



AMA #1256  
**2012 Club Officers**  
 President: Chet Thayer  
 VP: Ron Becker  
 Treasurer: John Gardiner  
 Secretary: Mike Hunter  
 Editor: Tim Mihalski  
 District IV AVP: John Kirchstein  
**Volume 39 Issue 11**



Official Newsletter of the  
**FIRST STATE R/C CLUB**  
 Established 1973 – An AMA Gold Leader Club  
<http://www.firststaterc.org> 

**NOVEMBER 2012**

**UNOFFICIAL OCTOBER MEETING MINUTES**

**Members in Attendance:** John Gardiner, Mike Hunter, Elliot Smith, Charlie Hruska

**Show and Tells:**  
 There were no shows or tells.

**MINUTES:**

**Call to Order:**

- Treasure John Gardiner called the meeting to order at 7:38 P.M.

**Reading of the Minutes:**

- Mike Hunter summarized the minutes from the September meeting. They were accepted as summarized by the members present.

**COMMITTEE Reports:**

**Treasury Report:** John Gardiner gave the following report

Cash Balances:

*Editor's Note: Contact our Treasurer for his report if interested.*

	09-30-2012	12-31-2011	08-31-2011
Checking	x.xx	x.xx	x.xx
Savings	x.xx	x.xx	x.xx
<b>Total</b>	x.xx	x.xx	x.xx

Total receipts through September 2012 total \$ x.xx.

This is comprised of membership fees of \$ x.xx , application fees of \$80.00, fuel sales of \$16.00 and interest earned of \$1.57, and other income of \$429.00. Memberships fee account for 82.3% of the income. The Club is currently \$ x.xx ahead of total budgeted receipts for the year. The September picnic generated \$155.00 of raffle income and the sale of Randy Weaver's donations generated \$254.00.

The Total disbursements through September 2012 total \$ x.xx. Disbursements for the month of September total \$127.17. This comprises \$16.50 expense for the September picnic, \$30.67 for mowing, and \$80.00 for sanitation. The Club is currently \$ x.xx below total budgeted expenses for the year.

The Club had estimated 2012 membership to be 21 regular, 16 senior and 3 junior for a total of 40 members. Through September, Club membership is

**MEETING MINUTES continued...**

28 regular, 16 senior and 3 junior for a total of 46 members.

The Club budgeted a surplus of \$691.00 for the calendar year 2012. As of September 30<sup>th</sup>, the Club has a surplus of \$ x.xx. This is a favorable \$ x.xx. No additional income is expected through the balance of the year, while additional expenses are expected to between \$150 and \$200.

The report was accepted as given.

- **Safety Report:** There was no safety report. However, pilots are reminded that only four planes should be in the air at one time. Additionally, when there is more than one plane in the air, all planes should fly the same pattern. If a pilot wants to fly aerobatics while other planes are in the air those aerobatic and low level maneuvers should be performed west of the runway and not over the runway.
- **Field Report:** There was no field report.

**Old Business**

No old business was discussed.

**New Business**

- **Officer Nominations:** During the meeting the following nominations for 2013 officers and other positions were made a seconded:

President: Chet Thayer  
 Vice President: Ron Becker  
 Treasurer: John Gardner  
 Secretary: Mike Hunter  
 Safety Officer: Pat McCauley  
 Field Marshal: Carl Carasino

The elections will take place at the November meeting. Anyone wanting to make additional nominations may do so by informing an officer of their nominations. Additional nominations can also be made prior to the vote at the November meeting.

**Adjournment**

The meeting adjourned at 8:03 pm.



*Respectfully Submitted,*  
 Mike Hunter  
 Secretary  
 First State R/C Club

## OCTOBER'S MYSTERY AIRCRAFT

### **Beechcraft U-8D Seminole**



The Beechcraft L-23 Seminole (later designated U-8) was the United States Armed Forces designation for the Beechcraft Twin Bonanza and Queen Air aircraft in its inventory.

