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the official newsletter of the

Radio Control Club of Rochester

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March
1999



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

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.

All Visitors are always welcome at the field and at regular meetings
RCCR meetings are held every second and fourth Wednesday of the month
at the Salem Church, 60 Bittner St., just east of Inner loop exit at St. Paul St.

FOR THE LATEST INFO, CHECK THE

RCCR HOTLINE: **FIX-RCCR 349-7227**

SCHEDULE

Wed **Mar 10** RCCR Meeting 7:30 pm at the Salem Church, 60 Bittner St., just east of Inner loop exit at St. Paul St.

Fri **March 12-13-14** Balsa Dusters Mall Show Niagara County RC Model Flying Club at Boulevard Mall Tom Welch 695-6053, Ernie Nikodem 434-8350

Sat **Mar 20** National Society of Radio Control Aerobatics Judging School Vestal, NY Public Library 9 AM - 5 PM. Bob Noll

Sun **Mar 21** Buffalo, NY (E) RC Aircrafters 34th Annual Auction.

Site: Harvey D Morin VFW Post, 965 Center Rd, West Seneca.

For info: Ron Ogren PH: 716-662-0161.

Doors open at noon. auction at 1 PM. Door prize: 6 ch radio system.

Many raffle prizes. Admission men \$3, ladies \$1.

Sponsor: RC AIRCRAFTERS OF WESTERN NY

Wed **Mar 24** RCCR Meeting 7:30 pm at the Salem Church, 60 Bittner St., just east of Inner loop exit at St. Paul St.

Sat **Mar 27** Canandaigua, NY (E) Chiefs Auction.

Site: 215 Granger St. Canandaigua Middle School.

For info: John Morrill, 4484 Rt 364 Canandaigua, NY 14424

PH: 716-394-8185. 12 noon to 4 PM, doors open 10 AM.

Refreshments available, \$2 admission, under 12 free.

email lubcom@aol.com or call 394-0355 Sponsor: CHIEFS

Fri **Apr 9-10-11** Toledo Weak Signals at the Toledo Convention Center

TUESDAY SUNSET	
1999 MARCH	2 6:02
	9 6:10
	16 6:19
	23 6:27
	30 6:35



The Bottom of the Barrel



JERRY JOSEPH



I want to thank all the members who came to the RCCR Roast and made it a great evening - Paul Weigand who hosted, and Chris, his wife, for her help, and Don Steeb's wife Carolyn who got the ladies' door prizes, and Greg Kesel, Jim Warner, Scott Miller, and Trevor Ewell, who helped with the presentation awards. They all made the roast a great success. If I forgot someone, I am sorry, I just had a senior moment. All those members who did not come missed the fun we had, laughing at ourselves. It was a great evening.

From the events coming up this year it looks like we are going to have a fun time. We have the June meet, Combat events, our new Electric Fun Fly and club fun flies - all this will make it a very successful year. The success will depend on the support that all the members give to make the events successful.

This year will be great if we remember to follow all the field rules at Northampton and Bolling. We must make sure NO ONE flies at Northampton without a spotter to look out for full scale planes! We do not want to lose the field because someone didn't follow the rules. At Bolling we cannot fly north of the field over our neighbor's house. Keep to the west, south, and east.

Sorry to end on a bad note - we had vandalism at Bolling. Locks were broken off both sheds. Tools, gas can, two hot-stand tubs with supplies, and two tent covers with ropes and tie-downs were taken. A report was made to the sheriff and to Mrs. Bolling about the vandalism.

Thanks to Jim Wagner and Gene Pareschi for going out to Bolling on a very cold day to fix and reinforce the shed doors. Jim got new locks which allow our old keys to work in them. (the old locks were taken).

Looks like the weather is getting better — see you at the field.

