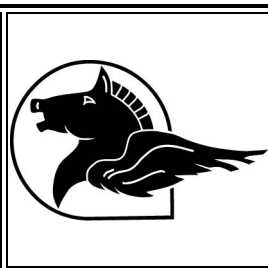


THE KNIGHT FLYER



Oct - Nov -Dec
Editor:

2002
Jim Devlin

Great Weather - Great Rally

Summer of 2002 will be remembered as one of the hottest summers in memory. Following one of the wettest of springs, Western New York baked under a three month siege of 90 degree days with high humidity.

Yet when the day of our rally dawned, the weather was comfortable and the wind was almost nonexistent.

Club members turned out in force on Friday evening to set up the field.

Benches provided by the town had to be positioned and several canopies had to be set up. Trailers had already started to arrive.

With the dedicated effort all of our members, the field rapidly took shape, and within hours was in fine condition for the coming festivities.

Both days turned out to be ideal for flying, and all of our flyers took maximum advantage of the opportune conditions.

The rally was kicked off each day with member Herb Horni singing the Canadian and National Anthems.

Throughout the day on Saturday there was seldom a moment when there was not at least four

planes in the sky and often five was the rule.

And as has been the case for the last several years, the famous Flying Lawnmower, put in an appearance.

Numerous flyers came down from Canada as they do every year. They always make our rally the huge success that it is by their continued presence. **Continued on p 2**



Garrett Smith brings dad's plane to flight line

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The refreshment stand did its best year ever, and all the knights who braved the heat behind the grills deserve a lot of credit.

The transmitter impound benefited immensely from the "sniffer" donated by Herb Horni. Not a single frequency incident occurred during the entire two days. This year we were able to donate \$250.00 to Camp Good Days and Special Times.

Sunday was a virtual repeat of Saturday. Many flyers stayed over and the flying was every bit as intense as it was on



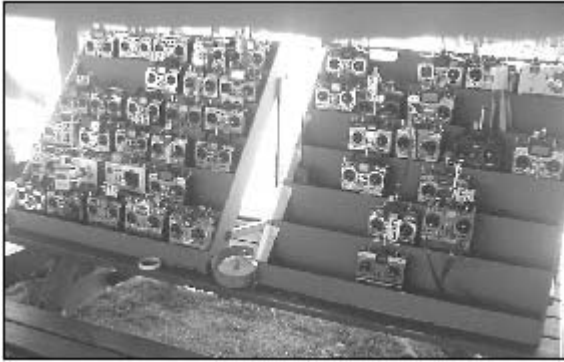
Famous Saturday Pilots Dinner pleases attendees

Saturday.

After the flying ended, our annual raffle took place, the final goodies were distributed and the tents folded.

The transmitter racks are empty now, the noise of the crowd of 2002 is history.

Long fingers of the setting sun stretch across the now silent runway. If you listen carefully though, you'll hear a bit of chatter and I'm sure that somewhere within that chatter you'll find a hint of the rally of 2003.



Some of the hundred plus transmitters

Auction a Big Hit

This year a new venue was chosen for the location of our annual auction. The choice turned out to be a good one.

The hall was roomy and nicely finished, with excellent acoustics. When the auction finally got under way, all of the seats were filled, and the tables were crowded with items awaiting the gavel.

Some of the items were quite impressive. Of course, there was always the usual worn out "never run" engine and the radio that had no history at all.



"I've got 25, do I hear 30"

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Flight of the BIG bird



For many years members have seen glimpses of large aircraft here and there.

Sometimes they would appear on the table at a meeting. A large B-25, DC-3 or perhaps a sleek A-26.

Once in a while, if you just happened to be at the Hamburg Field on a night when the wind was calm, you might just catch a flight of one of these graceful queens of the sky.

But more often you simply wondered, did any these beautiful models ever take to the air?

Getting the "Big Bird" to the flight line

Monday, September 9, was probably the only scheduled event of its kind, and your editor was privileged to have been there.

Acting on a surreptitious tip, it was learned that Bob Rodgers and Bill Eberhart planned to execute the maiden flight of the B-25 at 2 pm that afternoon.

The day was quite warm but the conditions could not have been more ideal for this rare event. Arriving with camera and camcorder in hand, we took up an ideal position in the shade of the shelter and watch as the WW2 Attack Bomber was assembled and checked out.

But all did not go well. As Bob exercised the controls, it was noticed that the left rudder did not respond.

Hoping to find a trivial solution to the problem, Bob began to take the rudder section apart. Unfortunately, it turned out that the servo itself was the problem.

They say that prudence is the pilot's guardian angel, so a decision was made not to risk flying until a new servo could be installed.

The flight was put off until the following Monday.

The following Monday, another attempt was made to fly the "Big Bird".



Revving up the engines

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Family Picnics Score Big

The summer of 2002 proved to be a good one for our club picnics. In all there were three outings, June, July and Sept.

The new improvements at the field have contributed to making it an excellent place to hold family outings.

There is shade from our shelter, room to park and of course the close proximity of our flying field is a real bonus.

A definite trend was noticed by the more astute observer with the third event. The flyers seemed to arrive early while the family members seemed to appear in close proximity to the scheduled dinner hour.

