

# THE KNIGHT FLYER



June '85 - Summer Issue

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NOTICE : Next Meeting - June 28th.  
Weather permitting - flying at the Niki Site first  
meeting at dusk  
otherwise - meeting as usual. SIGN UP  
FOR SCALE RALLY DUTY ROOSTER.

FUTURE MEETINGS:      July 19    Aug. 30  
   Aug. 9    Sept. 20

## COMING EVENTS

July 6 & 7 - Stars Scale Rally, Olean

July 13 & 14 - Niagara Falls International Air Show at Niagara Falls  
Airport

July 27 & 28 - Skyrovers Air Show, Phelps      Aug. 2 - Flying Knights  
Scale Rally Work Party at Niki Site      Aug. 3 & 4 - Flying Knights  
Scale Rally, Niki Site, Hamburg      Aug. 11 - Flying Knights Picnic at  
the Niki Site      Aug. 17 & 18 - Western New York SAM Champs, Niagara  
Sunday Flyers

Field, Grand Island

Aug. 18 - R/C Aircrafters Race, Hamburg      Aug. 25 - Race, Jamestown  
Sept. 15 - R/C Aircrafters Pattern & Sport Scale Rally, Hamburg

## HOT OFF THE PREZ

The clock just struck 6:00A.M. and I'm reminded that I heard it strick every hour and half hour since I went to bed at 1:00 A.M. It was Saturday morning, June 1st and our first Airshow of '85, the Rochester Scale Rally.

I decided to get up and take my time to finish packing and get ready. The trailer was all packed and hooked onto the Club Van and all I had to do was take the Cub off the charger and load it into the Van along with my food and necessities to spend the night in Rochester.

As time went on I was suddenly aware that I was taking too much time and I was running late as we had previously agreed to meet at Leisureland at 7:30 A.M. and caravan to Rochester. I scanned my check list and everything was checked off, so all was set. A quick check of the trailer and lights was done and I jumped into the seat, buckled up, cranked over and took off. I'm not one to be late for anything, but this might be one of those times. As it turned out, I was on time and was greeted by Les Hanks, the only one there at the time. Les and I decided to check out our Voice Operated 2 way radios while we were waiting for the others. A new battery was installed in Les's radio and the radio remained dead. I gave him my spare battery, which he installed and his radio came to life. How do you like that, a dead battery right out of the package off Radio Shack's shelf. Was this an Omen of what the week-end had in store for us? These 2 way radio's were purchased by the Air-Show Team members to coordinate our acts during the shows. Withhands off control, the pilots are in firect contact with the Flight Director and all other members, ground crew and pilots are monitoring the act that is going on. Our M.C. is also monitoring everything and is co-ordinating his material with the acts and relays this act blow by blow over the P.A. system so that spectators get a first hand account of what is going on or what is going to happen. This is the first time we have used the radios over the road in a caravan and it was great fun and worked very well. All radios being on the same frequency, of course made it possible for all of us to communicate.

Getting back to Leisureland - our meeting place, allpreviously agreed members had arrived but our fearless leader. A quick phone call by one of our group indicated our leader was caught in the act of getting a few extra winks and he would catch up with us, so off we went at 8:00 A.M. We were met by three other members about ten minutes later and a coffee break was set up at the next Service Area. The sky was very threatening and the wind was steadily picking up when we pulled into the Service Area.

About an hour later, Les Hanks, our caravan leader led us into the parking lot of the Rochester Clubs flying site. We were welcomed by some of their members and were invited to have some coffee and donuts as soon as the camp stove got the water hot. The sky was still murky and the wind at times tried to take you off your feet. It was quite evident that unless the wind went down considerably, there would be no flying today. At noon we were all invited over to the Park Lodge to have some Hotdogs, Hamburgers and Pop. There were about twenty of us present and after lunch, a bull session progressed until later after-noon when most of the Flying Knights decided to head on home, but they agreed to return Sunday. Les Hanks and I were prepared to stay over night in our Vans, so we just bummed around the Park until supper time, when we were treated to a Meatball meal topped off with homemade Strawberry baked goods. We were honored to have our President, John Grigg and his wife eating with us and also chatting with us before supper.

