



HOT AND HEAVY SUMMER FLYING



Sunday Flying at the Field looks and sounds real with Sandy at the controls

July is here and so is the heat. 90 degrees was a cool day for recent flying. Thanks to Sandy, The rescue chopper was on call and keeping a hovering eye on the crowd as Sandy performed a masterfully scale flight in both sound and sight.

Thank you for the show Sandy !



UPCOMING EVENTS:

NEXT MEETING — 9/7/2010

RC EXPO — 8/22/2010

GIANT SCALE — 8/20/2010

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DARYL, TODD, & HENRY, WERE OUT IN FORCE



INSIDE THIS ISSUE:

<i>Summer Flying</i>	1
<i>SCRC Fun Fly</i>	2
<i>Road Trip</i>	3
<i>From the Editor</i>	5
<i>Meeting Minutes</i>	5
<i>Calendar</i>	6

JULY 18TH FLIGHT LINE



Daryl was able to get some flight time in on his CAP 580 while the back seat fliers were “bangin’ out orders.” Do This - Do That - Now Do This ! Needless to say Daryl’s Cap is undergoing plastic surgery and will return to the field as a different ship, literally.

The Great Planes CAP 580 - .046 size plane is fast and is a good flier. The first RC plane I ever flew was one just like Daryl’s with an O.S.-61FX. The plane flew like it was on rails. Perhaps someday I’ll have a new version with the new paint scheme. I believe for now the ARF is designed as electric.



ROAD TRIP



No flying for Jon and Caden in July so it was time for a road-trip. My Eagle 580 crashed and I was in the process of rebuilding so we decided to take a trip to the New Garden Airshow to see the man himself... Matt Chapman.

If you've never seen him perform at his home field I can tell you that you will not be disappointed should you decide to make the trip. The show was fun as well as closeup and personal. There was also an RC demo at the begin-

ning of the event. We flew to the show and made it 1 minute before the Airboss took control of the airspace around the airport. That was exciting. It was as though I was starting the show by landing on the runway.... I don't think I have ever had that many people watching me land the Aerostar and willing to score the technique. The thought was forcing me to focus and concentrate on trying to give them the perfect landing. There were no complaints!

MATT CHAPMAN AT THE NEW GARDEN AIRSHOW - 2010



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ROAD TRIP (continued)

THE ROLL RATE OF THE CAP AND THE POWER TO WEIGHT RATIO WERE ENOUGH TO GET HIM 6 CONSECUTIVE AILERON ROLLS WHILE TRAVELING ON A VERTICAL UP-LINE.



Jon and Caden took the family to see Matt Chapman. Leah is the photographer.

HE FINISHED THE SHOW BY POPPING UP FROM THE TREES ALONG THE RUNWAY INTO A ROLLING HARRIER ABOUT 50' OFF THE GROUND. WICKED!

Matt's show was awesome! The aerobatic maneuvers were precise, low, loud, and just plain crazy. The vertical S, Loops, Snap Rolls, etc were pretty standard fare. The roll rate of the cap and the power to weight ratio were enough to get him 6 consecutive aileron rolls while traveling on a vertical up-line. Once the rolls are complete Matt runs out of vertical momentum and keeps the nose straight up. From that position he does a tail slide back through the smoke trail of his up-line before the plane finally whips to a nose down attitude and rockets out of his cloud of smoke.



If that does not put your stomach in your throat you should see the Outside Snap Roll and the Tumbles that he forces the plane to travel through. Unbelievable when you try to imagine yourself hanging from his "seatbelts."

To finish up his routine Matt moves into the dangerous stuff (as if the other maneuvers aren't). Matt screams full speed across the airport perpendicular to the runway at an altitude of about 30'. Just before reaching the runway he puts the plane in a Knife Edge, yanks back on the elevator, and changes his heading to travel straight down the runway. It happened so fast I actually thought something went wrong. If that does not raise the hair on the back of your neck, he finished the show by popping up from the trees along the runway into a rolling harrier about 50' off the ground. WICKED!

