



NOVEMBER 1997

the official newsletter of the

Radio Control Club of Rochester

DEDICATED TO RESPONSIBLE R/C FUN
SAFETY BY CHOICE NOT BY CHANCE



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AMA Charter 465

The purpose of the Radio Control Club of Rochester is to aid and encourage the interest of the members in design, construction and safe operation of model aircraft, boats, and cars, -- in particular, radio-controlled models -- so we can all enjoy the pleasures and satisfaction these hobbies bring.

RCCR Meetings are held on the second and fourth Wednesday, 7:30 p.m.,
at the Salem church, 60 Bittner St., just east of the Inner Loop exit at St. Paul Street.



**7:30 pm Wednesday
November 12**

Dave Gierke will be the guest speaker at the November 12 meeting. Dave has written many engine reviews for Model Airplane News and has written a book on "2-stroke glow engines for R/C aircraft". Dave will have his book for sale at a discount price of \$17.95. This book is all you need to know about your 2-stroke R/C engines. We will have a short meeting so that Dave will have ample time for his talk and answer any questions. You don't want to miss this meeting.

**Members of other area clubs
are invited to attend this
meeting.....!!!!**

**7:30 p.m. Wednesday
November 26**

This meeting will be the annual RCCR SWAP MEETING and will be held at the Salem Church. Members are encouraged to bring their hobby related items and do some swapping. In the past, there has been a pretty good turnout for this annual event, and some very good bargains have happened.

For the latest info
check the
RCCR Hotline

**FIX - RCCR
349 - 7227**

9/24/97 At Salem Church

Officers Present: Trevor Ewell, Pete Durante, Phil Slater, Jerry Joseph, and Greg Pszyk

First Time Visitors: (?) Recorder malfunction

Second Time Visitors: Peer Boehner, Mike Munce

Membership Update: (?)

Treasurer's Report: (?)

Old Business: Trevor reminds members to be sure to lock Bolling field when you are done flying and to also use an adequate muffler.

New Business: Trevor forecasts that next year the Club will need to cut back on spending on Bolling field to build the club's funds back up to the previous balance.

Show and Tell: Mike Hausner brought in several copies of Micro Fasteners catalog and price list. Don Steeb reported on his test flights of the ME163. Don has rebuilt twice so far and plans one more try before "he jumps on it". Trevor mentioned to watch out for flutter on control surfaces.

50/50: Todd Shehan

Program: none

10/08/97 At Salem Church

Officers Present: Trevor Ewell, Pete Durante, Phil Slater, Jerry Joseph.

First Time Visitors: none

Second Time Visitors: none

Membership Update: 123

Treasurer's Report: read and accepted

Old Business:

♦Fall Picnic - 30 people attended, including Ed Keck.

♦Combat meet - 7 contestants, no mid-air crashes. First Place winner was Rodney Boatman, Second Place Dave Daley from the Skyrovers, Third Place George Hartman.

♦A lot of discussion regarding the need, function, and responsibilities of a Safety Officer. A proposal was brought up and agreed upon. Trevor asks for volunteers to be Safety Advisors, who would meet to come up with rules, guidelines, which club members would approve.

New Business:

♦1998 schedule is same as '97, hopefully there will be a Mall Show. Combat events are looking at same weekends of each month.

♦October Picnic will be moved one week later so it will not conflict with Applefest and other events.

♦Swap meet will be Wednesday Nov. 26 at the Ogden Town Hall (if we get the Hall)

♦Question brought up whether we will need something official at Parks Department about the flying club. Also mentioned was lack of flyer at hobby shops - Bob McClure volunteers to make something up for the hobby shops. It will also go to Parks Department.

♦Greg Kesel suggested we make an engine stand table for Northampton.

♦Nov. 12 meeting - Dave Gierke will come to talk about engines. Will sell his book on 2-strokes for \$17.95. Area clubs will be invited. Very short Business meeting.

♦Dec. 10th meeting - Ed Keck will come in and talk about Free-Flight. He will also bring in his plane.

Show and Tell: Greg Kesel - SR Batteries X440 ARF Glider.

Don Ogren - Toro flying lawn mower.

Phil Slater - P47 combat plane.

Program: Movies shown of Dick Smith's B17 back in the '70's.



CLUB VIDEOS by Jerry Joseph

Here is a list of the videos that are available in the RCCR Library. If you desire to checkout a video, give Jerry a call at 244-1981, and he will make arrangements to get it to you.

