

WHAT'S UP
Quarterly Newsletter of the Owatonna RC Modelers
by *Dick Baumer*
July - September 2018

JULY:

July seemed to be the month for equipment issues at ORCM. Our beloved 1944 Allis Chalmers Model C (affectionately called “Alice”) had been overheating so investigation into that problem turned out to be a radiator almost totally plugged with grass and other debris. With the radiator cleaned and a missing thermostat replaced she is back in service and running cool. Then our Husqvarna riding mower lost a cylinder due to an overheat. That too has been repaired along with a couple issues with our blowers. Happily everything is operational again.

July saw a number of new members to the club. Welcome to the club folks. Fly often and fly safe.

2018 SledWorks Aero Tow (July 12 – 15)

This annual event saw only minimal disruption due to weather. Heat and humidity took a toll on folks but we didn't have to carry anyone off the field. The trackers attached to the tow lines worked great so the farmer no longer has to worry about sucking them into his harvester. There were a couple of instances where the locator found the tow line – unfortunately it was attached to the tow plane that went down in the corn. I'm told there were 29 pilots registered for the event and the crowded parking lot proved that. On the last day, Larry lost the seemingly ever-present and always awesome Super Cub tow plane that has done a gazillion tows over the last 8 or 9 years. As in prior years, pilots came from various areas of the Midwest (Kansas, Michigan, Wisconsin, Illinois, Kentucky, Colorado and probably states I missed). This is a great bunch of folks and we welcome them back again next year.



Fun Fly #2 (July 21)

We lucked out again and had pretty nice weather for our second fun fly of the season. It was a bit breezy but the wind was straight down the runway so everyone got plenty of stick time. Unlike Fun Fly #1, nobody broke anything. The usual beans, hot dogs, and snacks were served up at noon by Chef Kenny.

Flight to Iowa

I became the owner of a 60 size prop driven F-14 Tomcat at the sale of a fellow ORCM member's collection after his passing. After tweaking and repairing a few things I decided it was time to test this little hot rod. Controls check ok. Range check ok. Engine run-up ok. Taxi tests ok. This was a nice calm day, the takeoff was uneventful and the bird required just a tad adjustment of trims. It became apparent very quickly that this was a nimble aircraft and you didn't take your eyes off it for a second. I made a couple rounds and began a little over ½ throttle downwind leg to set up for landing. I attempted the base-leg turn and she kept going straight. It became apparent I had no control whatsoever. All I could do is watch the aircraft head for Iowa. In no time at all these aging eyes could no longer see nor hear the aircraft. The lesson learned here was configure Fail Safe on your aircraft. This one was not set and it will probably never be known what caused the lack of control. The airplane has not been located and very likely may never be found (at least in one piece).

AUGUST:

There were no events planned for August which was a mix of very hot, breezy and rainy weather so picking a day to fly was rather "ify". Best one could do is load up, head to the field and hope for the best. The Steele County fair is a big draw so the locals tend to ignore the field and hang out at the fair for the week eating all sorts of stuff on a stick (you know – health food).

SEPTEMBER:

As fall approaches the grass growth process begins to slow so as this month comes to an end we will likely need to mow just one more time. Two very strong storms caused some minor damage to the west side of the main runway. That area has been stapled down and about a 30 foot section will be replaced in the spring. One taxiway will be overlaid with new material and one new taxiway will be added at the south end.

Our beloved "Alice" has served us well since 2013 and has been offered up for sale as it is showing its age and the worn steering is becoming dangerous and laborious. Several options have been discussed but at this writing, it seems a Ford Model 8N with a new 3-point, PTO driven mower of 5 or 6 foot is the most economical solution.

I'm happy to report that this morning (Sept 28, 2018) Greg and I drove to Waukon, IA where we were going to look at a 1952 Ford 8N and bring back details for consideration. It became obvious this was a very nice tractor so we began the negotiating process. The dealer knew we were going to add a 3 point finish mower so he pointed out two used units that were recently brought in. Turns out we did a package deal on the tractor and a 6 foot Landpride mower. The dealer is delivering the tractor next week. Training for this new rig will occur in the spring but we may get to use it for one mowing this fall to see if any bugs need to be worked out. This tractor steers so nice, has a "real seat" and you don't need a ladder to get aboard! I suggest a contest to name her/him/it!



1952 Ford 8N