Later on, Les and I took a ride down town as Les wanted to call his son, who lived a short distance from where we were. And we treated ourselves to an Ice Cream cone before to the flying site. When we returned to the park and flying field, the wind had let up enough, so that Les thought he would try and fly the model he had brought. He put the wing in place and checked everything over good. We started over to the field with plane and field box in hand, when Les realized his fuel can was missing. You guessed it, yes, it was back in Angola. We looked around but no one was around to borrow some glo-fuel from. After the model and box were secured once more in the back of the Tan, we decided to drive down by the Jon's and get ready for sleeping in our Vans. While we were doing this, a Rochester club member and his young son, greeted us and invited us to come to his camper and visit, which we did until time to hit the **sack**. The night was uneventful except for the total quiet, which was hard to get used too.

The next morning, I woke up to a beautiful blue sky and very little wind, if any, jiggled the leaves in the trees nearby. After coffee and donuts, Les and I drove down to the field to stake out our flys for the Clubs use. About 9:30, the rest of the Show Team begin arriving and the day was beginning to shape up into another fun time flying with all our old friends and many new ones.

Everything was set up and ready to go by 10:00 A.M. and the flying commenced. Several of the Teammmembers, put their planes up to get familiar with the field and make sure everything was O.K. We all had lunch and our Flight Leader called a preflight briefing and ill was ready for our show in about half an hour. The wind was almost as strong as it was the day before, but the sun was out and it was very warm. I think if it was me flying alone, I would have been out of my mind to put my plane up, but as a team member, you are some what obligated and have alot more nerve. Wind is one thing but a gusty cross wind is some thing else and we had a beaut. At 12:50, the P.A. announced us and the mike was turned over to our very able M.C., Les Hanks and the show began as the adrenalin ran to our heads. I was first on the adjenda with the Team Flagship. With the radio turned on and the starter applied, the prop turned - and turned - and turned and finally the Zenoh 23 sprang to life and then died. With Eberhardt hollering in my earphones -come on Gil. get up! get goin! Come on!, the engine came alive again and quit. Oh No!! It never acted like this before, I thought. At last it started and stayed running, a quick check of the controls, a nod to my ground crew and headed into to gale. It was just breaking ground when a gust lifted my left wing and almost inverted my ship but somehow with extreme negative control, I corrected the angle of flight back to horti-xonal. I taxied back to starting position with full down elevator to keep my tail down with all this tail wind. I turned and headed back into gale forces and executed a take off that even surprized me. Once off the ground, everything was normal except for the great differential in speed between down wind and up wind. The surprise in my act went off great and then it was time to land. Oh Boy! that was another matter. I knew I had to **come** in at about half throttle to overcome this cross wind. After a couple tries, we decided to let the second act take off and I would get down when I could. Bill Eberhardt took off with Bob Rodgers Christen Eagle and I made my landing the next time around with out incident.

While Bill was boring holes in the sky, we had to prepare my Cub for the next act, which was two Cubs flying tag and doing anything we could muster and do in unison. Bill E. came over the head phones to take off, so Jim Landes and myself took off once more after a five minute refueling stop with my Cub. Bob Rodgers Cub was kept down from this act so it would be ready to carry the Shuttle aloft for the next act. When Jim and I were about through our act, Bob's Cub was started, but when a controls check was made, one aileron went down but would not come back up. Oh Boy! here we go.: Bill Eberhardt conferred with Orv Chatwood and they decided to put the Laser act up next, and when Jim's Cub got down they would switch the Shuttle to his plane while the Laser act was going on. Jim and I landed our Cubs after Bill got airborne with the Laser and the Shuttle was Quickly rigged to Jim's Cub.

A little problem now existed, the Laser was now flying on the same frequency as Jim's Cub with the Shuttle on. As soon as Bill landed the Laser, we grabbed his transmitter and handed him another one and off he went with Jim's Cub with the Shuttle perched on top. While the Shuttle ship was getting altitude, the final act was being set up across the runway, and that was the Banner Pickup. Just before the Shuttle was launched, the Clipped Wing Cub of Orv's was made ready for take off and was setting there idling.

