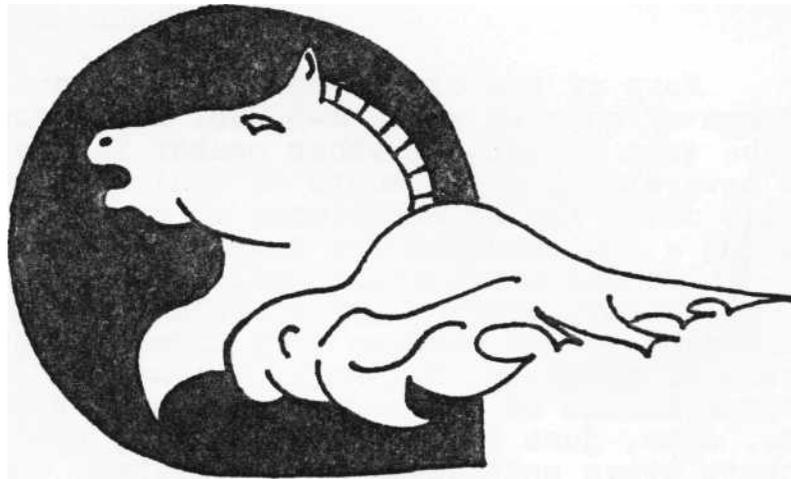


THE KNIGHT FLYER

Winter Issue, 1984



Contributing Editors;
Gil Lange
Bill Eberhardt
Elmer Gross
Orv Chatwood
Gene King



JUST LIKE THE REAL THING

(WELL ALMOST) by Bill Eberhardt

Most of our club members know that I still have not finished or flown my quarter scale J-3 Cub. But I probably have more air time on J-3 Cubs than almost any other member in the club. Add to this the fact that I have almost eight hours of dual instruction **in** the real full sized J-3 plus other flying experience in my Cessna 140, I thought that I'd pass along a few thoughts for those members who are almost ready to fly their J-3's or are considering building a Cub in the future.

So far, every quarter scale Cub that I have flown has been a real pleasure to fly because they have been just like the real thing. Speed, ease of handling, take-off, flight and landings are very easy and gentle, which should be no surprise, because that is just how the full size Cub is. Also, just like the real thing, these quarter scale models fly on their wings and not on their engines, which means that the pilot must pay attention to achieving and maintaining that vital commodity called airspeed. These quarter scale Cubs have to be "flown" at all times, just like a real plane, which means that you can not simply "aim" them and let the engine pull them through maneuvers the way we do with our Kadets and other over powered "bombs". Several of our pilots have learned **this** the hard way and now know the meaning of that old saying - "He who stalleth - falleth".

Take off should be performed, just as is done with a full sized plane, by bringing the tail off the ground and letting the plane accelerate to flying speed before being gently lifted off. Loops and rolls are very easy to do as long as the pilot remembers to do a shallow dive to build up airspeed before doing the maneuver. Exotic aerobatics should not be expected because the real Cub was not designed to do them either.

J-3 pilots **will** have to learn to use the throttle as an important primary flight control and not simply "**set-it-and-forget-it**" as is done **with** most overpowered models. The inherent high drag of the model causes them to slow down very rapidly when the power is cut back so that the pilot **will** have to "fly them down" using one third or one half throttle until almost ready to touch down on the field.

Landings are a "piece of cake", with most of them being of the wheel-landing variety, but with a little practice and finesse some beautiful tail-first three pointers can be achieved followed by a very straight and realistic roll-out.

All in all, I must say that flying the quarter scale Cub is probably the closest that I have come to feeling that I was really "flying" an airplane **while** still keeping my feet firmly on the ground. Almost all of the other quarter scale Cub pilots also report that they too have sensed the "feel" of flying as I have described.

So, if you **want** a fine, realistic, large, easy to fly model that can be a ball to fly, consider a J-3 Cub as a good prospect for a future project.