Air Show 6/2/90	NA 6	R/C Video Magazine Volume 6	1988
Attack Carrier Trilogy	NF 683	RCCR Scale Rally & Fun Fly	
Aviation Heritage, Part I	NF 696	S-T-A-R-S Meet 7/11/92	
Aviation Heritage, Part II	WH 6	Shoot to Live Rear Gunner	BA 18
Aviation Unusual Highlights	BA 29	Story of Naval Aviation, Attack Carrier	NA 27
B29, A Plane for a Mission		Striking Back, Byron Air Show	
Battle of Britain	NA 34	Tailspin Tommy, "Stunt Pilot"	
Down to the Wire, Wings of Eagles/Gold		The Navy Flies On	NA57
Flying the AH-1G Cobra Gunship	1995	Threshold, The Blue Angels	
Fun & Float Fly; RCCR & Glider & Combat	CB 12	Vintage Wings	
Kamikaze	BA 62	Warbird Checkout Series	RS 7
Mighty Warbirds		Warbird Checkout Series	RS 9
Naval Aviation Action, Part 1&2		Warbird Checkout Series	RS 17
Proficient Flying, Volume 1		Warbird Checkout Series B 17	RS 10
Proficient Flying, Volume 2		Warbird Checkout Series T-6/SNJ	RS 14
R/C Video Magazine Volume 3		Warbird Checkout Series T-6/SNJ	RS 15
R/C Video Magazine Volume 4		Wide World of Flying	
R/C Video Magazine Volume 5			

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	Burke Oppenheimer	burkeo@frontiernet.net
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	Todd Sheehan	76455.107@compuserve.com
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	Paul and Matthew Weigand	weigand@frontiernet.net
	WEIGAND HOME PAGE	www.frontiernet.net/~weigand
	RC CR WEB PAGE	www.frontiernet.net/~airflow

Academy of Model Aeronautics
District II Web Site
www.amadistrictii.org



Trevor Ewell

Notes from the prez

It looks like the great days of flying in October have changed to a few catch-as-catch-can flyable days in November. Now is the time to take advantage of Bolling Field since the Parks Department will close the Northampton road when it gets soft from Fall rains. George Steger says he may have mowed Northampton for the last time this season, and a special thanks to him for a season's work! George Hartman and Gene Pareschi have done similar duty at Bolling and may have to keep at it to keep up with the fertilized grass there!

About 35 of us showed up for the October 5th Fall Picnic at the Ski Lodge. In addition to good food, we heard Ed Keck tell about his world Free-Flight competition in the Czech Republic. (He will also come to the December 10th meeting and bring his plane for us to marvel at.) After Ed's talk, many of us took advantage of the good weather and flew at the field.

Overflow bottles are showing up with many fliers to catch the excess fuel when the tank fills up. Fliers are saving fuel, and the grass is benefitting. Thanks to all who have done this, and I hope we all will next year. George Hartman points out another use of the overflow bottle. You can use it instead of your regular tank and lines to check out an engine problem - if the engine runs well on the overflow tank but poorly on the regular hook-up, you know where your problem is.

As the building season arrives, you might ask around the club before buying your new kit. Someone may have had experience with what you have in mind. That experience may help you go right ahead with the kit, or may point you in another direction.

Since I had a mid-air collision a couple of weeks ago (I was fortunate to have no damage to my Tony - only a prop lost), it brings to mind the advice of everyone flying in the same clockwise or counterclockwise direction. Coming upon another plane from behind happens a lot slower than head-on! Another way is to fly well beyond the majority pattern. Your plane is at risk, so have a plan that everyone flying agrees to.

Our next meeting is a big one - Dave Gierke, a feature writer on two-cycle engines for Model Airplane News will be the speaker on November 12th. We have invited all local clubs and his talk will be the whole meeting. He will also have his book on two-cycle engines for sale at a discount. Don't miss it!

Our second meeting in November is on the 26th. Previous plans to move the meeting to Ogden Town Hall have been canceled, and it will be held at the regular meeting place in the Salem Church. This meeting will be a sale of members' "goodies" Bring the trainer you no longer use, or any other bargain you have. I think I'll bring 3 planes to sell myself - cheap.

In closing, remember the flying field limits - not beyond the orange flag at the west end of Northampton Field - and at the north end of Bolling Field.

Fly while it's light!.

Trev

Safety Notes by Norman Marasco

Have you ever noticed when certain fliers take to the air, all those who are flying land, and all activities in the pit stop? All eyes are skyward.