The Shuttle came off the Cub and made a spectacular flight and landing in the center of the runway. Again, transmitters were switched in Bill's hands and while Randy Bittinger was landing Jim's Cub, Bill was lining up the Clipped Wing Cub to pick up the Banner. Believe me, this is tricky on enough on a calm day, and how Bill ever managed to hook on the line in that wind is beyond all of us. Everyone got up and down without mishap, plus the Flying Knights Show Team put on a show in spite of the odds. In my eyes, this is true sportsmanship and I for one, am very proud to be a member of the Flying Knights, and also a member of the Air Show Team.

Not only did the pilots do a tremendous job considering the elements but the ground crew was really on the ball. Only Les Hanks, our M.C., could have coped with the emergency changes in our program and pulled it off without a hitch. We are all thankful to our leader and Flight Coordinator, Bill Eberhardt for standing behind us and giving us the much needed courage to put this show on in such adverse conditions.

We all left together that evening with the exception of our Flight Leader, Bill Eberhardt, who would have to catch up to us as usual. About ten miles out, I had a rude awakening - Holy S -- ! I forgot to get my transmitter out of impound before I left. I fell out of the caravan and with Les Hanks following me, I returned to the field. When we passed Bill E., he had a confused look on his face. Les and I caught up to the rest of the caravan at the Thruway Service Area and I received a well deserved razzing from the guys.

To make a long story longer, I wouldn't have missed this episode for anything, and I am looking forward to the next outing with all my friends.

Gil Lange

## FIXING & BEING FLOWN

Being flown is how I can best describe my first flights of an RC Aircraft. As I look back one year ago when I started to fly my first airplane, a Sig Kadet. When I was on the sticks of the Kadet, I really didn't have control of the model and was frequently getting into trouble. The Kadet was flying me. I now feel, along with many instructors, that the Kadet is to much of a handful for a beginner to handle. After about ten flights, I put the Kadet in and this was the end of the Kadet and the flying season for me. A few weeks later I had the opportunity to fly a different type of trainer, the Telemaster 40. I was very impressed by the ease in which the Telemaster flew, so I built one last winter. The first flight my Telemaster made was great, it flew as well as I had hoped it would. After having ten assisted flights, I soloed for the first time. The biggest factor that helped me was that the aircraft was very stable and did every thing I told it too. This really built my confidence and made learning much easier.

The Telemaster is a big airplane compared to the Kadet. It has a seventy two inch wing span and a lot of wing area that makes it a real floater. It flies as if it were a glider, but don't let that fool you. The Telemaster is capable of many aerobatic maneuvers, it will even fly inverted. The Telemaster is very easy to take off and land which is the most important thing a beginner has to learn. Many beginners can fly their models with no problems but can't land, Once I learned to take off and land everything else has started to come by itself. I am now able to perform Rolls, loops and fly inverted, which is coming easy.

The Telemaster is about as easy to build as a Kadet and can be built as a taildragger or trike gear. I built mine as a taildragger and have no problems. With it on the ground, I actually feel that it is easier than a trike gear, because it doesn't tip forward on rough grass. Also in the taxiing position, the prop is out of the grass. I have no problems taking off because the grass is too high like some Kadets do. It is no fun to carry the airplane out to the center of the field to take off or have the engine stall in the grass.

The Telemaster is a four channel airplane which the ailerons are more affective than that of a Kadet which makes turns easier for learning on ailerons. The horizontal stabilizer is that of a lifting type which makes take off a breeze. Just get it heading down the runway, get your airspeed up, pull a little up and you're airborne.

So if you are looking for a good flying trainer or getting started in RC, give the Telemaster a try. I don't think that you will be disappointed. I hope that you have the success that I have had, but the only way you can do it, is get out and fly and fly. I have let a beginner that is flying a Kadet now, fly my Telemaster and he felt the same way I did. His quoted words were "Wow! this thing is easy". If you have a Kadet, don't feel bad or discouraged by this article. The Kadet is not a bad flying airplane, but just harder to fly with. Many flyers suggest a glider to be the first trainer, which is fine, but is a whole other aspect to the RC Hobby.

What I'm trying to get across is, look for a trainer like you would a new car. Ask the instructors what planes are the best.

