



Collier Fun Flyers, Naples, FL

Newsletter

May, 2006



Don Wagner, Jan Dekker, Art Eby & Gary Pettigrove

Season Comes to an End.

I've lived in Naples Florida for close to 12 years. It was amazing to me when I first arrived here how much everything seemed to revolve around "The Season". Generally the months from October 1st until April 1st were considered "In Season"

Well boys and girls we had one hell of a season this year. We have watched our flying field shrink while our membership grew. We had, for the first time of the inception of the club an executive committee made up of newer members who have never held a position on the committee before. *Continued on Page 3 ...Season*

Show & Tell with Master Builder, Marlen Husted.



Marlin Displaying a pattern he cut out from the plastic backing of Ultracote.

At the May 2006 Club Meeting, we were graced with the presence of 'Master Builder & Finisher' Marlen Husted. We all need to appreciate this, because Marlen is not a member of the Collier Fun Flyers, yet he is still willing to donate his time to us simply to help educate fellow modelers. Plus he's also a very nice person. Marlin talked us through, from beginning to end, his procedures he uses for his fabulous covering techniques. Marlin will tell you that he always cuts an exact pattern of the area he plans to cover and then traces that pattern onto the covering material. This way he does not need to trim the piece after it is applied to airplane surface. Simply an amazing, and brilliant idea. Marlin will use newspaper, butcher's paper, and even the plastic backing from Ultracote to make his patterns for sizing up the covering material. He keeps the patterns he's made incase he needs to repair or recover the plane later, he already has the patterns ready to go. Brilliant!

Besides his covering techniques, Marlin explains a few other 'Tricks of Trade' that he uses to help simplify his building projects. Marlin uses the pin type hinges for the control surfaces, and if you've ever used this type of hinge you'll know that getting epoxy into the pin (bearing) portion of the hinge is a serious problem. To alleviate this, Marlen will place a drop of Mystery Oil on the pin before inserting the hinge into the epoxy'd hole. This oil will prevent the epoxy from entering the hinge pin bearing area.

This was another great meeting. I personally picked up 5 or 6 new techniques for building and covering. The good news is that Marlen has agreed to a repeat performance in the winter months when our 'Seasonal Members' have arrived. Some of you are really spoiled! Marlen also mentioned that some of the other members of the Immokalee R/C club (Giant Scale) would be interested in joining our meetings for show & tell. We hope to see you all there.



I big Thank you goes out to Marlen Husted, a pure gentleman. Thank you Marlen.

An amazing Gift from Family Hobby Center

Carey & Kathy Slavin, fellow members and friends of the Collier Fun Flyers and owners of Family Hobby Center in Naples have given a wonderful gift to our club. They have donated a Hangar 9 'SOLO Stripes' ARF Trainer plus the new Evolution .46 Motor.

With gifts like these we can easily help prospective members learn how to fly which will help increase our membership.

We all need to remember this and give them a big thank you the next time you are in the store. Carey & Kathy have given us great service and special attention whenever one of our members needs assistance with returned items or special orders.

Thank you Carey & Kathy



Si Arnold — One of the Great Ones.

