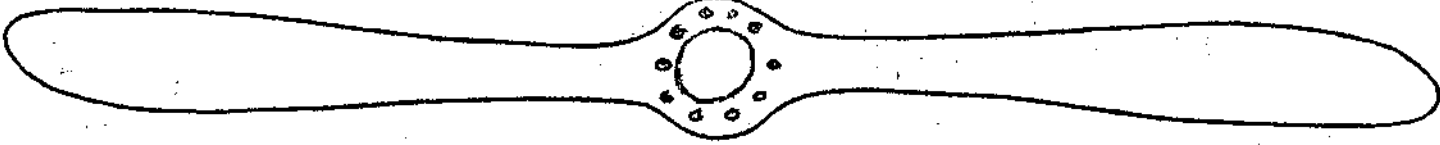


KNIGHTS FLYER



Newsletter of the FLYING KNIGHTS of HAMBURG N.Y. Inc. Editor- Bill Eberhardt
P.O. Box 363, Hamburg, N.I. 14075

NEXT CLUB MEETING-- APRIL 19th.. 1974 at the Boston Library - 8:30 PM. Special
feature—Larry Scaglione's slides from Toledo

HILITES of the meeting of MARCH 29, 1974—' . .

Jerry Piscitello reported that some of the members have found defects in the new batch of club hats. Seems that the adjustable plastic bands on the back of the hats have been breaking. Jerry says that any member who has a defective hat can either sew a piece of elastic in place of the plastic or bring them back to Jerry and he will return them to the supplier where they will be repaired.

Contest Director Norm McCormack reported that he has received the AMA sanction for the AUGUST 25th. contest and that the Hamburg site is now insured for the contest. Norm also reported that several more prize donations have arrived for the contest. Orv Chatwood said that the club is still in need of a P.A. system for the contest and would appreciate any help in locating one for that day.

Bob Inglut and Norm McCormack volunteered to make calls to remind members when it is their turn to mow the grass at the COUNTY FIELD and the NORTH COLLINS FIELD.

Larry Scaglione Sr. has generously volunteered to take the job of club secretary now that I will no longer be able to attend the meetings. Larry also said that he will show his slides taken at the 74' Toledo Conference at the April 19th. meeting so be sure to attend.

Another new member joined the club at this meeting and we would like to take this opportunity to welcome Jim Lackey of Lackawana to the club. Jim increases our membership to almost 50 members.

The 50-50 raffle was won by 'Doc' Meyer.

FOR YOUR INFORMATION— On this past weekend several of our members(Ed Schelble, Jerry Piscitello, Bob and Bill Eberhardt) were courteously but very definitely informed that the Evangola State Park has officially opened on April 13th. for this year. This means that flying of RC aircraft will not be allowed for the rest of this year due to use of the park by overnight campers etc..

Included with this newsletter is a propeller sizing chart donated by Jerry Piscitello. This should be of help to all the members and especially to the beginners who have not had much experience in selecting the proper size propeller for their engines. Just remember that each plane and engine combination has different propeller requirements and the best size propeller can sometimes be

found by trying the next size either up or down on the chart.

By scanning through the old R/C MODELER magazines one can find some very interesting and sometimes very humorous articles. Larry Scaglione found something of interest in the January 1966 R/C MODELER in Editor's Memo by Don Dewey.

This one happened at one of the Big Eastern Meets during the past contest season. It seems there was this Doctor from the Detroit area who was a dyed-in-the-wool R/C boat enthusiast. Insofar as boats and radio equipment went, he knew them both on a first name basis. But from airplanes, he couldn't care less. This, apparently, got to one of the big names in R/C who happened to be a good friend of the doctor. Somehow, this flyer(who is also a kit manufacturer), convinced our physician friend to build a single channel airplane kit which he furnished for that purpose. In addition, he invited the doctor to attend the Big Meet and see some real flying by some of the top pros in the East. The doctor not only agreed, but brought along his plane and gear, taking his benefactor up on the Offer to teach him to fly it after the contest was over.

Comes the day of the Big Meet. Everywhere there are spectators four rows deep, at least. And names- all of the Big Ones from the East. Enough to make even the average Contest Flyer shake in his long woolies. And the doctor is there with his single channel, escapement driven cabin job. Imagine, then, his feeling when, at the completion of the first round of contesting, his "Friend" takes the microphone in hand and announces to the entire assemblage of contest flyers and spectators, that Dr. So-and-So is going to solo his single channel ship during the brief lull in activities!

With no rock to crawl under, the brave MD sets his airplane down under the trained gaze of the East's Finest. Despite the tremors that had suddenly beset .. him, our hero finally managed to get his engine started. Turning oh his transmitter and receiver, he followed the rules of the game and checked to see that his rudder didn't wag when it was supposed to wig. As luck would have it, it wiggled.

It was now the Moment of Truth. And in this case, enough to make a grown man cry. All systems go, the doctor started down the field at a wobbly run, his plane held high in *one* hand, the transmitter grasped firmly in the other.

And then the launch - - - with a mighty heave, our friend hurled his transmitter high in the air, then stopping dead in his tracks, the disbelief on his face turning to a rosy shade of embarrassment as he stood staring at the model still in his hand, the engine screaming away

Unbelievable, but true, friends.

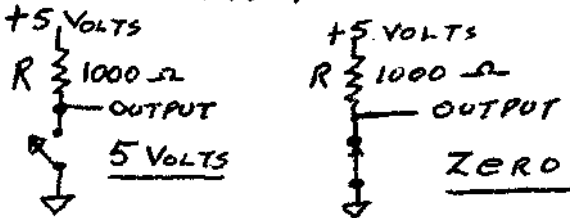
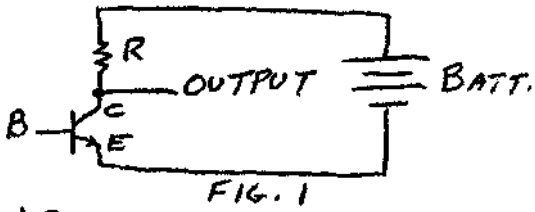
GLITCHES

by Jim Devlin

The transistor as a switch.

The basic component of any digital system, whether it be a radio control outfit or a giant computer, is the transistor switch.

As we discussed previously, the transistor could be turned on or off whenever it's base was properly biased (remember: forward or reverse). Now lets take a look at how this would operate in a circuit. The simplest arrangement contains a transistor with a single resistor tied to it's collector as shown in fig. 1.



If we simplify still further by actually replacing the transistor temporarily with a switch.

When the switch is open, no current will flow through R. Since no current flows, no voltage is dropped across the resistor (Ohms Law). The output voltage will then be five volts. When the switch is closed, current will flow, limited by R. (5 volts / 1000 ohms = .005 amps). The voltage ($I \times R$) will be dropped across R and the output will be zero volts.

The output signal swings from full voltage to zero volts depending upon the state of the switch. The transistor does the same job when it's base voltage is turned on or off. About a thousand times less power is needed in the base circuit of the transistor and the transistor operates about a million times faster than any mechanical switch but it's basic operation is no different than the ordinary toggle switch.

Th-th-th-that's all for now folks

see you at the flying field!

DONT FORGET NEXT MEETING APRIL 19th.

REMEMBER! FLY SAFELY