RCCR Meeting Minutes 12/9/98

- Old Business:** Northampton- Parks Department reopened the field for flying.
 Stan Teachman volunteered to make a sign emphasizing the 400 ft. Flying rule.
New Business: Bolling Field- There was a complaint regarding noise north of the field. Please, we all need to fly farther south.
 Election of Officers
 Treasurer - Pete Durante
 Membership - Joe Sommers
 Secretary - Tom Vay
 Programs - Phil Evans
 Newsletter/Web page - Bob McClure
 President - There was no Volunteers for this position. Board of Directors will meet to discuss this situation.
 The Roast Feb. 13th at Wavers Party House

RCCR Meeting Minutes 1/13/99

- Attendance:** 36 members
Membership: 28
Old Business: The sale of Entertainment books yielded a profit of \$80-\$90. Thanks go to Jerry Joseph for his efforts.
 Roast- The annual Roast at Waver's Party House is February 13th.
New Business: June Fun Fly- Meet is sanctioned with AMA and Phil Slater has volunteered to run food concessions once again.
 Glider Meet- Discussions are ongoing to format of meet. (glider and electric, just glider ?)
 Combat Meet- This year RCCR will host 2 meets, Rams 2 meets, and Lockport 1.
 Rams will be hosting the year 2000 Inter-club Fun Fly.
 Mall show- There is new management at the mall and they have no knowledge of a Aviation Show. Greg Kesel will be in contact with them again in hopes of organizing a RCCR/RAFC show.
 Float Fly- Unofficial news is that Honeoye will not sponsor but the Phelps club will.
 Field - Trevor is forming a committee to search for new field locations. This search is to look out for our future and is not a high priority project. If you are interested in helping out contact Trevor.
 Honorary 1999 membership will be given to Martin Murray in thanks for his donation of lawn tracker to club.
 Portable Flight Station- Bob McClure is making a prototype station for Bolling Field.
Show & Tell: Scott Miller: Extra 300S Carden kit. 89 inch wing span w/ 3W 70cc 6.5hp engine
 Jerry Merz: Combat plane
 Larry Root: Larry's now making "plastic" cowls for his combat kits.
 Bob McClure: Dubro tubing bender.
 Jerry Joseph: Brought in recent pictures of his trip to China.
 Paul Weigand: Told us about a Great Planes Flight simulator called RC Pilot. Can be purchased via internet at www.pconnection.com for \$100.00. A few less features than RC Flight but works well.

RCCR Meeting Minutes 2/10/99

- Attendance:** 28 members
Membership: 45.
Guests: Greg Brandysewicz
New member: Chris Burns
Old Business: Mall Show: Greg Kesel is not receiving a response from mall management. Stan Teachman is going to contact Eastview Mall.
New Business: Bolling Field- The road is closed to vehicles until further notice.
 Flight Station- Bob McClure made prototype for clubs review. He will be making 3 more stations.
 Glider meet- This year the event will be a electric fun fly.
Show & Tell: Andre Blanchard- Home built/designed float plane retrieval electric powered boat
 Jerry Joseph- Goldberg
 Chris Burns- Aircore 40 trainer.

CLUB VIDEOS by Phil Evans. Here is a list of the videos that are available in the RCCR Library. If you desire to checkout a video, give Phil a call at 392-3333, 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 693	RCCR Scale Rally & Fun Fly	
Aviation Heritage, Part I	NF 692	S-T-A-R-S Meet 7/11/92	BA 18
Aviation Heritage, Part II	BA 29	Shoot to Live Rear Gunner	NA 27
B29 - A Plane for a Mission		Story of Naval Aviation, Attack Carrier	
Battle of Britain		Striking Back, Byron Air Show	
Cancy Aviation, Speedy Bee - Lazy Bee	NA 34	Unspiral Tommy, Stunt Pilot	
Down to the Wazoo, 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		Warbird Checkout Series	
Mighty Warbirds		Warbird Checkout series	
Naval Aviation Action, Part 1&2	BA 62	Warbird Checkout series	
Proficient Flying, Volume 1		Warbird Checkout series B 17	
Proficient Flying, Volume 2		Warbird Checkout series I-9/SNJ	
R/C Video Magazine Volume 1		Warbird Checkout series I-9/SNJ	
R/C Video Magazine Volume 2		Wide World of Flying	
R/C Video Magazine Volume 3			
R/C Video Magazine Volume 4			
R/C Video Magazine Volume 5			

WANTED .40 SIZE CRANKCASE OS or Royal. Norm Marasco 467-1753

TOLEDO RIDE A group is traveling to the Toledo Show which is April 9-10-11 and there is one seat available in their vehicle. They are staying at the close-by Comfort Inn. Stan Teachman 716-388-0546, models.prints@juno.com

