



ing Busters



September 20,2010

Volume 2, Issue 4

Club Officer Nominations

The Annual Notified Meeting for 2010 will vote on the Executive Board for 2011. The formal Club nomination from the September meeting is presenting Cecil Horton as President, Rob Lipsett as VP, Paul Ehney as Secretary, Bob Irons as Treasurer.

Along with this slate of officers, there will be a Club rule change to be voted on and formalized at the October 12 Notified Meeting.

The proposed by-law change proposes to amend Bylaw Article XI, Paragraph 1, to change the requirement that Board candidates must have completed 3 consecutive years of service in order to be eligible to serve on the board, to having completed one year of membership in order to qualify.

To reiterate one other item already sent out by President Wayne Penwell, the Club Field Rules have been changed to allow up to eight (8) transmitters on at any one time at the Field. However, the rule allowing only four (4) planes in the air on the flight line still stands. The Frequency board will be modified to reflect this change.

Pig Roast Wrap-Up

You can't say anything but good things about the August Pig Roast. Chef Mark Scott not only suggested it, but he did all the heavy lifting for this party by cooking the pig himself! If you weren't aware of it, Mark started baking the delectable ovine at midnight and actually pitched his sleeping bag nearby so that he could get up every couple of hours to tend to it. Thanks Mark. Delicious!

Mark is already credited with ordering the proper weather as well. In the midst of one of the muggiest summers on record, this was one absolutely perfect day – just the right temperature, and *dry!*. At one point over 75 people were counted there. You just couldn't ask for better. And with everyone else pitching in with (you guessed it again) food the word "Success" keeps coming to mind! Again, thanks to everyone who pitched in to actually pull the pork off the pig for the barbecue.

Thanks again, Mark, and if it isn't an imposition, would you consider doing this once again next year for us?

OktoberFest, Sunday October 10

The season winds up with our annual Oktoberfest End gathering. This event has had a history of great weather, and there are no plans to change that. Though

starting as a Club Fun Fly contest, it ultimately evolved into a full-blown 'End Of Summer' event. Our three word mantra is Family, Food, and Flying.

First and foremost, bring the Family, and the Grandkids too! If you like, the Club Trainers will be available to let a family member get in on the action. Just ask for them! There are no contests but there might be a few events to play with.

Food!. Remember the Oktoberfest format. You to bring your own main course (anything from hot dogs to sirloin tips) and you cook it yourself when you feel like it. The Club will put out grills, soda, plates, napkins and Condiments. If you want to bring a little extra of your favorite specialty to share or trade, that's what makes this a special event. Plan on being there!

Let's add a new twist! Whereas Halloween is the 2nd most important Holiday of the year for kids we encourage any kid, **regardless of age**, to wear his favorite costume! Whatever you do, just make sure that you're there!

Toys for Tots

Last year, the Wingbusters did itself very proud with our first ever Toys for Tots Campaign, using Oktoberfest as the Kickoff. As a result of your donations, three very large boxes of gifts (over 100 individual gifts) were donated so that needy kids would have something from Santa under the tree on Christmas morning.

As much as this was needed last year, in the present economy it is needed as much, if not more, this year. If you would like to donate a gift, it should be a relatively inexpensive toy, new and unwrapped, costing less than, say, \$15. If it's aviation oriented, that's a plus! Suggestions include soccer balls, footballs, baseball and glove, which are always a hit. Other gifts include books, coloring books and crayons, or board games. Think of gifts for all ages from two to twenty. Please try to avoid battery-powered toys (because of the expense of replacing batteries), or at least supply an extra set of batteries with it. Of course, gifts can be donated any time between now and, say, a couple of weeks before Christmas.

Once again, Jeanine and Scott Rutherford have generously agreed to act as the focal collection and store the toys till Christmas. If you can't get a toy to Jeanine or Scott, then get it to one of the Club officers. Thank you everyone, for making someone else's Holidays a little brighter.

The "Thing"

Mike Volonino brought this mysterious object down to the Field and it is driving us nuts! What is it? We don't know. We were hoping you might! The closest that we've been able to come to was that it somewhat resembles a Gitzensnorker with Transverse Gridge.



No one is even sure which part is the top and which is the bottom. The only clue is that the engine was mounted in the portion at the upper right of the picture. Judging from the shape of the other end, that would make this a 'Pusher', but there is no place for a wing though, as you can see, it does have a canard.

Has anyone ever seen anything like this before? Can anyone tell us what this actually is? It's driving the Lean-To Engineers crazy!!

Almost an accident

Bob Mandeville

I had a close call recently, at Mike Volonino's expense. A 30's vintage OT called a *New Ruler* had been given to me, and had been fixed it up. It's one flight showed that it needed a bit more work. I thought everything had been double checked. Note that word '*thought*'.

