



THE

KNIGHT FLYER

file



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WINNERS OF AIRPLANE BUILDING CONTEST ANNOUNCED

If you did not attend our Meeting of April 18th, this will be of interest to those club members who had other fish to fry. Winners, in the Senior Builders category, were

- 1st Prize - PAM BITTINGER
- 2nd Prize - ART GROUNDWATER
- 3rd Prize - ED BAUMGART

Winner in the Junior category was:

- 1st Prize - DAVID KOBIE

Best aircraft were chosen after lengthy examination by Judges selected from members of the Show Team. Congratulations to all.

SORRY! NO WINNERS IN THE DOC MYER TRIVIA CONTEST

It looks like the Castor Oil Phosphate will be shelved as there weren't any trivia buffs who submitted the correct answer to: "Who was First to Fly the Atlantic Ocean, and When?". Well, Doc submits the following.

"At 4:28 PM, June 14, 1919, Arthur Whitten Brown³², and John Alcock, 26, a British WWI Bomber Pilot, lifted off the runway from Newfoundland, N.S., starting a 1890 mile flight to Ireland. The crew sat side by side in a reconstructed Vickers-Vimy Bomber, with a Span of 67 ft., and powered by two (2) 350 H.P. Rolls Royce "Eagle" Mark VIII Engines".

IMPORTANT DATES IN HISTORY

- Dec. 1892 - Pneumatic Auto Tire Patented.
- May 22, 1906 - The Wright Boys received a Patent on the Airplane.
- Nov. 1913 - Lincoln Deachey performed the First Loop the Loop.

ELMER "SMILEY" GROSS, FINALLY, PRODUCES THE PRE-FLIGHT SAFETY CHECKLIST

Members will find a Pre-Flight Safety Checklist attached to this missive. PLEASE, use it! Elmer has gone thru great expense to procure enough copies for the membership (he conned his Secretary to run them thru the copier). In all seriousness, he deserves a round of applause for his contributions. Remember, "Safety is NO ACCIDENT". Thanks, "Smiley".

WORK PARTY MAKES POOR SHOWING AT NORTH COLLINS FIELD

Mention was made relative the poor attendance of the work party at the North Collins Field. Let's call a Spade, a Spade. If you've signed your name to a "Work Sheet", please, try to be there to do your bit. Many hands make light work, and yours might make the difference. Those who did show deserve our "Thanks", but they would rather have your muscle. Nuff said. A tip of the hat to:

- GIL LANGE - BOB ROGERS - BILL HAUTH
- DICK KURPIELA - HARVEY REED - VINCE RASP

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THE HISTORY OF THE PARACHUTE AND THE ADVENT OF THE CATERPILLAR CLUB

On the afternoon of Oct. 20, 1922, Air Corps Lt. Harold Harris took off from Dayton's McCook Field to test a new military biplane.

Almost as an afterthought, he strapped on a clumsy device, a parachute recently developed by a 24 year-old ex-Hollywood stuntman, Leslie L. Irvin.

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NOTICE: 'TILL FURTHER NOTICE, WEATHER PERMITTING, FLY 'TIL DUSK, MEETING AFTER...AT NIKE FIELD.

The flight went well for a while, but suddenly, disaster. The planes ailerons had been attached improperly, and the design was wrong. The plane went out of control and pieces of wing fabric began to tear loose. The aircraft spun into a fatal dive.

That sort of thing was not uncommon in the early days of aviation... and, the result was, almost, the same. The pilot was killed in the crash.

But, that day things were different.

Harris disconnected his safety belt and leaped from the cockpit. At 500 feet he pulled the cold metal "D" Ring, and to his relief, a silk canopy opened above him with a jerk.

Harris was the first aviator whose life had been saved by a parachute. Since that time, in war and peace, an estimated 120,000 others have saved their lives by bailing out. A few days after Harris' jump, two Dayton newspaper men discussed the incident with some pilots at McCook Field. They all realized there would be others who, like Harris, would be saved by their parachutes. Why not start a bail-out club?, news photographer Verne Timmerman asked. Everyone agreed; but, what to name it?

In those days, the parachute canopy was made of silk. So was the tiny thread on which a silkworm lowers himself to earth from its leaf. What better symbol than a caterpillar? Thus, was the Caterpillar Club born.

Irvin, who established parachute factories in both the U.S. and England, liked the idea and began awarding little gold caterpillar pins to those who made emergency parachute jumps. By 1925, the club had 28 members and, by 1939, the membership had risen to 4,000. An estimated membership is presently put at approximately 45,000. Today, the "Caterpillar Pin" is no longer gold, but rather, gold plated with red enameled eyes, worth \$33.00. Requirement for membership is that the applicant must have saved his life by parachuting from a disabled aircraft, and the jump be attested to, by eyewitnesses or official documents.