The RCCR Mid-Winter Party and Roast was successful in relieving the off-season blahs for many members and friends. The following awards brought cheers and smiles to the crowd and even to the recipients:

McSlater - Phil Slater
 Smiling Bipe - Jerry Joseph
 Georgia Deforestation - Andre Blanchard
 Picnic Table Workmanship - Larry Lagory
 Lost & Found Sailplane - Bill "Uncle Flaky" Wegman
 No More Mr. Magoo - John Quinlin
 Lawnmower Cloning - John Floyd
 U O Us 1 - Dezi Schaffer
 Hide the Northstar - Ron McGrath
 U O Us 1 - Ludwig Roesner
 Persistent Student - Jerry Merz
 Training Trainer - Edgar Whitcomb
 Roll Axis Phobia - Bernie Kulbacki
 Skipper's Skipper - Jim Kinney
 Stunned Tiger - Jack Bartlett
 Ultimate Crash - Jack Franz
 Retractable Cap 232 - Jason Franz
 Undercover Flyer - Phil Evans
 U O Us 1 - Joe Somers
 Well Pasted Florida Chicken - George Hartman
 Abused Piper Cherokee - Jack Allart
 Mig Mash - Karl Roesner
 Inattentive - Bill "Uncle Flaky" Wegman
 Where You Been Hiding ? - Ulf Andersson
 Soaked Pilot - Scott Miller
 Computer Wizard - Matt Weigand
 Full Circle - Bob McClure
 Retract Knockoff - Trev Ewell
 Rodney Retrieval - Rodney Boatman
 Watch Whose Pullin' Your Tail - Paul Hanlon
 Combat Ace #1 - George Hartman
 Combat Ace #2 - Rod Boatman
 Combat Ace #3 - Jim Warner
 Muffler Problem Experiment Provider - Manny Vella
 Takeoff Thinking - John Wojokowski
 "CD give us some ammo too" - Jim Warner
 Invisible Solid Aerobatics - Greg Kesel
 Antenna Tags - Paul Weigand
 Golden Screw - Paul Weigand
 Radial Engine Lead in the Nose - Richard Brook
 Hot Hands - Don Steeb
 Water-Useable Cell Phone - Mike Hatch
 Abominable Snowman - Manny Vella
 Bubbly Brook - Richard Brook
 Cool Torch - Jack Bartlett
 Field Effect Transmitter - Jerry Merz
 Plane Inverter - Bob Horn
 Nose Up - John Floyd
 Wing Sucker - Paul Weigand
 Trainer Cord Award - Trev Ewell (330 training flights)
 Arcadia Schoolwork - Don Steeb
 Airflow's Best Contributor - Trevor Ewell
 Airflow's Best Prospective Contributor - Jerry Joseph
 Airflow Award - Phil Slater
 RCCR 1998 Model Wife of the Year - Carolyn Steeb
RCCR 1998 Man of the Year - George Steger



Hangar Talk



Food Fly



Roastmaster Paul Weigand



McSlater



Forgive me if I got some names wrong or missed anybody. That's a lot of awards, a lot of work for the Roast Committee, and a lot of fun for us all. Highlight of the evening was the impeachment trial of Jim Warner, chaired by Greg Kesel. Of course just listing the awards and the recipients isn't much — you had to be there...!!!!!! Get in on the fun next year, join the party!

Sooner or later we have to answer the questions Why do we fly? Why do we spend all that time building fragile aircraft that will probably be pulverized sooner rather than later? Why do some of us go out there in the most atrocious weather conditions to tempt fate? Why do we always have to have that one last flight that ends up in disaster? Why do we always push the envelope? Why, why and why?

Since the earliest days we have looked skyward because flight is inherently beautiful and intriguing. From our science, we know how a wing produces lift, but there is still a sense of magic about flight. Let's face it, when you watch a Boeing 747 coming in to land, all your instincts tell you that those tons of airplane just shouldn't be floating there in thin air.