So, fast-forward to a custom-designed RC Flying Saturday morning. The plane was pointed towards the North end of the Runway for taxi just as Mike was retrieving his just-landed airplane and was walking towards the pits. Despite the fact that my plane was pointed away from Mike, as soon as I hit the throttle it turned and veered towards him. Steering away and chopping the throttle did nothing to help. The plane was too close to slow down. After lots of shouting and frantic arm waving, and a quick side-step by Mike, the 13" prop just missed chopping a big hole in his leg, and took a chunk out of one of the plastic chairs on the flight line.

The cause was a loose/broken tailwheel bulkhead that jammed the tailwheel – something that should have been caught. Mike graciously took it in stride (thank's, Mike). So, a few of those dreaded 'Safety' thoughts come to mind.

1. I at least had the presence of mind to chop the throttle, but that wasn't enough. I should have hit the engine kill switch automatically.
2. There should have been more distance between Mike and the plane for taxiing – especially having had only one flight on it. Whether this was a maiden flight or your 100th, remember! Things break, so it's good to have a *plan* in our brain to handle emergencies as we accelerate past other pilots on the flight line.
3. Whenever you taxi or take off (that was corny, I know) be prepared for the unexpected. We've all had takeoffs go bad for whatever reasons, from potholes to dumb thumbs. Having a plan on what you'd do if you get *in extremis* while your craft is still near warm-blooded people can save someone a lot of pain.

Just my \$.02

New Club Trainer(s)

Give a big Thank You to Bill Deacon for his donation of a Thunder Tiger Easy Trainer to the Club, complete with radio and engine. It flies great on an OS 40FP and is really stable. It's a great addition to our hangar of trainers and is going to see a lot of work in the upcoming years.

While we're at it, we also have a very overdue "Thank You" to Don Kraft who had also donated a Club trainer to us several months (last year?) ago. Don has never been properly thanked, so we'd like to correct that error.

Thanks to Bill and Don we have some quality trainers to use when a 'customer' shows up wanting to know what it's like to fly RC. Thanks again!

Trash Talk

As your self-appointed Field Trashmeister, I need to speak up about something. The trash can is at the field to keep things like coffee cups etc from becoming litter on the field. It's not for crashed airplanes, cardboard boxes, empty fuel or smoke oil jugs or busted chairs. That fills the barrel quickly and unnecessarily. Please truck the large items home. And it goes without saying, never dump a LiPo in the trash, for lots of obvious reasons. Thanks!

Brockton Aviation History

[Editors Note: The following is excerpted from the Internet and as far as can be verified. Visit <http://brocktonmagenealogy.tripod.com/search/feb02.html>].



The Wright brothers made their first successful flight in December of 1903. Hot air balloons had been in existence for over a hundred years by then, but they were at the mercy of the wind and could not be steered. So when L. Roy Knabenshue announced that he'd be bringing his airship 'Toledo The Second' a steerable dirigible of his own construction to the 1905 Brockton Fair, the

entire greater Brockton Massachusetts area went wild with excitement.

The first flight over Brockton was unannounced. Around 8 o'clock on October 4, before the Fairgrounds were officially opened for the first day of festivities, the giant canvas tent was opened and the huge airship was guided out to rest upon a row of sawhorses, keeping it just high enough for the propeller to clear the ground.

People came running from all over the grounds, thrilled to be present at the unscheduled event, an estimated 2,000 of them watched as the ropes were tested, the motors tried, and the ballasting sandbags removed. The crowd grumbled with impatience as the young Knabenshue, chewing a large wad of gum, mounted the triangular wooden frame and made the final adjustments. The craft itself was quite primitive. In order to take off, he had to sit in the back of the craft so that his bodyweight acted as ballast and kept the stern weighted down and the nose pointed skyward. Once he reached the optimal height, he'd scramble forward along the frame to level the airship's flight, steering by means of pulling on ropes to control the rudder from the center of the craft.

At 8:50, everything seemed ready. Knabenshue shouted "Let go!" over the hum of the engine and his assistants released their hold on the craft, which obligingly rose to the cheers of the crowd. The cheers quickly turned to cries of horror. The engine suddenly choked, causing the propeller to stop spinning. Without his engine or propeller and in a nose-up position, Knabenshue was unable to steer the ship. The 'Toledo Number Two' traveled 30 yards in 30 seconds, right toward the roof of one of the cattle barns. Knabenshue managed to clear the roof, but not the gilt-balled iron flagpole that topped it.

The netting that surrounded the end of the cigar-shaped bag of hydrogen caught on the pole, tearing away with a rip as the fast thinking pilot stopped the engine and shouted for help. His team of assistants were beneath him in seconds, waiting to catch the end of a rope that he tossed down to them. They pulled him down to safety and hurried the 'Toledo' back into the tent, leaving the crowd with nothing but the bent flag pole atop the roof to look at and shake their heads over.

Knabenshue had been very lucky. Had the flagpole not been topped with the gilt ball, the bag itself might have been punctured, causing him serious injury or death, not to mention the damage to the machine that was his livelihood. As it was, only the netting had been ripped, and that was easily repairable. Of greater concern was the engine. An announcement was made to the crowd that Mr. Knabenshue and his team would undertake to repair the damage and attempt to make the two flights that had been scheduled for that day.

