul for this presentation .

Drawing: This months we did not have any raffle as someone forgot to bring the tickets to the meeting. We will have a great raffle at the October meeting make sure to be present .

Meeting adjourned.

Respectfully submitted. *Ron Colson*



Greg St. John demonstrates an "alternative" way to hold a pencil during one of the fun fly events.

Seller: Jim Hamm 970-223-2778 jhamm127@comcast.net

Yellow Aircraft 120 size Edge 540T

- YS 140 DZ with Hyde engine mount & Slimline muffler
- 5 JR 8411 servos on control surfaces
- Weighs just under 12 lbs.
- Over \$2100 invested, will separate if plane sell first
- **\$1700** without RX (RTF) or **\$400** for plane & hardware



Yellow Aircraft 120 size Sukhoi

- Saito 170 radial with Keleo exhaust ring
- 5 JR 8411 servos on control surfaces
- Weighs just under 13 lbs.
- Over \$2100 invested, will separate if plane sell first
- **\$1700** without RX (RTF) or **\$400** for plane & hardware



JR8411 servos (17 new) \$80 each

APC props (too many to list) *check website for complete list*

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Hours

MON -THUR: 10AM - 6PM
FRI: 10AM - 9PM
SAT: 9AM - 6PM
SUN: 12Noon - 5PM



from the Tri-Lakes RC Flying Club, Kimberling City MO

How Fast is My Airplane?

Don Johnson, editor

A good radar gun or some type of speed trap is the most accurate way to determine your airplane's speed. To get a fairly good idea of how fast your airplane flies—without any high-tech equipment — is quite easy.

All you need to know is the rpm and pitch (in inches) of the propeller. The propeller pitch is the distance the propeller will advance in one revolution. (*Technical Editor's note: The pitch is actually slightly less than that, but close enough to use for this purpose.*)

To find the speed, follow this simple equation:
rpm x pitch x .000947 = speed.

The .000947 converts the pitch inches and the revolutions per minute into miles per hour. For example, if your motor has a propeller with a 6-inch pitch that turns at 12,000 rpm, the airplane will probably have a top speed of roughly 68 mph. (12,000 x 6 x .000947 = 68 mph.) If your model is aerodynamically clean, this figure will be close; however, if you have a draggy airplane—such as rigged biplane—you could loose 10% to 20% of your speed.



Things with Wings

Membership in Love-Air R/C, Inc.

For new members or for the renewal of persons who have been members of LARC in the past.

The details of membership in Love-Air R/C are printed on the rear cover sheet of this newsletter. Annual dues are \$60 per year and run from July 1 to June 30 of the following year. There is a one time runway assessment fee for new members. To join as a new member or to re-activate a prior membership, send this application **with a photocopy of your current AMA membership** to the address shown to the right.

Membership Renewal

Name _____

Address _____

City _____ State _____ Zip _____

Phone (____) _____ AMA # _____

Freq. _____ Birth date _____

E-mail Address _____

**Mail to: Love-Air R/C
c/o Frank Ostermiller
1429 Canal Dr.
Windsor, CO 80550**

Come fly with us.

The Love-Air R/C Club is a club organized to enjoy and promote the sport of flying radio controlled models. The club is a chartered member of the Academy of Model Aeronautics (AMA), a national organization whose purpose is to promote the sport of model aviation.

Meetings are held the second Wednesday of each month at 7:30 PM in the Collision Repair building at the Ferrero Auto Center in Loveland.

The annual membership fee is \$60.00 and covers from July 1st through June 30th. Membership cards are issued and a monthly newsletter is sent to each member. Current membership is required to fly at the Love-Air flying site. The club requires that all members who use the club flying field are also current members of the AMA. New members Welcome! Ask any member for information. See a club officer or check the box on the Freq. Board for membership forms.

	Adult	Junior	Family
Annual Dues (1/2 price after Jan 1st)	\$60.00	\$20.00	\$80.00
Runway Assessment (One time only)	\$75.00	-0-	\$75.00

Membership Chairman: Frank Ostermiller (970) 674-3199

Field Weather Station: Phone (970) 686-9026

NEW LARC Home Page: <http://www.loveairrc.org>

2005 Officers:

President	Michael Harrington	226-4820
Vice President	Michael Derks	278-1383
Secretary	Ron Colson	635-0649
Treasurer	Andy Hiller	223-5068
Directors	Bob Comiskey	352-4048
	Chris Gallo	203-1939
	Neil Miles	282-0930
Newsletter Editor	Mark Smith	667-3575
Webmaster	Matthew Johnson	229-5816
Freq. Coordinator	Gene Burmeister	674-9820

Instructors	Thursday evenings	
Coordinator	Gene Burmeister **	674-9820
Lead Instructor	Dennis Spencer *	330-8917
	Brayden Fisher	207-1178
	Darwin Idler	225-2431
	Andy Hiller	223-5068

Weekends by appointment only

Dave Genet	674-0058
Brandon Strait	226-6211

Flight instruction is offered at no charge to members. Beginners night will be on Thursday evenings during Daylight Savings Time. Priority shall be given to beginners flying with instructors. Anyone desiring instruction needs to make arrangements ahead of time with an instructor. If the weather station reports winds over 10MPH at 4:30 PM, wait until 6:00 PM and call the weather station again.

LOVEAIR R/C



P.O. Box 1781

Loveland, CO 80539-1781

Next Meeting: Wed., Oct 12th, 7:30 P.M.