The flight of some birds is more attractive or interesting to us than others. The soaring, effortless grace of an albatross is pure poetry in motion and is emulated by our long-winged, floating gliders. Closer to home, who among us cannot admire the skill of the hawk as it milks the thermals for altitude and gracefully patrols the sky? What else in nature can compare to the majestic site of a large flock of Canada Geese in full vee formation honking out their joy? The unbelievable low-level aerobatics of martins hunting insects on the wing are beyond any RC fingers to control while the wizardry of the hummingbird is unmatched in the world, except perhaps by the helicopter enthusiasts. By in large, we tend to find bigger birds more interesting and our models follow that pattern. Are our oldest dreams-to fly?

There is something intrinsically beautiful about watching a model aircraft in flight. It is the movement, the graceful motion as the aircraft transitions from one altitude to another in a three-dimensional dance that attracts and holds the eye. Like a figure skater, we spend hundreds of hours practicing those movements so that they flow smoothly from one to the other. Away from the field, we often stop what we are doing and with our hands and minds, trace out those aerial steps - to the puzzlement of spouses and friends who cannot see the model flying in our imagination. In John Gillespie Magee Jr.'s words, "We have slipped the surly bonds of earth."

The flying field can either be an unbearable hot and sun seared, or a windy, wet and bone-chilling place to be - so why spend any time there? One might begin to suspect that there is something almost prehistoric about flying clubs. Pilots go there not just to fly, but to bond - a throwback to the club-welding hunting group huddled in a cave swapping stories about the last mammoth hunt? Members will often drop by the flight line when they have no intention of flying. They just need to get their fix of a pint of prop wash.

Contrary to the Hollywood image, pilots are not strong silent types. They talk. Flying is a lot of jaw boning - the exchange of very arcane knowledge. To the outsider, the topics would seem incredibly dull. We talk about much the same things over and over, except that each time it is somehow different and interesting. There is no such thing as a boring conversation in the pits. But why? Is it because it is a re-enactment of the hunting group yarn telling? Do we hang on every word because we might learn something that will save our model? Or is it more basic? The flying field is a great leveler, an almost perfect democracy. Do we talk because it is a nonthreatening environment?

There is an element of risk in our flying. We launch a perfectly functioning model and time after time take the chance of ruining it. We don't have to prove anything to anybody once it has flown properly. Have you noticed that once you master a maneuver, you just cannot leave well enough alone? We are forever flying when the wind is just too mean and tricky. We are our own worst enemies. We simply cannot just stick to the basics, we have to keep pushing the edge. Taking off from dry land is not enough. We also like the challenge of lifting off from water and snow. We seem to crave the excitement that a little bit of danger brings.

Challenge seems to be a key element. Other people don't challenge us, we challenge ourselves. Nobody on the flight line would dream of daring a fellow flyer to prove that he can fly. It just isn't necessary. Sooner or later, the urge will overcome a pilot, and he will taxi up to the line and take off. It is remarkable similar to an infant bird in the act of fledging. What incredible drive causes the chick to leave the safety of the nest and throw itself headlong to almost certain destruction? Why fly when you might die? It takes a certain type of character to become a pilot. Setting aside the physical requirements for good vision and hand/eye coordination, there is a need for mind set that is different. Have you ever noticed how many people quit in the training phase? Something goes wrong and they lose the faith. Those who have earned their wings know that things are going to go very badly one day and they have learned to accept the consequences and to keep going. When a seasoned pilot crashes and smashes, there is no doubt in anybody's mind that he will come back again. We just do.

Most of us live a pretty dull existence. But, out at the field we can escape the drudgery for a while and play. It is childlike, carefree, unashamed fun. There are no medals, no prizes, just an inner glow. We fly - we tempt fate - we conquer the elements and defy gravity. Why? Just so we can do it all over again. It brings some zest into our lives.

We become keen observers of weather. In our everyday jobs, we are forever glancing at the sky trying to judge the wind speed and figuring out what it would be like if we were flying. We start to observe weather patterns that we never would have noticed before. Equally, we challenge the weather. We fly when it is too windy, too cold and too wet. Why do we fly when we are so uncomfortable? We certainly stop most other activities - like mowing the lawn. Is this also the neanderthal in us trying to reconnect with nature?