HOT OFF THE PREZ

Our next meeting, as you know, will end 1984 for the Flying Knights and what a year it has been. I don't think that any leader of any club could be- happier than I am, at the way everything seem to come together for the club this past year. My only regret is that we were a little short of flight line instructors this past season, but the problem is being dealt with by the Board of Directors and a solution is in the works.

Right from the beginning of the year with sunny skies and lots of snow at our first show of the year, "Sno-fest" working with the town, The very successful static show at Seneca Mall, the sucess of the first-year of our Air Show Team, the splendid static show and flying exhibit-ion at the Niagara Falls Airshow, the airshows and Scale Sally we participated in, in Olean, N.Y., Phelps, N.Y. ,and Rochester, N.Y. and last, but not least,our own better than ever Scale Rally '84. Our Spring Banquet proved to be so much fun, that a Fall Banquet was planned and turned out to be another success.

There are more and more members all the time wanting to get involved and for the first time our membership went over 100 members. We bought and paid for our own flying field in North Collins and purchased more equipment for the club. Many great building and radio techniques were demonstrated at our meetings along with the many sessions staged by our newly formed question and answer panel.

I could go on and on about the past year and the many benefits we have received"and it all comes down to this - the Flying Knights are pulling themselves together and are well on their way to being one of the finest R/C model airplane clubs in the area.

Many of us are constantly looking for ways to better the club. The Board of Directors was one of the best things that ever happened to this club. They are a group of very dedicated members who very seldom miss a meeting and work very hard to see that our club functions smoothly to the best interest of all the members. The meetings are not just another bull session, but a well organized panel of hard working, serious thinking group of men. Two of our group are charter members, members who have been in the club from the beginning. These two gentlemen are referred to as board advisors. Because of their knowledge of club affairs up through the years, their advise is taken very serious in keeping the board from making the same mistakes as those made in the past. Working with these people has been a very rewarding experience for me and has been very instrumental in building my pride in The Flying Knights.

I would like to thank each and every one of you who got behind us and made this our best year ever.I want to give a special thanks to ail of you wives, girlfriends and families who stuck behind us guys and made it possible for us to enjoy our wonderful hobby. Most of all I want to thank my biggest inspiration and hard working partner, my wife Mare, who is directly responsible for making my duties and charges so much easier and keeps me heading in the right direction.

On behalf of the officers and board members, I wish to give you a special invitation to our annual Christmas Party on Dec. 21st. and also want to wish you and your families a very Merry Christmas and a Happy and Properous" New Year.

Your Prez,
Gil Lange

"BREAKING NEWTON'S LAW"

There is little or no documentation of what people did before Newton passed his law of gravity back around the 16th century. However, ever since people like Leonardo Divinci to the Wright brothers have been breaking this law. Birds have always had the ability and this ability drew the *envy* of man.

Today it is an everyday common occurrence several million times a day that man defeats gravity and either soars, glides or just floats about in defiance. Sad to say there are times when man forgets or overlooks certain rules of the game (generally called flying) and his bout with gravity ends in defeat. We in R.C. Flying call this "Pilot Error".

The R. C. model plane enthusiast is usually exposed to this fault in his or her early attempts at this intriguing sport. The most prominent factors which are additive to failure are somewhat as follows;

1. Attempts made at flying without proper skill or the assistance of a competent instructor.
2. Forgetfulness of the "Facts of Flight" such as, proper airspeed required to maintain flight, turning or banking too steep at too low an altitude, attempting to land at too great an airspeed, distances from pilot to aircraft cause loss of required visual needs, overcontrol leading to loss of control etc.. This list could go on forever.