There are two reasons for this phenomena, a skilled pilot is going to put on a superb aerial show, the novice pilot is struggling to stay in the air. Both fliers have the same potential for a serious accident. The skilled flyer doing aerobatics in front of the flight line at waist high level has the same accident potential as the struggling novice.

Will that clevis stay on? Will the hinges pull out? Do we stop and think that there is a fraction of an inch of plastic between fun and disaster? Take a long look at the control horns. When was the last time you changed them?

A Letter of Thanks! (From the CONNECTOR newsletter)

TO: **Dave Lewis** - CD Aeroguidance Float Fly

Dear Dave, Just a short note to say what a beautiful day I had Saturday at Greenwood Park.

Thank you and the Aeroguidance boys for sponsoring the event. I felt so relaxed and refreshed after the fun and friendship present there. Things like that make life worth while.

Sincerely, **Ed Pettengill**, Binghamton Aeros, Binghamton, NY

P.S **DITTOES FROM RCCR**



Timm, Collegiate, 1928,
Schellville, CA

I, A Pilot?

WHAT MAKES A PILOT? - According to *South African Pilot* magazine, "A pilot must possess the innate faculty of selective and instinctive discrimination of stimuli of the sensory motor apparatus to harmoniously adjust metabolic changes in physiological and psychological equilibrium in such manner to comprehend and assimilate instruction in the attributes essential to perform the intricate and complex operations which constitute the details of pilotage."

Submitted by Greg Kesel

SAILPLANE MEET - VISALIA, CALIFORNIA - OCTOBER 5 & 6

By Pete Fiorentino and Dick Smith

Some say that sailplane pilots do things slowly. Getting a report by e-mail took several days. I've simplified the addresses and colored the text in hopes that we can follow the flow Bob McClure

Pete to Bob... Dick Smith said he would write an article for our newsletter about the Visalia Sailplane Meet that Ed Granger, John Garrison, Dick and I attended on Oct 5 & 6, 1997. Said he would have it done sometime after 10/23/97 after he returns home from his trip. Let me see the article when you receive it. Want to ensure he doesn't tell lies or forget anything (you know how these old codgers are). It was the best meet we ever attended.....Pete

Dick to Bob... Four members of RCCR entered the Visalia, Ca. Glider meet on Oct 4-5. The scores recorded by these members were, Pete Fiorentino 5090, Dick Smith 5820, Ed Granger 3352, John Garrison 5707. As you can see none of them beat the old fart. Pete tried to screw me up by counting the time backwards, but it didn't help. Bruce De Viser former RCCR member was a vendor at the meet. The meet was well run with 270 entrants, four airplanes were launched every minute for both days. Better than the Nationals.....Dick

Bob to Pete.... I guess this is it[copy of above message]

Pete to Bob... I knew dam well he would screw it up and not divulge all the details of the contest. He flew a 100 inch Saggitta while Ed and I only flew 2 meter ships. He also didn't tell you I beat him 5 out of 7 flights and would have crucified him if I didn't have a pop off. I expect Dick will write a more comprehensive report later (maybe the old fart forgot all the good details, he is 74 you know). By the way I was the only guy from Rochester who competed in the contest. Two are displaced persons and do not have a Rochester address and one is only a token Rochester resident who smoaches on our tax benefits.....Saint Peter

Bob to Dick.... Hey Spook, I got this in the mail. Was the contest fair? Who really won?...[copy of above message]

Dick to Bob.... Judge for yourself; as I said, Pete tried to screw up my last flight by reading the time backwards. I'm only telling it like it isRichard the Lion Hearted

Bob to Pete ... you guys are a riot - I love it - here's the latest from Dick: ...[copy of above message]

Dick to Bob.... Being almost deluged by Pete's Tears which have reached California, I will use Pete's notes which I took from him in Visalia to make a report:

Four former and present members of RCCR attended The 24th Annual CVRC Fall Soaring Festival at Visalia Ca. Pete Fiorentino, Ed Granger, John Garrison, and Dick Smith all flew in this great meet. Former RCCR member Bruce DeViser was a vendor and said hello to Rochester. There were 50 vendors at the meet.

This Sailplane meet was attended by 270 contestants, 9 entered 2 meter class, 21 Entered the Grey class for modelers over 62, 28 were in the Nostalgia Class for Ruder Elevator, and Spoiler equipped Sailplanes, 214 were entered in the open class where all the hot rocks flew.