#### **Design and development**

In 1951 the United States Army evaluated a Twin Bonanza at Fort Bragg, North Carolina and subsequently ordered four 'off-the-shelf' Model 50s as YL-23s, these being delivered in early 1952. Further examples of the Model 50 were ordered under the designation L-23A and Model B50s were also ordered under the designation L-23B. These accounted for the majority of Twin Bonanza production during 1952 and 1953, the first L-23A being delivered in February 1953 and the last L-23B being delivered in April the following year., shortly before cessation of the Korean War.

In 1955 the United States Air Force ordered a single Model C50 Twin Bonanza under the designation XL-23C for evaluation; this was the only L-23 variant not delivered to the US Army as no further orders were placed by the Air Force. In 1956 deliveries of L-23s to the Army recommenced when Beechcraft delivered six Model D50s under the designation L-23E. In January 1957 the first example of the L-23D was delivered, based on the Model E50 Twin Bonanza. During 1958 the remaining L-23A and L-23B aircraft in service (a few had crashed) were returned to the Beechcraft factory, where they were remanufactured to a similar standard as new-build L-23Ds and then re-designated as such with new constructor's numbers and military serial numbers. In 1958 the Army also ordered 11 RL-23Ds with further examples being converted from L-23Ds. These aircraft featured belly-mounted radar, either AN/APS-85 in a large pod or AN/APQ-86 in a long narrow pod mounted on brackets with a modified nose as well.

Also in 1958 Beechcraft began to develop a variant with a larger cabin at the request of the US Army. The L-23F that emerged had the same wings and tail but up to ten people could now fit in the longer, wider and higher cabin compared to only five in earlier L-23s. Beechcraft gave the type the in-house designation of Model 65 and developed it as a civilian aircraft as well, christening it the "Queen Air". The first two Model 65s built were retained by Beechcraft as prototypes and the third was delivered to the Army in 1960, with a further 23 being delivered that year and in 1961.

## MYSTERY AIRCRAFT continued...

#### **Operational history**

The first L-23As entered service in 1953 and the type served the US Army for almost forty years, the last U-8Fs being retired in 1992. When US military aircraft designations were revised in 1962, the remaining L-23D, RL-23D, L-23E and L-23F aircraft became U-8Ds, RU-8Ds, U-8Es and U-8Fs. A further 47 Model 65s were ordered in 1962 and 1963 as U-8Fs; one of these was delivered to the Pakistan Army, the only delivery outside the US military (although other nations bought Queen Airs as military aircraft). These were the final new-build aircraft in the series, however the unique Beechcraft Model 87 turboprop proof-of-concept aircraft used in developing the King Air was delivered to the Army as the NU-8F in 1964 (this was later re-designated the YU-21) and a few used Queen Airs were also taken by the Army. Many U-8Fs were modified during their service lives to a similar standard as civilian Excalibur Queen Airs. The most obvious modifications are more powerful Lycoming IO-720 eight-cylinder engines in place of the factory-fitted six-cylinder engines; and bulged main landing gear doors that fully enclose the wheels when the gear is retracted instead of the wheels partially protruding through the doors. Many L-23Ds/U-8Ds and U-8Fs have been registered as civilian aircraft since retirement from military service.



#### **Variants**

YL-23 Four Model 50 Twin Bonanzas evaluated by the US Army as Serial Numbers 52-1800 to 52-1803; 52-1801 subsequently converted to L-23A standard. L-23A 55 delivered to the US Army, many subsequently converted to L-23D standard. L-23B 40 delivered to the US Army, many subsequently converted to L-23D standard. XL-23C One aircraft for evaluation by the US Air Force. L-23D 100 delivered new to the US Army plus 93 L-23As and Bs rebuilt to L-23D standard. RL-23D variant with belly-mounted radar. Eleven new-build aircraft delivered to the US Army, plus 29 converted from L-23Ds. L-23E Six delivered to the United States Army. L-23F 24 aircraft based on the Beechcraft Queen Air delivered to the US Army. U-8D L-23D redesignated in 1962. RU-8D RL-23D redesignated in 1962, plus 15 U-8Ds converted after 1962. U-8E L-23E redesignated in 1962.