The key word in the above writing is "instructor". While all of us are competent in several phases of life, we are also *very* in competent in a great many more. This is why we must rely on the skills of others to educate us in these phases. Everyone is capable of developing these skills but if we rely on and borrow from the skills of the experienced we can avoid many hardships and expenses. The real joy of R.C. Flying is achieving the ability required to solo with a true trust in ourselves. The "instructor" is the only true pathway to this level. So lets bury our pride for awhile and ask for help. A point to be made is that while we are wanting to ask for help there is more than likely an instructor waiting for someone to ask him for his help.

All of the above was written as food for thought. So think it over and the next time you bring your Newton law breaker to the flying field, just look around and I'm sure you'll find an instructor more than willing to help you break that law.

Joe Cyrulik (Novice)

P.S.

This writing is based on true personal heartbreak and dollars and cents lost by yours truly before I relied on the skills of others.

THE FLYING KNIGHTS OF HAMBURG, NY, INC.

Acceptance of New Members

The following procedure shall be used to process all new applicants for membership.

1. Applicant makes initial contact with the Club; at field activity, a mall show or static display, other Club event or thru personal contact with a member.
2. Applicant is invited by his contact to attend a regular meeting, where he is introduced to the President. The President will introduce the applicant to the membership present and to the Membership Committee.
3. The Membership Committee meets with the Applicant to acquaint him with the requirements for membership, answer any questions he may have, and generally welcome him to the Club. At this initial meeting, the Applicant will be given a Basic Information Sheet and is encouraged to contact the Membership Committee if he has any questions.
4. After attending one or more regular meetings, the Applicant will be asked whether he is interested in becoming a member of the Club. If the Applicant responds affirmatively, he will be given an information packet and a Membership Application. At this point, the Applicant will be advised by the Membership Committee regarding what will be expected of him, as a new member, and what he can expect in return.
5. Applicant submits the completed application form to the Membership Committee. The Committee reviews the application and keeps it on file during the waiting period.
6. The Membership Committee will maintain a record of the applicant's compliance with eligibility requirements.
7. Upon satisfactory completion of eligibility requirements by the Applicant, the Membership Committee, at a regular Club meeting, will request that the membership be opened to accept the Applicant.
8. After acceptance as a new member, the Applicant shall be issued his membership card and Club Handbook.

Note: The Membership Committee shall develop appropriate methods for the implementation of the above procedure. This Committee shall also maintain the necessary records associated with membership applications and their distribution.

ACCEPTING NEW MEMBERS

At several recent meetings of the Board of Directors, we discussed our present method of accepting new members into the Club, It was agreed that our present routine was much too informal and lacked effectiveness in properly introducing new applicants to the Club.

It was decided that a new procedure should be developed that would allow some screening of new applicants and also provide for indoctrination of prospective members. A preliminary outline was drafted and agreed to in content. A four-man Membership Committee was then appointed to review this draft and present a formal procedure to the Board.

At the December 4, 1984 meeting of the Board of Directors, the Membership Committee submitted their final draft of the Procedure for Acceptance of New Members. This new procedure is presented on the following page for your review.

Please study this proposed procedure and plan on attending our next regular Club meeting on Friday, December 21st. This matter will be voted on at that meeting.

The Board of Directors recommends that:

1. The new Procedure for Acceptance of New Members, as presented in this newsletter, be accepted by the general membership as standard operating practice for handling new membership applications.
2. The four-man Membership Committee be authorized to implement this new procedure, effective January 1, 1985.

I am sure you will agree that this new approach will help to get our new members started properly in our great hobby of R/C modeling.

Elmer A. Gross, Chairman
Membership Committee

One of the goals of the Membership Committee is to assist each individual interested in becoming a member, so that his questions are answered properly. At the very least, we would direct him to an appropriate source of information, so that any problem he may have can be resolved. If you have any ideas or suggestions you feel could assist us in this effort, please contact any of the following committee members:

Elmer Gross
896-1183

Les Hanks
549-3593

Jim Pravel
675-5938

Randy Bittinger
549-1561

FLYING PROFICIENCY PROGRAM

Can you fly your airplanes as well as you can build them?