Pete was 4th in 2 meter with-- 5090 points

Ed was last in 2 meter with-- 3352 points

Dick was 7th in Nostalgia with- 5820 points

John was 113th in open with 5707 points. John was the only RCCR member who landed in the circle.

The Visalia Club ran a super meet, the best I have ever attended including Harris Hill, and the Nationals. They had four Winches with Retrievers and they launched four planes every minute each day. The Landing circle was only 6 ft for the outer, 2 ft for the inner, and 6 inches for the center. Landing points were scored as percentages of the time score flown on that flight. Outer Circle 10%, Inner Circle 15%, and Center 25%. All the hot rocks had landing skegs on the bottom of their airplanes to stop them in the grass. If anything came off your aircraft on landing you lost the score for that flight. Most of us didn't dive into the circle in the fear of losing parts and scores. Flight times were 3,5,7 minutes on Saturday, and 3,6,8 minutes on Sunday.

All In All - We had a great time except when Pete tried and beat me by not counting down when he timed for me. He claims that Italians can't count backwards except in Roman numerals and he felt that I wouldn't understand. I have just purchased the new voice count down timer from Radio Shack so I'm ready for next year.

Written and Certified by

King Richard The Lion Hearted

Bob to Pete... Dick probably copied you on this one - Wonder which one I'll put in the newsletter?.....Bob

Bob to Dick... Thanks, Glider Spider - nice (where'd it come from?) report.....Bob

Dick to Bob... It Came from King Richards Amazing mind, using stolen notes I stole from Pete..... King Richard

Pete to Bob... I expect to have several pictures of the Visalia contest within the next week. Will mail you prints to include with Dick Smith's write up. Don't forget to correct all his spelling errors (must have his own copy spell check). He erred when he said only John Garrison hit a spot landing. I also hit one landing for 10% of the task. Will read the text over again to see if he left anything else out.....Pete

As you can see, the photos are arriving a little slowly - probably coming from Italy. Airflow will publish them at a later date with power to spare. From the number of contestants and the number of flights, you can see that it was a fantastic contest. You can also read the e-mail and learn just how much fun these two guys must have had. The bottom line is that this contest and these contestants are among the Great Ones....Bob



Airflow occurs only when there is a difference between pressures. Air will flow from a region of high pressure to one of low pressure — the bigger the difference, the faster the flow. Thus air flows such that to double the flow rate one must quadruple the driving pressure.

When air flows at higher velocities, especially through an airway with irregular walls, flow is generally disorganized, even chaotic, and tends to form eddies. This is called turbulent flow, and is found mainly in the largest airways. A relatively large driving pressure is required to sustain turbulent flow. Driving pressure during turbulent flow is in fact proportional to the square of the flow rate such that to double the flow rate one must quadruple the driving pressure.

When the flow is low velocity and through narrow smooth airways, it tends to be more orderly and streamlined and to flow in a straight line. This type of flow is called laminar flow. Unlike turbulent flow, laminar flow is directly proportional to the driving pressure, such that to double the flow rate, one need only to double the driving pressure.

Transitional flow, which has some of the characteristics of both laminar and turbulent flow, is found between the two.

DEAD BATTERIES ?

By James Prillaman from AMA National Newsletter

"Do you have a Hobbico tach with dead batteries? Seems like every time you lend it out you get it back in the 'on' position and it is dead when you need it. I had one like that laying around for years because I couldn't see paying \$4.20 each for four little batteries. But we have discovered a way to replace all four batteries for a total of \$3.50! Go to Radio Shack and pick up a DURACELL PX28A alkaline battery. Peel the thin metal case off and you'll find four of the little cells that will fit right into your tach. You'll save enough to buy a gallon of fuel."

[Editor notes that he found the battery in Wegman's]

FIBERGLASS HINT

from AMA National Newsletter

How do you get the creases or lumps out of the fiberglass cloth we use to reinforce the center section of the wing? This method will probably eliminate them. Prior to applying the fiberglass cloth to the center section of the wing, take the time to iron it flat with your clothes iron. This will make it soooooo much easier to achieve a FLAT surface. Next, place the glass cloth on the center of the wing and tack it down to the surface with one drop of CyA (each corner, top and bottom). This may require that you have to pull the cloth taught, but don't overdo it! Now you should have the cloth resting smoothly on the top of the wing. Now apply the resins (or CyA) over the cloth. You may find that after 3/4 of the cloth is attached that you now have puckers along one edge or the other, but this is easy to fix. Lift the material where you tacked it to the wing (remember I said to tack it down, not permanently attach it), pull taught, and tack it down again. There you have it!