Beechcraft U-8F U-8F L-23F redesignated in 1962 and 46 new-build aircraft delivered to the US Army, plus single Beechcraft Model 87 delivered used as NU-8F in 1964 and one Queen Air purchased second-hand in 1966. In addition,

**MYSTERY AIRCRAFT continued...**

one U-8F was delivered to the Pakistan Army instead of the US Army and two Queen Airs confiscated from drug runners were added to the US Army inventory in 1981 as U-8Fs. NU-8F US military designation assigned to a modified commercial Queen Air converted as the prototype Model 65-90 King Air, and fitted with two 500 shp Pratt & Whitney PT6A-6 turboprop engines. The aircraft was evaluated by the US Army in 1964. U-8G XL-23C, seven U-8Ds and four U-8Es modified with more powerful engines and enlarged cabin for six passengers.



**Military operators**

- Pakistan Pakistan Army
- United States United States Army

**Specifications (L-23D)**

General characteristics

Crew: 1-2 pilots

Capacity: 5 passengers

Length: 31 ft 6 in (9.61 m)

Wingspan: 45 ft 3 in (13.78 m)

Height: 11 ft 6 in (3.51 m)

Wing area: 277 ft² (25.7 m²)

Empty weight: 5,010 lb (2,270 kg)

Max. takeoff weight: 7000 lb (3175 kg)

Powerplant: 2 × Lycoming GSO-480-A1A6 (Military designation O-480-1), 340 hp (253 kW) each

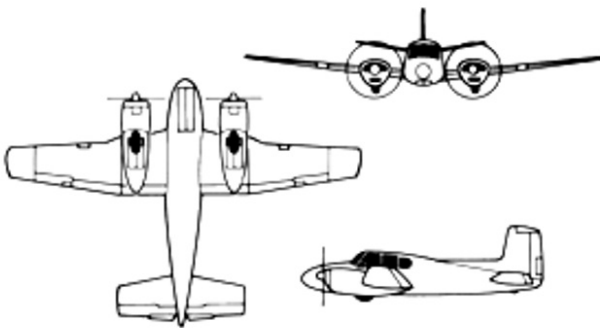
**Performance**

Maximum speed: 270 mph (235 knots, 432 km/h)

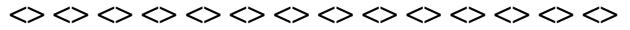
Range: 1,000 mi (870 nm, 1,600 km)

Service ceiling: 30,000 ft (9144 m)

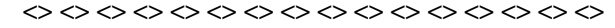
Rate of climb: 1,614 ft/min (8.2 m/s)



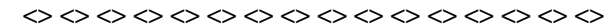
Source: [http://en.wikipedia.org/wiki/Beechcraft\\_L-23\\_Seminole#Design\\_and\\_development](http://en.wikipedia.org/wiki/Beechcraft_L-23_Seminole#Design_and_development)



**AREA EVENTS**



**The AMA Event Calendar does not have any local listings for the next two months...**



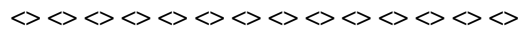
**2013 CLUB ELECTIONS**

Beginning at the October Club meeting, nominations for the Club's 2013 Officers will be accepted. Nominations will also be accepted and elections will be held during

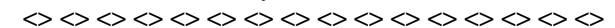
November's Club meeting. So if you want to nominate someone, please clear it with the person first before submitting his/her name and get it to one of the Officers or other Club members if you can't attend the October meeting. For those Club Members not able to attend this November's meeting, a ballot for mail-in votes will be included in the November issue of Contact. excerpt from the Club by-laws....

