

*selling shoes for 23 years. During his 20 year career with American Republic Insurance Company, he won many awards including Salesman of the Year. He was a loving husband to Virginia, his wife of 50 years and proud father to his three children.*

*I also received an e-mail from Roger Shelton. He wanted me to pass it along to you.*

Dear Chuck:

Here is a small write up about Roger Van Pelt. Feel free to edit it any way you like, especially the spelling of names. I think it deserves a place in the *NOISE*. If you think so too I would appreciate it and so would Roger. Thanks,

Roger Shelton

ROGER VAN PELT 1-14-2009 7:00 PM

Roger began coming to the Tucson Radio Control Club field in the early 80s. I had the pleasure of meeting him after he decided to join the club. Since we had the same first name and for many other reasons we became good friends.

He was my first flying student. He was not a natural. Many hours spent at the field were practice, practice, practice. Neither of us gave up on each other. Through many days spent going over the routines he finally passed his level one. The thing that made me always admire him was his steadfast positive attitude. No matter what happened and many things did he always had a positive outlook.

He was a sales expert by trade and sold Hospital and Health Insurance. For many years he was an Agency Manager for American Republic Insurance. He had a natural gift for setting out to accomplish something and seeing it through. We became very close friends over the years. Many hours of conversation were spent over lots of coffee. We both could find pleasure in each other's company.

I used to get on to him about smoking. He would tell me he was going to quit. He finally did but perhaps too late to do him much good. By that time he had lost much of his ability to do normal things like walking and getting out. He suffered from diminished lung capacity and it took all his energy away. He never lost his ability to keep a positive attitude. I always admired him for that. I wish I could do as well in keeping that way. Over the years we met the members of each other's family. Donna and I never did spend much time socially with the Van Pelts but always wanted to. It seems work and routine just got in the way a lot of the time. Donna and Roger would always joke when we would go to the field "going crashing again?"

Although Roger was not the best of RC Pilots he did pass his level two and became somewhat of an instructor by helping others. He helped many out

there when others wouldn't. I know Jim Weiland, Pat Fitzpatrick and others benefited from his friendship and help. But then Roger was like that and truly searched for things he could do for others. He did plenty for me, many times and I tried my best to be there for him too. Many things can be said about Roger most all of them positive. I don't know of anyone who knew him that didn't like him from the start. He was my friend and I'm going to miss him very much. Perseverance is the one word that describes Roger Van Pelt. There is nothing he couldn't do if he set his mind to it. He could sell ice cubes to the Eskimos.

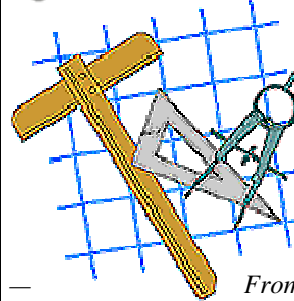
Roger will not be forgotten; he had a magnetic personality and made a positive impact on everyone who knew him. I am a better person for having known him. Roger, piece be with you!

Roger Shelton

### TIPS: Engine Oil Removal



### Technical Stuff



Another way to clean "baked-on" oil from an engine is to boil the stripped parts in a pan of water with a handful of clothes washing powder. It does a great job, but smells horrible!

— From the *Endless Mountains R/C Flying Club, South Montrose, Pennsylvania*

### Getting out of a Stall

If you are high enough and if the plane is trimmed well, just letting the stick go for a second or two will usually solve the problem. Removing the excess elevator removes the cause of the stall, and with enough altitude, the plane resumes non-stalled flight, and you can use the controls to get it straight and level.

Some planes just drop their nose when the wing stalls; this is the easiest kind of stall to cure. With other planes, both one wing and the nose drop, and the plane enters a spin. Releasing the elevator usually turns the spin into a dive, and you can gradually pull up into level flight. Sometimes, releasing the elevator and using opposite rudder is required. It depends on the design of the airplane and where it is balanced. The farther back a plane is balanced, the more aggressive its stalling behavior.

From *Jef Raskin's Quit Stalling article in The Park Flyer Pilot's Guide, via the Model Airplane News web site*

### The Flat Turn

The flat turn is a somewhat simpler, yet interesting-looking maneuver to accomplish while maintaining a level attitude. Its effect is more appreciable with a