Is flying a sport or a hobby? For most of us, those who build and fly, it is both. Those who meld a box of balsa, assorted bits of wire, plastic and metal into a model airplane are engaging in the time-honored hobby of model building. The fact that the model is an aircraft, as opposed to a sailing ship in a bottle, is irrelevant at this point. BUT, once the enthusiast actually commits the model to the sky, then it is a sport. It is not quite an athletic activity, but it has elements of racing, bending, carrying, coordinating and of course sports (and other "...ings") that tend to make it very similar to sports such as fishing. Speaking of fishing, note the similarity - the endless talk, the getting away from it all, the long hours, the varying weather conditions - some nuts even try to ice fish, just like frozen-fingered flyers who simply don't know when the season is over.

Why do we get scared when we fly? Flying is very much safer than driving to the field. You stand a very good chance of being badly hurt just transporting your model to and from the field, but the chance of personal injury, if your model crashes, is almost nonexistent. Do we somehow transfer our soul to the aircraft such that we tremble when we have a close call? Can you remember that horrible feeling when you flew one into the dirt big time? There is the nauseating crunch of splintering balsa, the slow-motion crumpling of the thing of beauty into a twisted mess, the initial shock, then numbness and afterward a period of grieving. We get very attached to our planes.

After all is said and done, it could be allowed that all that is going on is that we are out there reliving our childhood, playing with expensive toys. The actual flying takes total concentration and shuts out the daily problems and annoyances - total relief from the cares of everyday life. Fifteen minutes in the air can leave you totally exhausted and yet satisfied as if you had just won Olympic Gold. However, it is not just the flying, there is much more to it, and that something extra is why we keep coming back for more. But, just try to explain it to someone who has never flown a radio-controlled aircraft in an RC Club setting.

Let's face it, we fly, but we don't know exactly why!

About the Author: David Summers is a 54-year-old Canadian who is a member of the Toronto RC Flying Club. He built few flight models as a teenager, but gave it. He started RC flying in 1994 at the age of 51. His interests range from hi-start gliders, to electrics to glow-powered. He flies all year round, off land, water and snow.

Originally published in the *Ampeer*, Ken Myers, Editor, this article came by way of *Positive Incidents*, Arthur J. Thomas, Editor, Berkeley Heights, NJ. Thanks to Glenn Crocker, Editor of *Balsa Dust* for GVAM, for giving it *Airflow*.

HIGH FLIGHT John Gillespie Magee, Jr.

*O, I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings.
Sunward I've climbed and joined the tumbling mirth
Of sun-split clouds - and done a hundred things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence. Hovering there,
I've chased the shouting wind along and flung
My eager craft through the footless halls of air.
Up there delirious, burning blue
I've topped the wind - swept heights with easy grace
Where never lark, or even eagle, flew,
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand and touched the face of God.*

Footnote: John Gillespie Magee, Jr. was born in Shanghai in 1922, the son of American missionary parents. In 1940, he won a scholarship to Yale but turned it down to join the RCAF. Magee was killed as a pilot officer in Britain in December 1941, while flying a Spitfire on practice maneuvers. He was 19.

PROGRAMS by Phil Evans

DATE	EVENT DESCRIPTION
10 MAR 1999	----
24 MAR 1999	TREVOR EWELL - FUEL TANKS, FUEL LINE FABRICATION
14 APR 1999	CROSSFIRE PANEL OF EXPERTS QUESTIONS OF A GENERAL NATURE FROM THE MEMBERSHIP
28 APR 1999	GEORGE HARTMAN - PRESENTATION ON COMBAT RULES, REGULATIONS, AND SCORING PLUS SOME SECRET STRATEGY TECHNIQUES
12 MAY 1999	LARRY ROOT - WARZONE MODELS- DEMO ON FOAM CUTTING AND CONSTRUCTION TECHNIQUES FOR HIS LINE OF COMBAT MODELS
26 MAY 1999	----

Based on a survey, at the February 24 meeting, there was considerable interest in engine maintenance and fabric covering. I will try to get subject-matter experts to put on demo's in these areas. *ed.note: club meetings will be more interesting!*

OSHGOSH INFO

Rochester Chapter 44 EAA "Airlift" depart July 28 via commercial airline return August 2nd. \$495 includes air and lodging at University of Wisconsin dorms, ground transportation to the airfield for 5 days. Field admission is not included but is very reasonable. If interested contact Paul Guglielmi at PO Box 64880 Rochester 14624 or call 637 4620 and ask for registration form. Non chapter 44 members are on a "space available" basis. Look at www.eaa.org This is full-scale aviation's premiere event. I would ask - and I am sure that Greg Kesel or Don Ogren would answer any questions about Oshkosh.