**ARTICLE 3: ELECTIONS AND TERMS OF OFFICE**

1. All elected officers of the Club shall serve for one (1) year from date of election. Officers are to be elected by a vote of simple majority of those present at the regular meeting in the month of November. Mail-in ballots will be made available for those members who have voting rights but cannot attend the meeting. Those ballots, returned by mail before the November meeting, will be counted as if those persons were present at the meeting. New officers will take office immediately after the November meeting. Personnel will be appointed by the elected officers and confirmed by a simple majority vote of those members present during a regular meeting: i.e. Newsletter Editor, Contest Director, etc.
2. Nomination of Club officers shall be made at the general membership meeting during the month of October. Nominations for office may be made by any active Club member holding voting rights, either in person or by submitting a proxy nomination to an existing officer. All known nominations for office will be published in the newsletter prior to the election.
3. A secret ballot is required for elections, for removal of a Club officer, a member of the Board of Directors, and for expulsion of a member from the Club unless waived by a simple majority vote of the members present at the meeting.



Robert Cyr 11/21



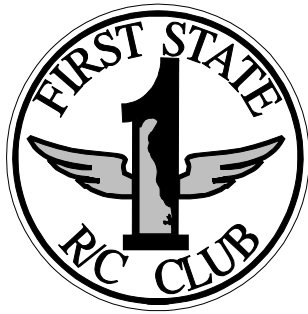
Until next month,

Tim Mihalski, Editor

My E-Mail Address:

**MIHALSKI@COMCAST.NET**





# FIRST STATE R/C CLUB

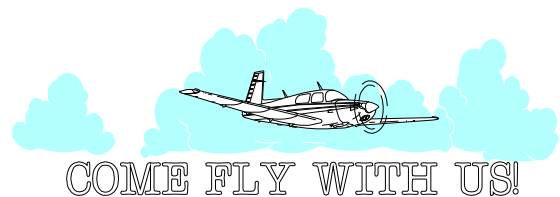
## APPLICATION & DUES RENEWAL FORM

Date: \_\_\_\_\_  
Name: \_\_\_\_\_  
PO Box/RD/Street: \_\_\_\_\_ Apt #: \_\_\_\_\_  
Development: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
Home Phone: (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_  
Work Phone: (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_  
E-Mail Address: \_\_\_\_\_

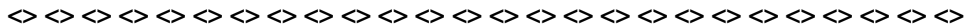
AMA #: \_\_\_\_\_ Expires: \_\_\_\_\_ 1991 R/C Frequency(s): \_\_\_\_\_  
Birthdate: \_\_\_\_\_ (AMA Requirement)  
Referred By: \_\_\_\_\_ (New members only)  
AMA Junior Members (under 19 years old) at same address: \_\_\_\_\_  
Dues Payment Amount: \$ \_\_\_\_\_

Please indicate your experience:

- Beginner (Need instruction)!
- Previously soloed!
- Operated R/C aircraft with assistance!



*The above form should be filled in and submitted with your 2013 Club dues so that the Club Membership database can be updated. This data is used for AMA Club Charter renewal as well as our Club Roster. Please fill-in all fields that apply.. Thanks in advance!*



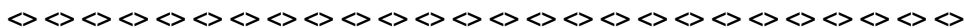
### **2013 CLUB DUES**

**except from the Club by-laws....**

#### **ARTICLE 8: DUES**

1. The annual dues to be paid to the Club shall be determined by the Club officers with the approval of a simple majority vote. Dues are non-refundable, except under extraordinary circumstances, which will be determined by the Board of Directors on a case-by case basis. Dues are to be paid no later than the January Club meeting.
2. All new members are to be assessed a \$10.00 initiation fee upon their acceptance. The initiation fee is not refundable. A.M.A. Youth members (age 19 or younger) are exempt from this fee.
3. Dues are \$65.00 per year for A.M.A. Open members and \$25.00 for A.M.A. Youth members (those not 19 by July 1). Members age 65 or older by July 1 will be assessed \$50.00. No dues are assessed for Youth members when a parent or guardian holds an Open Club membership.
4. All dues are payable in advance by November 30 of each year. Members who do not pay their dues by December 31 will be listed in the January newsletter. Any members who do not pay their dues by January 31 will be dropped from the Club membership.
5. Dues for new members joining prior to September 1 will be for the full year amount. Dues for members joining after September 1 will be prorated at \$6.00 per month for each month remaining in that year.
6. Members dropped from the Club for non-payment of dues may be reinstated after paying the annual dues plus the \$10.00 late fee.
7. The Club can secure an A.M.A. membership for new members if they wish for the additional A.M.A. membership cost.
8. No special assessment shall be levied upon the Club membership, unless it is approved by a vote of two-thirds (2/3) majority of the members present at the regular monthly meeting, and the members have been given five (5) days prior notice along with an explanation of the assessment.

