



October 2012

Thunderbolt

Ray Field LAT: 42.5062 N LON: 83.5987 W

Editor's Note

Yes I know that I said there would not be an October issue, BUT!.....when I received the accompanying letter from a former Ribcracker—well.....I just had to make time. Some of you will remember him both from the field and Joe's. His letter really made me think about our club and where we are heading.

How many "go-to-guys" are in the club ready to offer assistance ? I can name some, how about you? Hope you enjoy reading a Ribcracker from the past and the impact our club and a particular Ribcracker had on his life. WOW!
Don

So many great memories...

Don,

My name is Bill Russell. I joined the Ribcrackers in the year 1995. I was 11 years old. I started out with a Tower Hobbies Tower Trainer 40. I came to every single Wednesday Student Night in an attempt to learn to fly. In addition to the Student Night Sessions, I would always show up on Sundays. That was when I met Dave Shavolin.

Dave was always the go-to-person on Sundays. If you needed your engine tuned or if you had a question about a radio, Dave had the answer. I remember practicing a million take-offs and landings with my Tower Trainer on the buddy box. Dave finally told me it was enough, and made me do it solo. Of course my nerves were going crazy, but he was right there. The takeoff was great but if I remember correctly, I landed in the weeds, just off the field. No damage, of course! We did the same thing several more times and my confidence grew with each solo take off and landing. He had confidence in me, and he had so much knowledge to pass on, which forced me to succeed!

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October Club Meeting

Monday, October 1, 7:00 pm

Ray Field - 55495 Grand River - East of Milford Rd.



In case of fowl weather, the meeting will be held in Warren's garage. Call any officer for directions.

I soloed my trainer and continued to fly. When I turned 13 years old my parents attempted to teach me responsibility by getting me a job as a Golf Caddy. They told me this and I wasn't too pleased. I talked to Dave on Sunday (as always), and asked him to get me a part time job at Joe's Hobby Center.

He seemed reluctant at first. I have to admit, I was upset about it, but relentless! I got my first part time job at the age of 13 at Joe's Hobby Center. Dave finally gave in and talked the owner, Don, into it! I was then lucky enough to work with Dave for the next 9 years.

I remember my first winter there. Dave provided me with a set of home-made skis for my Tower Trainer 40. I got dropped off at the flying field in the middle of a snow storm. I begged my dad to take me there and he said nobody would be flying in the storm. Well, there were a few people there, so he dropped me off and said he would be back in an hour. I got to test fly my trainer with Dave's skis, with Dave by my side.

The snow came down so hard, and flying became impossible. People began to leave the field. Dave asked me where my Dad was, and I didn't know. Dave waited with me for three hours in the blizzard because my Dad's car was stuck in the snow, several miles down the road. We sat in his car with the heat pumpin!

I continued to work with Dave throughout High School. My RC skills improved. I learned to fly gas RC Helicopters and I became an RC Flight Instructor. Dave provided me with the best advice regarding anything asked. My interest in RC airplanes grew to an interest in General Aviation.

I continued to work with Dave at Joe's Hobby Center when I went to College. I worked with him during the weekends, and during the summer. I was also able to obtain my Private Pilots License during school. The majority of every paycheck from Joe's Hobby Center went toward aviation. Dave was always able to keep this interest alive.

While working at Joe's Hobby Center, I was able to meet my good friend, Matt Ragsdale. Matt was also a member of Ribcrackers for several years and worked at Joes.

Matt and I used to play pool at a local bar, near the hobby shop. After a few weeks, Dave told us he was interested in having a drink and playing some pool with us. We warned him that we usually play for money. He said he would donate, just so that he could join us. We finally talked him into betting \$20 a game.

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Well, Matt and I went to the pool hall and played a few games. We called Dave, thinking he wasn't going to show up. He said he was almost there. Dave arrived, with a cotton case in hand. Dave unzipped the case and out came a beautiful pool stick. We then racked the balls and allowed him to break. Dave didn't even allow us to take a shot! He took our cash and then admitted he used to play pool a lot!