I-01-04



Squadron Leader, Si "Skinny Ass" Arnold

Simon J. Arnold, Jr. was born in St. Louis, MO, Sept. 10, 1916, and died in San Antonio, TX, May 16, 2006. He was original and unique, leaving an indelible mark on those fortunate enough to have met him. His mother died after giving birth to his brother and he was raised by his father and his aunt in a home teeming with other aunts, uncles, and cousins during the Depression. All of those cousins and he and his brother grew up, went to college, had successful careers, and married life-long mates. He served honorably in World War II in the Army Air Corps as an airplane mechanic, among other assignments; and continued a love of aviation and military history after the war until his death. He created over 200 beautiful model airplanes which he hung from the ceiling of his hobby room and then bedroom, forming an impressive panorama of aviation history from the Wright brothers to the most recent fighters and bombers. He took up the hobby of radio controlled aircraft, which he pursued with great joy. The members of the Collier Fun Flyers in Naples, FL, were particularly good friends in his later years. He was married for 61 years to Miriam Moores Arnold, whom he loved faithfully until her death in 2003. He and Miriam raised two children, Richard Moores Arnold and Barbara Arnold Alexander, and were wonderful, loving parents, and later, the best of parents-in-law. He took up the hobbies that interested his children (especially his son), including archery, camping, trout fishing, and ham radio. He was an avid sailor his whole life, beginning with Sea Scouting when he was a teenager; he built his own sailboat and then later bought a 34' Morgan, which he kept on the Chesapeake Bay and later sailed to Florida via the Intercoastal Waterway. He was a singer of songs, a reciter of poems and stories (from memory), a teller of jokes, and a wonderful companion. He graduated from Washington University in St. Louis with a degree in accounting, and then began a career selling industrial rubber (and later, plastics). He was a founding partner of Arnold-LaBarge-Meara, Inc. (which became ALM, Inc.) in St. Louis. When he retired from ALM, he and Miriam moved to Naples, FL, where he resided until November 2005, moving for his last months to San Antonio, TX.

He is survived by his son and daughter-in-law, Richard and Lesly Arnold of Welaka, FL, and Salem, MO; his daughter and son-in-law Barbara and Wayne Alexander of San Antonio, TX; his grandsons, Stephen Alexander (and Carmen Mejia) of Boston, MA, and Christopher Alexander (and his wife, Katie) of Chicago, IL; his brother and his wife, Richard and Mary Arnold of St. Louis, MO; his sister-in-law Pat Moores of Naples, FL; 3 nephews, 2 nieces, and their spouses and children.

We weep for our loss and rejoice that he is now free.

Season ...Continued

We said hello to many new friends, and unfortunately we had to say goodbye to some old friends. One thing that I have learned since I was welcomed into this club, is that the Collier Fun Flyers is definitely a unique group. I've belonged to many clubs and organizations over the years, but I have never seen a group where everyone gets along as so well. We have some of the most experienced people in model aviation as well as full scale aviation,



Tony Gattone & Dick Allen



Art Eby

and yet they are constantly offering guidance to anyone who asks for it. Sometimes even when they don't ask. People like Dick Allen who competed in the 1953 AMA Nationals, who is an endless wealth of information, plus he's a genuinely nice guy. New comers to our club are always amazed at how friendly and helpful we are. We can never let go of that.



**Don Wagner
"The Col."**



John Rondencal

As a modeler for 18 years and an aviation buff as far back as I can remember, I feel that I am now in the company of the heroes I used to dream about. I've read books about pilots and military airplanes, always wondering what it was like to fly those planes.

Since joining the Collier Fun Flyers, I have met, talked to, and joked around with Si Arnold, Stearman Biplanes 1935, Jack Treadman, Navy SNJ's WWII, Lem Lemley, B-17 WWII Pearl Harbor, Bill Glue, P-47, P-38, P-40, WWII (Stationed near my Dad in Burma), Johnny Fahr, Bombers WWII, Korean War, Viet Nam, Jack Yates, WWII B-26 tail gunner and of course Retired Colonel Donald Wagner, B-52 and every other twin engine USAF aircraft during his term. You are the people I've read about. You are people who did the jobs I can only dream of. You are my heroes. Thank you for being my friends.

John Fraine



Jack Treadman

Stu Pedaso

It's amazing how many applicants we have had for the Stu Pedaso award. At one point we thought of having 2 hats, but then of course there would be fighting over who actually had first and second place.

Gary Pettigrove won the award by showing his skills with 'Tree Landings'. Instead of a water landing in the lake, Gary decided to aim for a palm tree. At least he claimed he was aiming.



Gary Pettigrove



Tony Aldrich

Tony Aldrich won his Stu Pedaso award by showing off with a 'Spot Landing' within 10 inches of himself. That was because he was standing next to the protective fencing around the pilot's area when the plane crashed into the fencing. You see? You can land on a short runway. Ask Jack Treadman!

After three valiant attempts to achieve Stu Pedaso greatness, Tony Gattone finally proved himself worthy. He first attempted an inverted landing with his new Eflite Ultra-Stick, shortly after take off. Tony claimed there was some sort of radio malfunction. Good thing, because if that's how you usually attempt to fly, we need to sit down and have a talk!