Bill Hauth

### **A DOWN-TO-EARTH DISCUSSION.**

Learning to fly a Radio Controlled model is a very interesting, challenging, fun-filled and (sometimes) frustrating experience. In mastering the art of R/C pilotry, the novice must develop an entire new set of coordinating skills and condition his reflexes to respond to the demands of this activity.

Under the guidance of his instructor, the student pilot will generally progress in three stages:

1. Learn to fly
2. Learn to take off
3. Learn to land

Usually, the first-time pilot will take over the transmitter after his instructor has checked out the model, taxied out, taken off, got airborne and trimmed the ship for straight and level flight. Only when the instructor is satisfied with the handling and flight characteristics of the model does he allow the student to take the controls.

Under watchful guidance and encouragement from the instructor, the student learns to FLY his airplane! This is a momentous occasion and provides great satisfaction and enjoyment for the student. HIS airplane is doing what HE wants it to do (hopefully!).

After many repeat performances like the above, assuming the model is still in one piece, the student will then learn to taxi his model from the flight line, line up on the runway, start his takeoff run and get his plane into the air. This part can be a little tricky, since models handle a lot differently on the ground, compared to the way they handle in the air.

However, practice makes perfect and soon the student pilot is able to get his aircraft into the air without undue embarrassment. He eventually becomes skilled enough to insure more than one flight between repairs. All during the first two learning stages, the instructor has been handling the good part: LANDING the model.

This bring us to the 'meat and potatoes' part of this epistle and to the really exciting phase of learning to fly R/C. Really, landing a radio-controlled model is simple: Just do the reverse of what is required to take off and that is - get back DOWN TO EARTH!

For a student pilot, landing his model is the most intimidating part of learning to fly R/C. An intense fear of proximity to the ground causes sweaty palms and trembling fingers. A common symptom of 'ground fear' is OVER-CONTROLLING. Evidence the roller-coaster approach, for example.

A good instructor will teach his student to make a proper landing approach: How to line up with the runway; how to maintain proper air speed; how to keep the wings level and how to fly the proper glide path onto the field. The novice pilot will require more practice and will need to devote more effort in mastering THIS phase of R/C flying than the first two phases combined.

## **MORE DOWN-TO-EARTH STUFF.**

The novice pilot should not attempt to land his model without instructor help until he has full confidence in his ability to control the craft without hesitation. This is where reflex-conditioning comes into the picture. Corrective control inputs to the model are required to avoid disaster in many R/C flying situations and quick response by the pilot may be necessary if re-kitting of the model is to be avoided.

Instinctive, deliberate control of the model by the pilot can be developed only by continued practice. The more stick-time a novice has, the better pilot he becomes. The instructor will know when the student has developed his reflexes sufficiently to permit a landing attempt.

Much of the discomfort in working up to the landing approach can be overcome by practicing low passes over the field. The instructor will begin this training phase by having the student gradually reduce the altitude of the model during the upwind leg as the plane passes over the field. Each successive pass should have the plane slightly lower than the previous pass.

It may require many, many flights to satisfy the instructor, but soon the student will be able to maintain a smooth, low altitude pass over the field at cruising speed. What now must be learned is how to take this experience, modify it and develop the skill necessary to perform a landing approach.

The transition from a low altitude pass to an actual landing involves both a reduction in altitude and slowing down of the model, while maintaining its stability. As the model approaches the field surface, it is subjected to a most variable influence called 'ground effect'. This is not the same as 'ground fear', but results can be quite similar.

Ground effect problems depend on velocity and direction of prevailing wind and also on terrain features. For example, a 10 mph cross-wind blowing over a hedgerow presents very different landing conditions than does calm air! A student's first efforts at learning how to land his model are best done during favorable weather conditions.

Let's say the weather is perfect (very rare!) for a first try at an instructed landing attempt. A very patient and understanding instructor will advise the novice how much to reduce the throttle as his model approaches the field. As the plane begins to settle the student **MUST** resist the impulse to feed in 'up' elevator! This would only slow the model more.