NEWSLETTER: ANNUAL DUES ARE DUE BY MARCH 1st

March will be the last newsletter to 1998 members.

April issue will be mailed only to 1999 members who have paid their dues. Contact Joe Somers 716-594-0319 to pay your dues. Joe has to make a membership report to the AMA. Help him out by getting your dues paid now.

The newsletter is available to non-members for a \$12 donation for 12 issues. Make checks payable to RCCR, and send to the following address:

Bob McClure 6315 Mill Pond Rd. Byron, NY 14422

IMMEDIATE AMA MEMBERSHIP

The Academy of Model Aeronautics and The National Retail Hobby Stores Association have joined together to offer immediate AMA memberships to individuals who sign up through an approved NRHSA hobby shop. New members, and those who have not been a member of the AMA in the last five years can fill out an application at a participating hobby shop and be issued a membership on the spot. Junior memberships cannot be processed through this program at this time. The program is being run on a trial basis during the months of July and August after which the results will be evaluated to determine if the program should be continued. The participating hobby shops in AMA district 2 are:

Walt's Hobby 2 Dwight Park Drive, Syracuse, NY 13209 315-453-2291
Carl's Hobby Center Inc. 508 Rt 10, Randolph, NJ 07869 973-366-4300

Flight Instructor

Richard Brook has kindly offered his pager number 253-3278 to assist student pilots in arranging flight instruction. As long as you don't keep bugging him, he says it's O.K. to call him at any reasonable hour.

YOU ARE INVITED TO ATTEND A DINNER HONORING JOHN GRIGG'S INDUCTION INTO THE AMA HALL OF FAME

LOCKPORT LOCKS-ERIE CANAL CRUISES
210 MARKET STREET LOCKPORT NY 14094
SATURDAY MAY 22
CASH BAR 5:30 PM, DINNER 6:00 PM
RSVP BEFORE MAY 13
BUFFET DINNER, \$16.00 PER PERSON

Enjoy the company and conversation of dedicated modelers, the president of AMA, and the VP of District II. This is an evening of joy of Model Airplanes and people who like it: John Grigg's legacy, why he did it.

PLEASE REPLY BEFORE MAY 13
NAME(S) ATTENDING _____

SEND YOUR REPLY AND CHECK TO:
MARLENE NIKODEM
407 Willow Street
Lockport NY 14094
(716) 434-8350

Do you have any memorabilia or pictures of John Grigg for a display? _____
Do you want to speak about John? _____

Taxiing down the tarmac, the jetliner abruptly stopped, turned around and returned to the gate. After an hour long wait, it finally took off. A concerned passenger asked the flight attendant, "What was the problem?" "The pilot was bothered by a noise he heard in the engine," he explained. "It took us awhile to find a new pilot."

A helicopter was flying toward Seattle when an electrical malfunction disabled all of the aircraft's navigation and communications equipment. Due to the extreme haze that day, the pilot now had no way of determining the course to the airport. All he could make out was a tall building nearby, so he moved closer to it, quickly wrote out a large sign reading "Where am I?" and held it to the chopper's window. Responding quickly, the people in the building penned a large sign of their own. It read: "You are in a helicopter." The pilot smiled, and within minutes he landed safely at the airport. After they were on the ground, the co-pilot asked how the sign helped him determine their position. "I knew it had to be the Microsoft building," the pilot replied, "because they gave me a technically correct, but completely useless answer."