Mail to John Gardiner, 108 Weldin Park Drive, Wilmington, DE 19803





## 2013 First State R/C Club Officer Election Ballot

Club Member Signature: \_\_\_\_\_

**President:** Chet Thayer

Write-in: \_\_\_\_\_

**VP:** Ron Becker

Write-in: \_\_\_\_\_

**Treasurer:** John Gardiner

Write-in: \_\_\_\_\_

**Secretary:** Mike Hunter

Write-in: \_\_\_\_\_

**Safety Officer:** Pat McCauley

Write-in: \_\_\_\_\_

**Field Marshall:** Carl Carasino

Write-in: \_\_\_\_\_

**Circle the nominee your wish to vote for or write-in someone and sign your ballot! Unsigned ballots will not be counted for obvious reasons!**

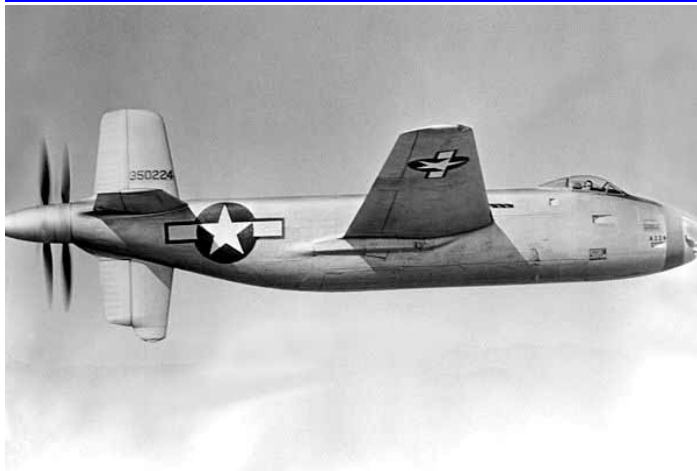
### 2013 PROXY BALLOT

Some Club Members may not have the opportunity to attend the November Club meeting and therefore miss out on the voting process. This proxy ballot is provided so that you can indicate your absentee vote for 2013 Club Officers as well as afford the opportunity to write-in additional nominees in the spaces provided. A simple signature on your part and a method to get the proxy ballot in the hands of the Executive Committee (US Mail or get it to someone who will be attending the meeting) prior to the November meeting vote is all you need do to express your wishes.

----- *FOLD HERE, STAPLE OR TAPE AND ADD STAMP* -----

John Gardiner  
108 Weldin Park Drive  
Wilmington, DE 19803

## NOVEMBER'S MYSTERY AIRCRAFT



A mystery aircraft for you to ponder... you can read all about this mystery ship in the December issue of *Contact*...

### IMPORTANT REMINDERS...

**Monday 07:30 P.M. 11/19/12 Club Meeting @ Stahl American Legion Post**  
**Election of 2013 Club Officers**  
**11/30/12 Club 2013 Membership Dues Deadline**

**Monday 07:30 P.M. 12/17/12 Club Meeting @ Stahl American Legion Post**  
**Induction of 2013 Club Officers**

**Sunday 10:00 A.M. 01/01/13 Freeze Fly 2013**



Timothy I. Mihalski, Editor  
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Hockessin, DE 19707-1008