I have so many great memories with Dave, and there is no way to list them all. I am now 28 years old, married and living in Virginia. I have a Private Pilots License and work as a Police Officer. Dave was a big part of making me who I am.

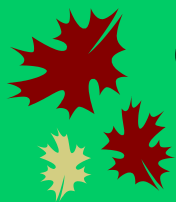
I hate the fact that I didn't keep in touch. There are so many people that I care about and haven't kept in touch with. Matt Ragsdale told me about Dave's death today, and it was devastating. I can't believe I didn't find out until now.

I write this to you because I hope it can be published in the next newsletter. People need to know how amazing Dave was, and how much he contributed to this hobby. I lost a colleague, a mentor, and a friend. It is a few months late, but it hurts.

Sincerely,

Bill Russell

Russelwd@comcast.net



October Field Cleanup

is on the third weekend.

Come to the Club Meeting for details.

Hank and Art have promised hot dogs on the Barbie!



Ribcrackers September Meeting Minutes—September 10, 2012

Meeting started promptly 7:00pm

Previous meeting minutes were approved as written.

Treasurer – We have a little extra money in the kitty due to the extended dry season. Student night is producing pilots and members

President – Checked out the Indiana Warbird Campaign in Muncie, IN. It was a great gathering. Unfortunately, it was slightly marred by the remnants of Isaac washing out most of one day. John Redman put on a great flying demo with Chris Tucker. They were constantly trying to out-do each other in a show of one up-man-ship. There was also a surviving P-51 pilot who related several stories from his time in active service.

Announcements

- October meeting is still outside at the field. In case of bad weather we will convene at Warren's garage in South Lyon.
- Thanks to Marshall for painting the bleachers. Looks good.
- Proposed fall clean-up is scheduled for the 3rd weekend in October. Will be confirmed or rescheduled at the October meeting.

Maneuver of the Month: Chandelle

- This maneuver was demonstrated by Ron Odom. On the FAA power commercial pilots test a Chandelle is defined as a maximum performance climbing turn through 180 degrees while maintaining a constant turn rate. Basically a steep climb and then a hard turn at the top to reverse direction. Thanks Ron for the demo.

No Model of the Month

Raffle Results

- Warren Wells won the blue ticket
- Don Unsworth Picked up the RTF helicopter
- John Jushkewich won the Electrify Widgeon ARF

Respectfully submitted,

Gerald Klose

UPCOMING LOCAL EVENTS

Oct. 1 – Ribcrackers Club Meeting –
Ray Field

**Student Night continues every
Wednesday at 6:00 pm**

Check out the details of local flying events on page 163 of Model Aviation, October issue.

Editors Note:

In the September issue of Thunderbolt, Veep Scott Cruzen teased us with another mystery plane in his Weird, Wild and Wacky Aircraft article. Two Ribcrackers responded with their answers. Are they correct? Come to the meeting and perhaps Scott will give the correct answer.

Don

Thursday, September 6, 2012 12:43 PM

A little Google searching shows the first mystery aircraft to be the Delanne 160. The second one I'd previously read about in the book "The World's Worst Aircraft" and is the Caproni CA.60 Noviplano. For sheer weirdness though I think this one beats it: http://invention.psychology.msstate.edu/inventors/i/Phillips/photos/Phillips_Multiplane_2.jpeg

:Ken Hilton

Thursday, September 6, 2012 12:39 PM

Hey Don! The planes shown are as listed:

1. A Westland Lysander P-12
2. Delanne Duo-Mono (And actually was a French design that the Germans took)
3. Caproni Ca.60 – only one was built and it flew once, when it promptly crashed. It was towed back to shore where it later caught fire and burned to the ground.

There are a couple big shows coming up out my way, the Tucson Aerobatic shootout and the local club by me puts on a big jet show in November. I'll try to get some pictures and do a short write up for you if I make it there!

Dave Hurt

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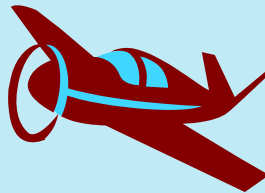
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