Several times that day, rumors swept the grounds that a flight was imminent, sending crowds of people to the canvas hangar. When it was announced, as dusk fell, that it was too windy for Knabenshue to fly, shouts of "Fake!" went up and the crowd pressed against the ropes surrounding the tent. The four Brockton Police Officers present quickly called for reinforcement, and it was only the presence of nineteen of Brockton's finest that kept the crowd from surging into the tent bent on mayhem. Knabenshue never made another attempt at flight during the 1905 fair.

Top 10 Signs That You're Hooked on RC Airplanes

[or "Luke, join me on the Dark Side"] (Plagiarized from RCUniverse.com)

1. You start sweating when your wife says "I thought your plane was blue".
2. You'll drive 30 minutes to buy a prop but won't stop for a loaf of bread.
3. You won't open your trunk in front of strangers.
4. You think that your best planes should be on display in the Living Room.
5. Your cell phone ringtone is the sound of a Saito 125 Golden Knight.
6. You've CA'd your fingers together so often that you wave like Mr. Spock.
7. You spend more on Glow Fuel than you do for your pickup truck.
8. You think \$250 is a great price for retracts, but \$25 for a haircut is robbery.
9. You discover an engine that you did forgot you had.
10. When your wife says "It's me or the airplanes", you need a minute to think.

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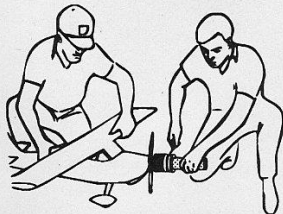
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And Now A Word From Our Sponsor

Someone always seems to have the last word in better mousetraps to separate us from our hard-earned money.

Here is another of those "Gee Whiz Gotta Have It Now!" tools that the Sophisticated RCer just had to have in his field box twenty years ago.

What's your opinion? Read the copy text for details. Has anyone ever seen (or worse yet, bought) one of these?

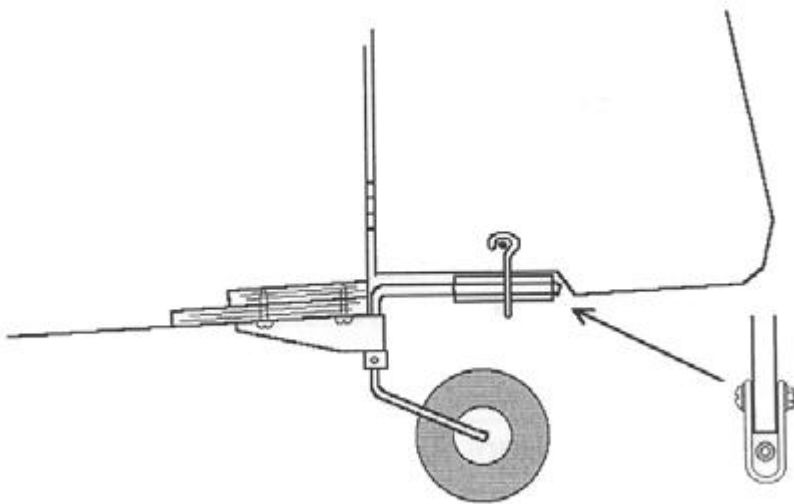
Courtesy of the March 1992 issue of Scale RC Modeler Magazine.

TIP: Links removable tail wheel assembly

A lot of kits out these days either have you mounting the tail wheel right on the rudder or having the tiller sunk into the rudder. There are some problems here. If the tail wheel is mounted on the rudder, all the shocks from that wheel are taken up by the rudder hinges. This is not recommended for long life. The better system to use is a tail wheel bracket to take all the loads. However, if the tiller is embedded in the rudder, there are still potential problems.

- 1) There is little turning shock absorption. Most of those shocks will be transmitted back to your servo.
- 2) After several landings, the tiller tends to turn the inside of the rudder to mush.
- 3) If the tiller breaks through the rudder, or if the wire strut breaks, there is no way to remove and replace it without ripping up half the rudder.

A removable assembly, as shown in the diagram below, circumvents these problems. Use a wheel collar on the bottom to transmit the loads to the bracket. On the tiller, put on a piece of inner nyrod, then some fuel tube. This will help dampen turning shock loads, easing the loads on the rudder servo. The yoke that goes around the tiller and is bolted to the rudder easily can be bent from clevis to rod wire. The bracket does not have to be lined up with the rudder hinge line. from the newsletter of the Simi Valley Fliers Simi Valley CA as reprinted in the AMA May 2003 National Newsletter



For Sale

An airplane that can be had for some pretty cheap money....

LT-40, used, kitbashed as a taildragger, shortened 'sport' wing. Modified as a toilet paper bomber. Trike gear setup. Requires electronics and engine. \$40, bare

Also available 'Receiver Ready' with Futaba S3004's and a Thunder Tiger 40, \$250 (requires only Tx and Rx)

Contact Bob Mandeville
Email n1edm at Comcast.net



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