An airline pilot with poor eyesight had managed to pass his periodic vision exams by memorizing the eye charts beforehand. One year, though, his doctor used a new chart that the pilot had never before seen. The pilot proceeded to recite the old chart and the doctor realized that she'd been hoodwinked. Well, the pilot proved to be nearly blind as a bat. But the doctor could not contain her curiosity. "How is it that someone with your eyesight can manage to pilot a plane at all? I mean, how for example do you taxi the plane out to the runway?" "Well," says the pilot, "it's really not very hard. All you have to do is follow the instructions of the ground controller over the radio. And besides, the landmarks have all become quite familiar to me over the years." "I can understand that," replies the doctor. "But what about the take-off?" "Again, a simple procedure. I just aim the plane down the runway, go to full throttle, pull back on the stick, and off we go!" "But once you're aloft?" "Oh, everything's fully automated these days. The flight computer knows our destination, and all I have to do is hit the autopilot and the plane pretty much flies itself." "But I still don't see how you land!" "Oh, that's the easiest part of all. All I do is use the airport's radio beacon to get us on the proper glide path. Then I just throttle down and wait for the co-pilot to yell, 'AIIIIIIIIIIIIIIIIIIIIII!' pull the nose up, and the plane lands just fine!"

A SIMPLE EXPLANATION OF INERTIAL NAVIGATION SYSTEMS

The equipment, and hence the aircraft, knows where it is at all times. It knows this because it knows where it isn't. By subtracting where it is from where it isn't (or where it isn't from where it is, depending on which is greater), it obtains a difference or deviation. The inertial reference system uses deviations to generate corrective commands to fly the aircraft from a position where it is to a position where it isn't. The aircraft arrives at the position where it wasn't; consequently, the position where it was, is now the position where it isn't. In the event that the position where it is now, is not the same as the position where it originally wasn't, the system will acquire a variation. (Variations are caused by external factors, and discussion of these factors is beyond the scope of this simple explanation.) The variation is the difference between where the aircraft is and where the aircraft wasn't. If the variation is considered to be a significant factor, it too may be corrected by the IRS. The aircraft must now know where it was. The "Thought Process" of the equipment is as follows: because a variation has modified some of the navigational information which the aircraft acquired, it is not sure where it is. However, it is sure where it isn't and knows where it was. It now subtracts where it should be from where it wasn't (or vice-versa) and by differentiating this from the algebraic difference between where it shouldn't be and where it was, it is able to obtain the difference between its deviation and its variation; this difference being called error.



STRAIGHTEN UP AND FLY RIGHT

Safety Contemplations by Stormin' Norman Marasco

A few days ago, my crew chief and I were preparing for a flight. Another pilot, seasoned and usually aware of safety precautions, was enjoying flying his plane through some calculated maneuvers. I went to the control board and acquired the frequency pin. When I presented the pin to my crew chief, he recalled that the other pilot usually flew on this pin's frequency. We approached the pilot, who was grateful to get the pin he had evidently forgotten, and after his flight was over, he handed the pin back to us. My chief fired up our plane, checked it out, and took it off. Shortly after takeoff, my chief had a problem with control over the model. After crashing, rather crushingly, we noticed the other pilot had his model in flight - and without the pin!!!



This brings to mind a previous article in *Airflow* July '97 (from *Model Aviation* June '97 by Gary A. Shaw):

Will you Replace it? If you are involved in modeling for a while, you are bound to hear about (or see) things happening that could have easily been prevented. One of the most irritating and potentially dangerous blunders happens when someone at a flying field turns on a transmitter before retrieving the frequency pin. Forwarded to me recently was an article by Darrell Stebbins of the Barons Model Club, Spokane WA, that highlights the issue:

"You are all aware that it takes a lot of time and effort to build an RC aircraft even one of the simple trainers. It takes a lot of money and some effort to get the ready-built ARFs ready to fly. And to build a precision Scale model or a competition Aerobatics aircraft, now we're talking lots of bucks and almost untold time and effort; so you should always be aware that if you stupidly turn on your transmitter without having the field frequency clip attached to your antenna when any of

these airplanes are in the air, and you cause that airplane to crash, *You are obligated to replace that aircraft.* Why on earth should the pilot of the airborne airplane with the frequency clip on his transmitter antenna not expect you to compensate him for your stupidity? "This is a big-time mistake, and you know better. You've certainly had it explained to you. You have cost an innocent victim a lot of time and money, as well as possibly cutting his whole flying season off."