Has your flying ability remained about the same as when you got into R/C?

When you go out to the flying field, do you fly with some purpose in mind, or do you just punch holes in the sky?

If you fall into one or more of the preceding categories, you've missed half the fun, pleasure and feeling of achievement that the sport-and hobby of radio control has to offer.

One thing that became apparent to a few of us over the years, was the lack of interest that many R/C fliers exhibit towards improving their flying ability once they are able to get their ship off the deck and back on it in one piece. In fact, there seems to be a plateau where many R/C fliers are content to remain, once they are able to manage reasonably well on their own. A plateau where getting into the air and getting back down intact, appears to be the only challenges and accomplishments.

The feeling of satisfaction and accomplishment that comes with learning to make your airplane do everything that it is capable of doing, and at your command, and knowing that you are its master in the air as well as on the ground, it just can't be equalled. And yet, how many R/C fliers put the same dedication, effort and attention to detail in learning to fly their airplanes as they do into building them?

This program is strictly voluntary and consists, essentially, of four flying proficiency levels that members can aspire to. Before describing these proficiency levels, the basic purpose of the program is as follows:

1- to provide an interesting and challenging flying achievement program that will encourage individual club members to improve their overall flying ability.

2- to develop a core of competent fliers to assist new members regarding all aspects of the sport that pertain to powered flight.

3- to minimize safety hazards and accidents by encouraging all club members to develop better and more proficient flying habits.

4- to make radio control flying a more meaningful and satisfying experience for all club members.

There are four flying proficiency levels. -level four-basic control, level three-Intermediate control, Level two-Intermediate advanced, Level one-Senior advanced.

After successful examination at each level, beginning at level four basic control, a candidate will receive the appropriate badge, in addition, the current flying proficiency level attained by each club member will be recorded on the club membership list.

Guidelines for executing pilot proficiency program.

1. Judges - Pilots designated as instructors by the membership.
2. Two judges shall preside at each examination.
3. Each judge will work from an evaluation form for the proficiency level desired by the pilot being judged.
4. Proficiency level forms will consist of pilot ID, date, information on model used, evaluation steps of level qualifying for, judges recommendation and signatures of contestant and judges participating.
5. A committee consisting of one officer and one instructor shall be responsible for setting up each applicant for testing and shall also present passing pilot to the membership to receive his proficiency level award from the President.

6. Each would-be contestant shall notify proficiency program officer or committee instructor that he wishes to try for his 1,2,3 or 4 level.
7. Each would-be contestant will be allowed only one chance to qualify at any one judging. Malfunctioning model or sudden inclement weather conditions shall present the only situations for starting over at any one judging.

The following is a description of the flying proficiency levels.

FLYING PROFICIENCY PROGRAM

LEVEL 4 - -----BASIC CONTROL

1. Take off or hand launch unassisted.
2. Fly straight and level and maintain altitude parallel to the flight line.
3. Execute right and left hand 90 degree turns maintaining altitude.
4. Execute a flat horizontal figure 8 parallel to the flight line.
5. Land on runway under power.

LEVEL 3 ----- Intermediate control

1. Take off or hand launch unassisted.
2. Execute two consecutive inside loops.
3. Execute left and right hand 180 degree level turns.
4. Simulate both a left hand and right hand 180 degree landing pattern. Landing not necessary.
5. Execute one roll.
6. Execute a landing from a rectangle landing pattern.

LEVEL 2 ----- INTERMEDIATE ADVANCED

1. Taxi aircraft to runway, stop at a 90 degree angle to runway, proceed to runway and take off.
2. Execute a 360 degree right or left hand pattern. The last leg will be flown over runway.
3. Execute the following maneuvers immediately after completion of item #2 and in the order shown. Two consecutive horizontal rolls, square loop, cuban eight, flat eight, straight and level inverted flight including a 180 degree turn and reverse straight and level flight, stall turn.
4. "Execute a rectangle landing pattern and land.