The second attempt happened while he was receiving instruction on a trainer from Mike Carpenter. Or was it the other way around. The throttle locked up and Tony did do the right thing by steering the plane away from the pit area and into a palm tree. Good thin Gary Pettigrove had already picked his up.



Tony Gattone

His third attempt was when he deliberately and maliciously chased down innocent John Fraine's Extra 300, and attempted to cut off the wing. Well; John Fraine's skill level would not allow that to happen, so John worked the controls flawlessly as to cause more damage to Tony's Ultra Sport, and there by saving the Extra 300 by pure skill. At least that is John's report of the event. If you don't believe that give me some time to come up with another one. So Tony Gattone was finally awarded the highly sought after Stu Pedasso ward. However we hear that there has been a repeat performance by a recent Stu Pedaso achiever who has worked hard at winning the award back. No names, but his initials are....



Tony Gattone's Ultrasport
A Great flyer (the plane)



John Fraine's Extra 300
A Great flyer (the pilot)

Hey! I write these articles. :-)

Tech Time

By Scott Collins

Understanding Glow Plugs

Posted: 10/20/2003

Provider Name: Written By: Pete Bergstrom, Horizon Engine Product Manager Copyright:© 2003 Horizon Hobby, Inc.

Glow plugs are common to all "glow" engines and are used with methanol-based fuels. The glow plug itself is made up of a steel "plug" with a platinum wound wire element that when inserted into the head of the engine forms the uppermost portion of the combustion chamber. In operation, there is a catalytic reaction between the alcohol and the platinum element that, when combined with the right compression, causes the alcohol to burn. We initially attached a 0.5-1.2V battery to the glow plug to cause it to glow, and remove this battery once the engine is running and the element continues to glow through the catalytic reaction. You will hear of glow plugs being referred to as "hot" or "cold" plugs. Both of these terms refer to the heat range of a glow plug, and it is easiest to notice the difference at an idle. In general, the "hotter" the plug, the richer the mixture can be at idle and the engine will continue to operate. The "colder" the plug, the mixture will need to be leaned out in order to operate properly.



Change your glow plug if you notice mangled elements or particles attached to it

Assessing the Condition of Your Glow Plug

The glow plugs on the market today are designed to provide good service to the user and may last a long time or a short time, all dependent upon the way you choose to operate your engine.

Physical indications that you might need to change the glow plug are:

- a. Twisted or mangled glow plug element. (This is usually caused by too high a compression ratio.)
- b. Small "bumps" are attached to the glow plug element (This will generally be most noticeable during the break-in process. These are actually tiny pieces of aluminum that have attached to the element and these will severely hinder the operation of the glow plug.)
- c. The glow plug element is no longer shiny but is dull, almost a white powder color. (This just comes with age and is a by product of the catalytic reaction. The shinier the wire, the better the catalytic reaction can be.)

Operating indications that you need to change your glow plug are:

- a. The glow element will not light with a charged glow igniter. (This indicates that there is a physical short or breakage in the element wire itself)
- b. Glow plug lights but the engine will not stay running once the battery is disconnected. (This is usually an indication if the microscopic particles we discussed earlier)
- c. Glow plug lights, engine runs but there is a perceptible loss of rpm at full throttle when the battery is disconnected. (This is a typical indication that the white powder residue is building to the point that the catalytic reaction of the glow plug is no longer anywhere close to being optimum.)

Safety

STU PEDASO'S TAKE-OFF CHECK LIST:

There is only one critical item on Stu's T/O check list:

“Get into the air as quickly as possible”.

Stu feels that with his over inflated bag of luck he can overcome his empty bag of knowledge and experience. He is confident that with enough flying time he can fill his bag of experience quickly before anyone else arrives to infringe on his fun.



No need to **EXAMINE THE EXTERNAL CONDITION OF HIS ACFT**. Stu rationale is that since he has now arrived at the field, it makes no sense to waste any time on things that can not be easily corrected here. Stu's motto is: “Get into the air”. Man, what a great day.