The weather was ideal and many a student was able to take advantage of the many instructors who happened to be available.

The hot dogs were prepared by master chef Ron Wojik, who had to put down his plane to take up his tongs. Along with the number of excellent dishes prepared by the wives the meal was excellent.

All three of our outings turned out to be superb. Though the first was somewhat windy, it didn't keep anyone from flying. The last two outings could not have spawned better weather, though some

might have voted for a little less heat.

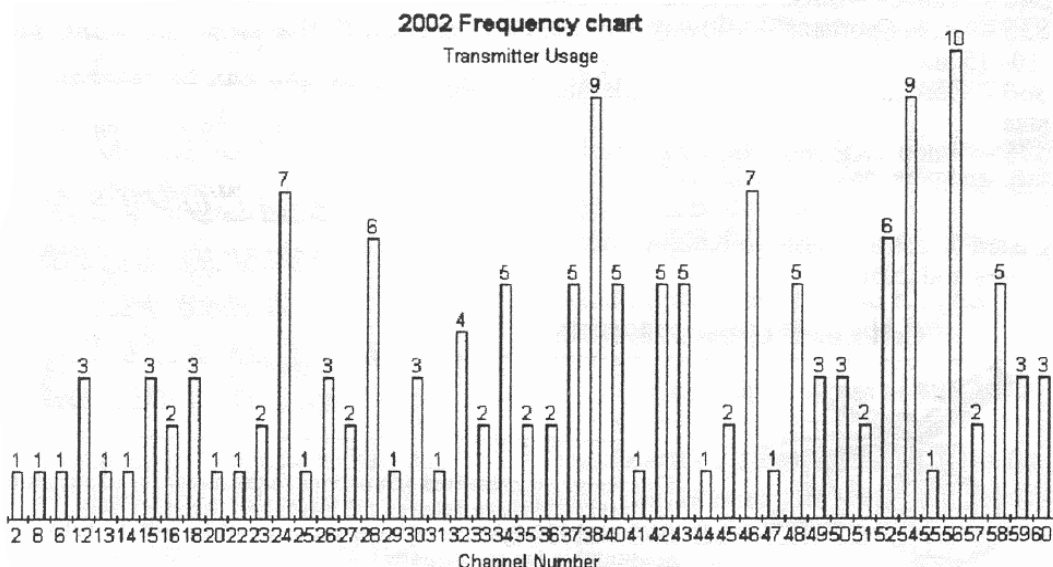
The airplane work benches were a unique touch. For those of us who are somewhat older, not having to bend over a balky airplane for an extended period of time is a godsend.



New airplane work bench

Hopefully this tradition will continue in future years. Our club in North Collins has seen significant improvements from the time it was a mere spot of mowed grass.

The new shelter with its integral benches, erected by our club members, raises the field to a new level of comfort and convenience.



In between, was an array of RC related goodies that would have made a hobby shop proud.

Tom Filipiac, our consummate auctioneer was in fine form, drawing the best price out of each article. Ron Wojic dished up some excellent pizza and the coffee was hot and good. It would appear that this year's auction easily makes up for last years poor showing.

Thanks to all of the members who worked to make it a success.

Combat Call

Anyone interested in flying combat next summer-----



Call Stu 649-5896
or
Orv 648-5308

A get together will be planned.

Santa brings Elections

It is never too early to prepare for our upcoming annual elections.

The Christmas party is almost here.

Each of us should be looking around to see who would make a great leader for our upcoming year.

All during the current year our contingent of officials have worked tirelessly to ensure that all of the projects of our club were carried off smoothly and successfully.

Some of our officers have been kind enough to fill their post for several years and if they now choose to step down, other younger members should be ready to step up to the plate for the sake of the club. Our club is very fortunate. We have a great deal of talent.

Many of the senior members have been officers in the past, have served their club well in the various capacities and continue to give tremendous support in all aspects of the club.

It cannot be denied that the offices do take up a little time and effort, but surprisingly, it is not burdensome. It amounts to less than hour or two a month plus having to be present at the meetings.

So if you think you might be able to spare a bit of time in an administrative capacity consider taking one of the officer positions for a year.

There are some monetary benefits that go with the job, but the

greatest benefit of all is the knowledge that you gave something to the club that will benefit the rest of the members for years to come.

If you have some ideas of how the club can develop in new directions and ways, then definitely consider a tenure in a position where you can bring new changes about.

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Your editor was not present, but according to a subsequent interview, it wasn't pretty.

The engine run-up went perfectly .

The take-off seemed to go well except for a slight engine sag. However there was sufficient airspeed so the flight was continued. The B-25 lifted off and made the west end turn without incident.

Flying back across the field, nothing out of the ordinary was noted.

As the plane rounded the turn at the east end of the field, however, something went terribly wrong.

It veered suddenly without warning and plunged straight into the ground.

The damage was extensive. But Bob is philosophical.

No one knows what happened that day.

It could have been mechanical. It could have been electronic. Perhaps the Great Pilot above simply frowned.

Whatever the reason, Bob says that he'll be heading back to the drawing board.