The Flying Knights did a yeoman's job at the NIKE Base Field, Saturday, May 17th. I am remiss in not procuring the names of ALL those who showed, to contribute towards making our field the best in Western N.Y. Please accept the gratitude of all club members who were not able to make it. OUR HATS ARE OFF TO THOSE WHO DID.

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AS REGARDS THE PARACHUTE STORY

A few days ago, I received a letter in the mail from a former buddy and member of the 9th Fighter Squadron, whom I hadn't heard from in years, "Johnny" Brown (no relation).

I remembered that Johnny was a member of the "Caterpillar" Club and was surprised to learn that he is now the President of the U.S. contingent. Johnny bailed out of two disabled aircraft. His quote, as I remember it was: "An emergency bail-out can spoil your whole day". To which I reply, "It can be worse, you might not get through the whole day". . .if, it (the chute) doesn't open. I remembered a history in the files.

So, I went to the files.

"PJ"

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WANTED: PERSON WHO HAS AN IN WITH THE GUY UPSTAIRS. SALARY - ZILCH, UNTIL WE GET RESULTS; LIKE SOME GOOD FLYING WEATHER? ? ? ? ? ? ?

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I can't wait for the unveiling of some of the planes that were Winter projects. I have yet to fly my J-3. Everyone I talk to, that has one, says that it's a dandy flyer. If this weather doesn't clear up soon, I'll never know. Especially, since I promised the Frau to put up the Patio Deck. HELP!

* * * * *

I have it on good authority, that our own JOHN O'CONNELL will have surgery for a double Hernia. I told you we were working him too hard. If we send him a communal card, I am sure he will appreciate it. The whereabouts of the Hospital will be announced.

IT'S FLYING TIME!

A brand new flying season is under way and most of us are anxious to put our birds into the air. I hope all of you have carefully checked out your equipment, which has been sitting relatively idle all winter. Nicad batteries can go sour with no warning, if not properly cared for. Double check your transmitter and flite pack batteries to make **sure** they will hold a charge. Right, John?

In the interest of making life easier (and safer) for everyone using our flying sites, this article contains a safety check list for your use. It was originally prepared by the **S.T.A.R.S** club of Olean and appeared in a back issue of **RC MODELER** magazine. Use this guide to check over your R/C gear at home and also at the flying field.

One item might be added to this list and that is **mental preparedness**. Carefully consider just what you will be doing in getting ready for that first flight of each flying session. Do **not** rush things! A jittery pilot who has not taken time to prepare **himself** is no comfort to the rest of the people using the field. Let's all be careful out there!

Happy landings!

Elmer A. Gross

SAFETY CHECKLIST

Radio

- Is radio securely mounted?
- Are all screws in servo trays?
- Are pushrods firmly secured in servo arms?
- Are servo arms adequate? With screw firmly fixed?
- Is antenna in good condition?
- Is antenna securely mounted?
- Are all connectors secure? (Are they pinned, tied or taped?)
- Is switch in a position so it cannot be accidentally turned off?
- Perform radio check. (Use clothespin.) Engine should be running at all speeds during range check.
- Are batteries fully charged?
- Are servo rails well-secured to the fuselage?
- Are the electronics shock mounted?
- Are electronics wrapped in plastic to prevent liquid damage?
- Check batteries via milliamp meter.
- Know your battery time limit. Engine
- Prop nut or spinner required — are they tight?
- Prop — any damage (i.e., cracks, nicks)?

- Is engine mount securely mounted to fuselage?
- Does throttle work without bind?
- If engine is not performing to full potential, do not fly!
- Any damage to fuel lines?
- Fuel lines should not be long enough to be caught in prop.
- Paint prop tips.
- Is cowl secure?
- Are all engine components secure?
- Is prop properly attached? Wing
- Is covering tight with no visible signs of damage?
- Are wing bolts secure?
- Does fuselage/wing form a tight bond?
- Are aileron hinges pinned?
- Is there excessive play in ailerons?
- Is aileron servo firmly attached?
- Are control horns secure? Elevator
- Is there any apparent structural damage?
- Are hinges pinned?
- Is covering secure?
- Are control horns secure?

Rudder

- Is there any apparent structural damage?
- Are hinges adequate and pinned?
- Is covering secure?
- Are control horns secure and in good condition?

Landing Gear

- Is landing gear firmly attached to airframe?
- Are wheel attachments secure?

Pushrods or Cables

- Are clevises in good shape?
- Does each clevis have a keeper?
- Do cables have a guide around pulley?

General

- Does plane balance correctly?
- Is cowl secure?
- No radio wires should be externally visible.
- No visible cracks or tears.
- Aircraft must have identification on it.
- Cracks in canopy or windows?
- Do turnbuckles have safety wires?
- Control surfaces must be in proper direction.
- Is there a kill switch?