No one else is around, so there is no need to follow any of the clubs **TRANSMITTER (TX) IMPOUND OR SAFETY PROCEDURES**. Besides, he believes that truly “Bold pilots” are not afraid to fly alone. Stu finds it really distracting to listen to those high pitched screams of anguish coming for those old farts on the pilot line every time he attempts to fly. None of those guys are here yet – man, what a great day.

No need to **CHECK TX AND RX (RECEIVER) RANGE** because Stu's system worked just fine two days ago and he has not made any modifications or done anything really stupid since (including recharging the TX or RX batteries).

Also there is no need to **TIE DOWN ACFT or VERIFY AREA CLEAR/SECURE FOR ENGINE START** since no one is around to complain. Life is great when none of those old, farts are at the field. What a great day. Or did Stu say that before? Well, its important, so he says it again.

Stu STARTs his ENGINE and takes off right out of the pits. Once His acft is 100 yards away from the pits, it becomes uncontrollable. Stu suddenly remembers he forgot to **EXTEND his TX RADIO ANTENNA**. By the time Stu regains control of his acft, he will have overflowed the pilot line, the pits, the spectator area, and the parking area, But, no sweat, no one is around to feel threatened – Right? What a great day. Did Stu say that before?



The breakfast bunch are starting to arrive and notice that a Frequency pin is not posted to the impound area. Everyone assumes that Stu is using that new 2.4ghz system and therefore, its not required to let anyone know what he is doing. Stu is not a big talker on the pilot line. He seldom lets anyone know what he going to do next. Stu hears the arrival of the breakfast bunch and decides to make one more low pass over the area before any of those old farts infringe on his total domination of the flying field.

Now that he has some observers,' its show off time with Stu Pedaso'. Stu elects to try some hovering, and torque rolls in front of the pilot line. Unfortunately, his engine hiccups on his first attempt and his acft tail slides over his head, behind the pilot line and breaks up into several large, disjointed

pieces a few feet in front of the chickee hut. (chickee hut; a place that houses those old fart pilots too 'chicken' to expose their body parts to the threat posed by the infamous Stu Pedaso). But no sweat, Stu announces that he has three more acft almost ready to fly and he'll be back tomorrow.

Remember: **QUALIFIED R/C FLYERS** and those elite, non-followers of Stu Pedaso are able to conduct straight & level flight, climbs, descents, turns, slow flight, stalls, steep turns, spirals, “S” turns, rectangular landing pattern, low approach, go around, touch & go's and with practice; graceful landings. More on the mis-adventures of Stu Padado next time.

Your Safety officer, Don Wagner.

Company Business

January Club Meeting - 06/06/2006— 6:30p.m. at the Pilot's Lounge, Bldg 1100, 250 Aviation Dr. S, Naples Air Port

Ladies Night Out - 06/21/2006 - Wednesday Night at 6:30pm at a location to be announced.

Sausage Saturday - 06/24/2006 - At the field

Who are the Collier Fun Flyers?

The Collier County Fun Flyers is a club made up of radio control model airplane enthusiasts. Our flying field is at the rear of the Collier County Fair Grounds, in Naples, Fl. We have members who will give you advice on building your model and instructors who will help you learn to fly it.

Club meetings are held on the first Tuesday of the month at 7:30p.m. at the Pilot's Lounge, Bldg 1100, 250 Aviation Dr. S., on the general aviation side of the Naples Municipal Airport.

Most Members normally fly from 9 am to 12 noon on Mon, Wed, and Sat mornings, with Saturday morning being the busiest time. Flying is allowed any daylight hours after 9:00am Sunday thru Saturday. You are welcome to come to our flying site to observe the activities and enjoy the fun and excitement. The club follows AMA, (Academy of Model Aeronautics), flying field safety rules. Use of our model airport requires membership in both the AMA and Fun Flyers. Easy stuff. Call someone, if you need additional information.

Directions to the flying field: Exit 111 off I-75, Immokalee Road-eastbound. Go east 10.8 miles and turn right at the Collier County State Fairgrounds entrance. Continue 0.4 mile through gate at the end of the road. You'll see us.



2006 Club Officers & Instructors

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