Remember, in a landing approach, **THROTTLE** controls **ALTITUDE** and the **ELEVATOR** controls **SPEED**! This is sometimes difficult to accept, but it is true. The instructor can guide the student properly with respect to his model, since each different type responds a little differently to a particular control input.

With the model clear of the hedgerow and just over the far end of the field, the throttle may be reduced a little more and the plane will settle in. Just off the field surface, a touch of 'up' elevator will cause the model to flare slightly, just as the wheels touch the ground. This describes a successful landing attempt and the student will be promptly congratulated by his instructor.

This scene will be repeated many times until the instructor is convinced that the student has mastered this final phase of R/C pilot training. The moment will soon arrive when the student is ready for his **SOLO** flight! Just remember: What goes up, must also get back **DOWN-TO-EARTH!!**

Happy Landings!  
Elmer A. Gross

Rochester Scale Rally  
By Larry Scaglione

Most events, which are held out-doors, are at the mercy of the elements. If the weather forecast reads, "Sunny with temperatures ranging from 70 to 75 degrees and winds WSW- 5 to 10 miles per hr., THEN we have good weather for any RC event. This however, was not the case for the Rochester Scale Rally. June 1st and 2nd, Saturday and Sunday, were the dates of this event, however Friday May 31st,, this area was hit with the worst weather possible at this time of the year. Several tornadoes hit North and South of the Buffalo and Rochester area. Although neither city was hit, the weather conditions the following days of the disaster, were far from good weather for flying. Saturday, was so windy that flying was impossible. The Air Show team, who had been invited to put on their show both days, were back home by 2:00 PM Saturday afternoon.

The team decided to give it another try Sunday and several of us were at the Leisureland parking lot at 7:30 AM. Our team director, Bill Eberhardt, gave traveling instructions to those of us that didn't make the trip, the day before. We were all asked to stay together on the thruway, in order to communicate with each other, on our speak units. After checking heads, it was obvious that a few of the guys had decided to meet the caravan at exit 50 of the thruway. By 8:00 AM, all of the team had gather at exit 50 and we were on our way.

The speak units worked beautiful from exit 57 to exit 50. This was due to the fact that the caravan stayed together. Car one stayed within the range of the last car of the column, therefore we were within the range of the sets. I noticed later, when my Son set the cruise-control at 65, that most of the column was out of range and there was nobody on the air. We arrived at the flying site at 9:30 AM, greeted by the Prez. Gil Lange who stayed over nite.

Although it was a "Go" for flying Sunday, I would not have been comfortable with the windy conditions. I don't think any of the boys were too happy about the windy conditions, proof of this fact was that nobody from the team did any flying after the show. I don't think I've seen many shows with only one airplane in the air at one time. It was almost impossible to keep your plane where it should be.

Now it came time for the show and the whole thing was summed up by Randy Bittinger very appropriate. He said, "It was a good full scale practice". We all learned something about putting on the air show. This being my first show that I was some-what involved, was a real experience for me. I feel sure that by the time August rolls around, we will have it all put together. Formation flying was impossible and the windy condition made it look bad. The effort was there, but the cooperation wasn't. The single events went along okay, but still can be improved.



All in all, I think the show was impressive. We need more airplanes, but this can only be done by "Lady Luck" and speedy building. The DC-3 was the main attraction even though it hasn't been completed. Yes, many asked when it was going to be completed and when we were going to fly it? Our answer to that question was, "At our air show in August,

As for the scale models at the meet, Paul Wegman's 1937 Dart, surpass all of the models.

We all had fun. Thanks RCCR.

#### STABS SCALE RALLY

Olean Municipal Airport ----- July 6 & 7

Free Bar-B-Que to all Participants

Free Registration

Sat. and Sun. Flea Market

Sat. night Model Auction

#### Sky Rovers Air Show

Ford Field- McBurney Rd. Phelps, N.T.

Free Registration

Free Picnic Supper at 5:30 Sat. for each Registered pilot  
and family

All types of RC welcome Open flying all  
day starting at 9:00 A.M. Gifts and  
prizes Free camping

For it is written : Do unto others as you would have them do unto you, which means - If we make a good showing at these air shows, we can expect a good turnout for our show. I can guarantee you will have a good time.

The Prez