Thanks From The Ranks

Most of our club instructors are hot pilots who enjoy flying a trainer as much as they enjoy flying a kite. We are grateful that they take the time to pass on their skills to teach us to fly safely. Their main reward is seeing the enjoyment we get out of our solo flight. We praise their efforts to teach us to be good pilots and enjoy sport flying. Keep up the good work to fill the sky with our models!

Happy building and flying-- Gene King

FOLLOW-UP ON HAZARDS OF USING EPOXY, RESINS, HARDENERS, THINNERS AND SOLVENTS.

EYE CONTACT- wash and flush the eyes immediately with low pressure water for at least 15 minutes. Be sure entire eye surface is flushed. "Get medical attention at once".

SKIN CONTACT- Remove contaminated clothing at once. Use disposable wipes to take syrupy or thick liquids off the skin before cleaning. Clean skin immediately with soap and water or waterless cleaner. DO NOT use solvents to clean skin. If there is any sign of redness, itching or a burn, get medical attention promptly. Discard, DO NOT reuse contaminated leather articles. (belts, shoes, watch straps, ETC.)

Dizziness, nausea, blackout - from breathing of vapors, get yourself or the effected person into fresh air immediately. Know how and be ready to use artificial respiration if breathing should stop. Get medical attention immediately.

Illness or nausea from swallowing- get medical attention immediately.

Gene King

Gene King

THE HEED FOR SAFETY

It is absolutely essential that we each do everything we can to conduct our model flying operations so as to eliminate any dangerous situations between models and full-scale aircraft; such "incidents" can be expected to result in Federal Aviation Administration regulation of model flying. THE FUTURE WELL-BEING OF MODEL FLYING ACTIVITIES IS AT STAKE. AMA efforts to date have helped avoid such regulation, in favor of FAA "advice" but the matter now depends upon what current and future record show. The simple message of all this is; TO AVOID REGULATION, AVOID FULL-SCALE AIRCRAFT.

When flying models in an area where nearby flight of full-scale aircraft might be expected, models should not be operated unless the flier has someone else with him for the sole purpose of watching for full-scale aircraft and supervising the flying so as to prevent accident possibilities. In addition, in such situations where models and full-scale aircraft are likely to use the same general airspace, and if you are expecting "to fly a model higher than 400 feet, it is strongly recommended that you first notify the nearest FAA airport control tower or air-route traffic control center.

The above was reprinted from the printed sheet accompanying your 1985 AMA License.

NOTICE!!!

The contributing editors of this newsletter cannot be responsible for any boredom you might see in any of our articles. The only punishment we will honor, is for us to be forced to read your articles in the next newsletter in March if you think you can top us. THIS IS A CHALLENGE!!!

DUES ARE DUE

DUES or DON'TS

The absolute deadline for paying dues is December 31st, 1984. Those of you who are lifetime members are still responsible for paying \$3.00 for newsletter, postage and a \$5.00 donation for having our North Collins field groomed during the flying season.

Because we are an AMA sanctioned club, all members must keep their AMA membership paid up to avoid being removed from our charter and creating a lapse in your insurance coverage.

Don't blame us if you are required to pay another initiation fee to renew your membership in the Flying Knights because you didn't get your dues in on time.

NEXT MEETING DATES

<u>REGULAR</u>	<u>SHOW TEAM</u>
Dec. 21- Christmas party	Jan. 15
Jan. 11 ~	Feb. 8
Feb. 1	Feb. 26
Feb. 22	Mar. 22
Mar. 15	

Next Newsletter - March '85

CLUB AUCTION - Feb. (watch for date)

Sno-fest -- Jan. 12th~ 8:00 A.M. Nike Base at the ice Arena.
Jan. 13th-- 9:00 A.M.

Permissom is hereby granted to reprint any portion of this newsletter.