Extra 300

From Brett Jaffee jaffee@earthlink.net

Aerobatic pilot and aircraft designer Walter Extra developed the Extra 300 in 1987. The Extra's shape epitomized the modern, sleek unlimited aerobatic monoplane. It was that huge canopy that made the 300 special, though, since it covered a two-place cockpit.

Beginning in the 80's, biplanes began to lose their dominance in aerobatic competition as higher performance aerobatic monoplanes were introduced. Unfortunately, the unlimited monoplanes were all single seaters, so there was no way to get proper training in them with an onboard instructor. The closest thing to unlimited aerobatic trainers were the two seater Pitts Specials biplanes. Enter the Extra 300- the first unlimited aerobatic monoplane trainer.

Walter Extra took the basic layout of the Extra 230 and added a more powerful 300 horsepower 6 cylinder engine and a second seat. The Extra's fuselage is a conventional TIG welded steel tube framework covered primarily with Ceconite fabric and some aluminum. The front deck and turtle deck are carbon fiber, and can be removed for maintenance, and the cowling is of carbon fiber honeycomb construction. The landing gear struts, ailerons, elevators, and even the seats use composites. The carbon fiber skinned wing has two composite spars, the front one passing through the fuselage, and the rear connecting to each side of the fuselage structure just between the front and rear seats. The horizontal and vertical stabs are also composite, and use a single spar. This eliminates the need for the flying wires the Extra 230 used on its tail surfaces.

A characteristic feature found on many competition EA300s is the large amount of plexiglass used on the lower fuselage. Large clear panels on the floor of the cockpit, and on the sides of the fuselage under the canopy give the pilots better visibility around the shoulder mounted wing. This helps them keep an eye on the aerobatic "box" that they must stay within during competition. There is also a clear panel just below the horizontal stabilizer. The purpose of this window is to inspect the elevator linkage to make sure it is free from jams or obstructions. The possibility of foreign objects somehow getting into the tail is a real one, since the area behind the back seat is open to the rear fuselage.



In 1993, the Extra 300 reached another milestone by being type certified by the FAA in both normal and aerobatic categories. The aerobatic certification requires that the plane be able to at least withstand +6/-3 g's. It also requires that the plane withstand its certified load limit by a factor of 1.5. Since the Extra was to be certified to +10/-10 g's, this would mean that the wing would have to be loaded to 15 g's! The Extra passed the loading tests with flying colors. In fact, the FAA usually goes on to test the wing to failure, but they could not get it to fail! They gave up after putting a load of 20 g's on the wing.

With certification, the Extra 300 also made a step toward a level of civility that had never been seen before in an unlimited aerobatic ship. Since aerobatic flights rarely last more than 30 minutes, most unlimited aerobatics feature cramped, noisy, drafty cockpits, with hard, unforgiving seats. Few of these airplanes would be very comfortable for a cross country flight. The large size of the Extra (in comparison to most aerobats) allows it to feature a fairly roomy cockpit that can be outfitted with full IFR gear, comfortable seats, and even a 3-axis autopilot. With this, the Extra has it all- unlimited aerobatic performance, comfort, and a seat for a passenger.

TUESDAY SUNSET

Brockport
Monroe County
New York
Longitude W77.9
Latitude N43.2
11/04/97 4:59 p.m.
11/11/97 4:51 p.m.
11/18/97 4:45 p.m.
11/25/97 4:40 p.m.



The concession stand is giving away free hot-dogs to anyone that crashes his airplane ...

from RCONLINE

Remember: When inverted, down is up, and up is VERY EXPENSIVE

ARL 11/97

When a really big guy crashes his airplane,
it's NOT a good idea to laugh.