Caden could not run fast enough to see him get out of his plane and say thank you for the show. Matt of course was very humble and kind to the kids as you can see as he posed for a photo with us at his plane.

Awesome Plane - Awesome Show - Great Guy!

From the Editor



July has come and gone and August has slipped away! Well, this is the second time this year that I find myself apologizing for missed and or late items. We have lost another family member this year at the age of 92. He was my surrogate father,

a grandfather to my children, my flight instructor, and my best friend, Col. William Fuchs USAF Ret. What does that have to do with the club you ask? Well he was a friend and early business partner of Bill Brown. When I first met him in the 80's I would ask him about a small plane and engine that would hang from the ceiling at his hangar. From there he would tell me about Bill Brown. As the story goes... Just after the war had ended the two of them had gone to a conference in Philadelphia where Bill Brown had unveiled his latest invention, the CO2 engine. Upon returning from that trip Bill Fuchs had invested in a startup venture to involve production of the CO2 engines. The business model was to be setup in a way that would inspire students at and near Penn State to be in-

involved in aviation. The plane hanging from the ceiling was built by Bill Brown prior to production and was given to Bill Fuchs as a thank you for his help in the startup. Bill Fuchs studied Mechanical Engineering, and Aerospace Engineering, flew in 2 wars, instructed in 2 and 4 engine bombers, taught at Penn State, Drexel, and West Point, was one of the original faculty members of the Air Force Academy in Colorado, and founded the glider program at the Air force Academy, and those are just a few highlights. I mention that because he has met many people around the world and he always made sure to tell people that would visit his hangar about the gentleman that Bill Brown was and the leadership and dedication that he displayed. I reflect on his words as I see our club evolve today. We all have a duty to promote, educate, and inspire others to be involved in our sport through our exposure, leadership and education.

Happy Flying!

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Meeting Minute Highlights

(condensed version of Daryl Allen's June & July report)

Treasurer:

Al Jones informed us that we have paid for field maintenance, copy expenses, and an AMA charter fee. Additionally, Our account balance was presented and the Treasurers report was approved.

Old Business:

The field search committee reported that several options had been reviewed and that while a couple of those options were considered not appropriate, others are still on the table. As always, members are encouraged to offer any possibilities they may be aware of at this time.

New Business:

A request was made for a refund of dues and the club voted that there will be a no-refund policy for dues.

The club thanked Woody for fabricating the new windsock on the frequency board.

Al Niessner and George Gurney helped 15 kids build and fly Delta Darts last month while Rob Krankle and AJ Jaffe did some demonstration flying.

An Associate Membership was proposed by Ron and tabled for a later meeting. Members were also reminded to avoid the large stand of trees at the East end of the field because this area brings complaints of noise.

Rob Krankle and Ron Lueth met with Gov. Yearick about having an RC Expo at the Harley Davidson shop on Rt. 322. Members decided to table the issue and arrange to fly at the location to see if it was suitable for that purpose.

Complete Meeting Minutes are on the Web.

<http://www.scrclub.com>

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STATE COLLEGE RADIO CONTROL CLUB

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Submissions:
Our club welcomes and encourages all submissions to our newsletter. Please send your articles, artwork, photography, editorials, equipment evaluations, trip reports, and other material to the editor for inclusion in upcoming issues.

c/o Editor
1318 Joanna Drive
Bellefonte, PA 16823



You may also submit materials via email to jon@ncc-bridges.com

AUGUST 2010 - CLUB CALENDAR

**VISIT US
ON THE
WEB**

<http://www.scrc-club.com>

Webmaster: alniessner@psu.edu

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6 WINGS	7 OVER
8 PIPER	9	10	11	12	13	14
15	16	17	18	19	20 HAMBURG	21 GIANTS
22 SCRC EXPO	23	24	25	26	27	28
29	30	31				



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Postage