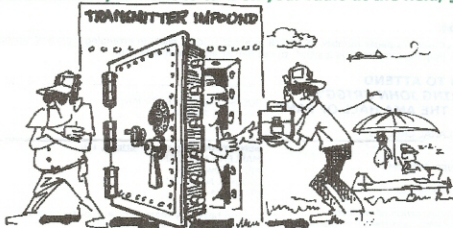
"If he wants you to rebuild the airplane, do it. If he wants you to replace a damaged engine, do it. If he will need a new radio, get it for him. Put yourself in your victim's place. Would you smile sweetly and say, 'Oh, that's all right. I've got lots of money and time, so it really doesn't make any difference?' "This is serious stuff. When you want to turn on your radio at the field, get the clip! If it is in use, wait for it. And if you try to fly without

securing the clip and having it on your antenna, you will have no recourse if the guy who does have it turns on his transmitter.

"When you arrive at the field, place your transmitters in the transmitter rack. Don't take them out again without having the frequency clip. When your flight is over, check to make sure your transmitter is turned off. Place it back in the transmitter rack and return the frequency clip to the frequency board. If you are adjusting your engine or doing a range check, make sure you have the frequency clip. When you leave for the day, make sure you leave the clip at the field."

That gets the point across. I'll leave you with a piece of advice and a bit of humor: Always be considerate and patient with a beginner pilot who comes to the flying field with a trainer. Someday he'll be a reckless, egotistical pilot -- just like you.

"This is serious stuff. When you want to turn on your radio at the field, get the clip!"



From the Academy *Model Aviation*, March 1999, *Control Line Scale* by Bill Boss

Spring Checkup: It's that time of year when most of the country is coming out of the winter doldrums, and modelers are itching to get out to the flying field and put that dormant model back into the air.

While I realize that most of you have been told about safety many times, it is especially important when taking that model out to the flying field after a long winter's rest. I found the following tips in the *Rocky Mountain CL News*, newsletter of the Rocky Mountain Aeromodelers.

While the following pertains to all forms of model flying, they're especially important to the Scale modeler because of the many hours it takes to develop a good Scale aircraft. You don't want to lose it or get hurt because of an unsafe practice.

- 1) Do not attempt to fly your model before completely checking all installed components.
- 2) Keep hands a safe distance from the propeller when making adjustments to the carburetor, and when disconnecting the glow plug wire.
- 3) In case of difficulty, the safest and easiest way to stop an engine is to pinch off the fuel line or remove it from the carburetor. Never throw anything into the propeller (rags, etc.) to stop the engine; it's possible that the propeller might throw off splinters, which are dangerous to the eyes and other parts of the body.

- 4) When starting an engine, never lean over the propeller; don't start or adjust an engine on dirt or sand that can be sucked up by the spinning propeller; and keep all loose objects (eyeglasses, pencils, etc.) out of shirt pockets. Any object falling into a spinning propeller can be extremely dangerous. It's also a good idea to wear eye protection when starting or adjusting an engine.
- 5) Never clamp your engine in a vise for test-runs. Mount it securely in a model or commercial test stand.
- 6) Never run the engine indoors or in an enclosed area. Engines produce dangerous exhaust gases and must be run outdoors only.
- 7) Store model fuel in tightly sealed metal or plastic containers-never glass. Model fuel is poisonous and flammable. Always keep fuel away from heat, flames, and out of the reach of children.
- 8) Use a muffler as required, and fly only in designated flying areas.
- 9) Never operate any model near overhead electric and telephone wires. If a model gets caught in overhead lines, do not attempt to retrieve it; call the appropriate utility for proper assistance.

Remember that your engine is not a toy! It's a precision piece of machinery, and must be treated as such. Also keep in mind that "safe operation of your model and engine is your responsibility." "Safe operation of your model not only keeps you from injury, but will allow you to fully enjoy this great hobby of model flying."

Familiar ???

Model Aviation, March 1999, *Masters World Aerobatics Championship* by Jerry Smith. (In referring to a problem at Hartness Field in Greer, SC)

..... "The site is directly below the Greer, South Carolina airport landing pattern, which is experiencing ever-increasing traffic. One of the airline pilots complained that during his 1,800-foot final approach to the airport, he saw a model 100 feet above him!"

On most of the up-line patterns, it is necessary for models to go quite high in order to make room for, and properly space, the busy down-line maneuvers. Many of us had no idea of the models'

maximum altitude

After a short meeting, it was decided that every time a full-scale airplane was spotted taking off or landing, the model pilot in the air would abort and come down to a low and safe altitude. This worked out very well. Once the problem was known, it was easily solved.".....