Sept. 27th & 28th Greenwood Park, Lisle, NY

Our club has, for most of the past ten years, had the majority of flyers at this water fly. Broome county's Greenwood Park is the finest water flying site I've ever been to, with some of the best camping to go along with it: it's no wonder we have so many RCCR members, and such a great time! This year the Weigand's, Terenzi's, Ogren's, Miller's, Franz's, McGrath's, Andre Blanchard, Mike Hatch, and Bob McClure really enjoyed it. We were also joined by the Bowerman's from Phelps. This

float fly is put on by the Aero Guidance Society from Endicott, New York, which is about 25 miles south of the park. Dave Lewis has recently taken over as CD and is doing a great job. The Terenzi's arrived early and held off

some other campers so we could camp together, the camp ground isn't fully open at this time of year, and what was open filled up quickly, we doubled up on the large sites and had plenty of room. The weather was cloudy going down, but soon the stars were out in the evening and camp fires were going fine when the late arrivals, McGrath's, Franz's, and Mike Hatch, pulled in around Midnight, after Ron did some last minute car repairs. Saturday morning was sunny and cool, the water stayed like glass all day long. There were 57 airplanes enjoying a great day of water flying. That night Art Trenzi cooked up some great tomato sauce (we looked for the Prego jars but couldn't find them...) everyone made pasta and a dish to pass, even some steaks and stuff, and as usual the

evening dinner, with good wine, good food, and good friends, was one of the high points of the weekend, with 22 of us sitting at the line of picnic tables. After dinner Bob Noll drove back to the park with his beautifully restored model "A" Ford, he spent nine years on it. I don't know where he finds the time, seeing he never stops building several

models a year. As it became dark Ron and I went over and did the traditional night water flying.

Sunday was clear and bright with about a 15 MPH breeze, but with the pond surrounded by hills all around, the water only had about a 2 to 3 inch ripple. I've never seen the water rough here, no matter what the weather. With the breeze coming over the small dam, Scott Miller, Me and Matt put our sailboats in the water and had a great time letting everyone try them and sailing in a good breeze, but calm water. We all did a lot of flying, I took four airplanes and Matt's and my sailboats and we ran everything and it was a little like work instead of play when it comes to cleaning it all up and putting it all away. Andre and Don Ogren's float flyers got too close together as the engines quit on both and they wanted to occupy the same space close to the beach, Andre suffered no damage and Don did an artful patch job on Saturday evening and was flying fine on Sunday. We were all packed up by 5 p.m. and we had a 9 vehicle convoy on the way back to Rochester, with the usual stop for dinner at Chili's in Victor. Chris,

Matt, and I just parked the van and camper in the driveway and locked it up and hit the sack, leaving all the unpacking for Monday. It was a great, but exhausting weekend.....!

Oct. 4th & 5th Stump Jumpers Fun Fly, Middlebury Center PA.

Usually the Greenwood trip is the last hurrah for the year, for the road show. This year we met a couple of nice R/Cers from PA, and they told us about the late one day fun fly on the first weekend in October. It would mean missing the club picnic, but the road show gang has a picnic every weekend so off we went. Friday, the Terenzi's and Us (just Chris and I, 'cause Matt started working at Wegman's that weekend) met the Lander's in Arkport and drove down to Middlebury Center together from there, it was about 50 miles from there and took about an hour. This area of Pennsylvania is just beautiful this time of year, with the trees so vivid in color even my red and yellow T-craft blended into the background. The scenery made for a very pleasant trip down. We arrived to find the Alhart's already settled in and having dinner. After setting up we went into town, with only a two digit population, it's really small, but we found a good restaurant and had a great fish fry. We even went back the next day for the all you can eat breakfast....at four bucks you couldn't beat it! The actual meet was only on Sunday, so Saturday we did a little sightseeing, visiting a park known as the grand canyon of PA, and the hill's in this area are a sight to behold. We then went back to the flying field and had a great day of flying. Art got his Waco going with his new Saito 1.50 and it really performs with all that power. Jack Alhart got a lot of good flights on his plane making some good landings even in the fairly stiff cross wind. While were flying, the Stump Jumpers were busy getting ready for the air show the following day. Back in July when we were talking about this weekend I envisioned us in jackets and gloves, but instead we were in shorts and T-shirts, who would have ever dreamed it would be near 80 during the day and in the high 50's at night....! After dinner we had a birthday party for Judy Landers, did a little night flying and sat around the campfire like it was the middle of summer. Sunday we woke up to dense fog and finally it cleared enough for me to fly the electric, as long as I stayed under 15 or 20 feet. The Stump Jumpers were all set up and around 10 AM the fog cleared and it was a perfect day for flying with the light breeze right down the runway. By Noon there were 76 airplanes on the field, needless to say they were very pleased with the turnout. This is a very small club and they did a great job putting on this meet. They have a awesome place to fly and their hospitality was super. The only sad part of the week end, was that it was the last road trip of this 1997 flying season. This meet will definitely be on our schedule next year right from the beginning!



ON THE ROAD by Paul Weigand

