The Tailwind

AMA Charter No. 704

AUGUST *DON LEWIS, EDITOR* **2014**

President: Lynn Perkes *Vice-President*: Bill Pruner
Treasurer: Lynn Perkes *Secretary*: Don Lewis
Safety Officer: Carl Tackett Instructors: Bill Pruner, Lynn Perkes

Next Meeting – Thursday, August 21 – Be There!

Be sure to check out the website at www.fly-hrcc.org

MEETING MINUTES

The meeting was called to order at 7:23 by L. Perkes.

Attendees: L. Perkes, B. Pruner, D. Lewis, C. Tackett

The minutes from the June meeting were published in the July Tailwind. A correction was noted: the June meeting started at 7:08 instead of 8:08. B. Pruner moved to accept the minutes as amended; C. Tackett seconded; passed unanimously.

L. Perkes presented the Treasurer's Report. D. Lewis moved to accept; B. Pruner seconded; passed unanimously.

Old Business

- D. Lewis has not yet reviewed fencing for pilot stations with Parks Department.
- L. Perkes to propose quilt raffle at next MTRCCA meeting in July.
- D. Lewis presented the flyer for the Fall Air Show. Modifications were made and the modified version will be distributed.
- Trailer was purchased. C. Tackett offered to donate a light kit; Bob offered to install it. Trailer uses a 2" ball.
- D. Lewis made a motion to get the Hobby King Event Package with the following stipulations: D. Lewis will finance package with the club reimbursing for the shipping when the package is received. If enough people show up for us to get the package price reimbursed, D. Lewis will have Hobby King credit his account. If not attendance is too low to get reimbursed, then the club will reimburse D. Lewis and keep the kit for the Spring Fly-in. B. Pruner seconded; passed unanimously.

New Business

- D. Lewis to get prices for removable pilot safety fences.

C. Tackett moved to adjourn at 7:49; B. Pruner seconded; passed unanimously.

TREA$URER'$ REPORT

May Balance	$ 1,598.76
Income	0.00
Expenses	(371.31)
Closing balance	$ 1,227.45

A CROSSWIND FOR SALLY

From At The Field *by David P. Andersen*

"We're in big trouble now," said the president of the Two-City Radio Controllers during the new business portion of the club meeting. "We've received a letter from the Minnesota Human Rights Department. It says that they have noticed that all of the names in our roster are male names. They point out that all of our officers are men, and that our board of directors has been all male for the entire history of the club. This is proof of de facto sexism, they claim, and we must mend our discriminatory ways or lose our charter as a non-profit corporation."

Several club members rose to their feet. "Unfair!" "Not true!" "Bureaucrats!" they shouted.

The president gaveled the meeting to order and motioned for the members to resume their seats.

"I know that we've never consciously excluded women from the building and flying part of our hobby," the president continued. "Our wives participate in picnics, fun fly events and the annual banquet. But for some reason, thru no fault of our own, no woman has ever been a regular active flyer in our club."

The room broke into pandemonium. At first, epithets were hurled at state government. Plans for retaliation were suggested, such as not paying the club's property tax. Finally, when order was restored, discussion centered upon why the Two-City Radio Controllers had no lady pilots. Women participate in most other sports—they play golf, ride horses, fly full-size airplanes, etc. There are lots of women auto mechanics. Why not R/C flyers?

"Perhaps we allowed an unwholesome and untrue image to develop," suggested one club member who had been contemplating the predicament. "They probably think that our flying field is a lot of mud, blood and beer," he said. "They hear terms like 'crap traps' and 'horney hinges,' but they don't know that the roughest language we use is an occasional 'I ain't got it!' and that the strongest drink consumed after club meetings is root beer. The truth is we would love to have some lady flyers at the field, but there just doesn't seem to be any of them interested."

"Well, guys," the president interjected, "we had better ***get*** some of them interested pretty soon. If we lose our articles of incorporation, we lose our field."

In the discussion that followed, many schemes were proposed, and most of them were implemented in the weeks that followed. Months went by without recruiting a single female pilot. All efforts failed and the future looked grim.

Then one day Sally appeared at a club meeting.

She was wearing a black skirt with a slit up the side, black patent leather high heels, a red silk blouse and a white leather jacket. She had long brown hair. Her blue eyes were accentuated with a hint of eye shadow, and her red lipstick matched her blouse. She held a Falcon 56 fuselage under one arm, and she balanced a wing in her other hand. The red, white and blue airplane matched her outfit perfectly.

"Hi," she said demurely as she stood in the doorway of the meeting room. "Would someone like to inspect my servos?"

Never in the history of the Two-City Radio Controllers was a novice to receive so much help from so many experienced flyers.

In the flying season that followed, Sally progressed from a beginner to an expert. Her rapid rate of achievement was due not only to the nearly unlimited assistance of the club members but also to her own natural ability as a builder and flyer. Her attractiveness was matched by her remarkable talent for building and flying R/C airplanes. Her interest was genuine. She liked the attention she received, and she enjoyed the camaraderie of her fellow flyers. But most of all, she thoroughly enjoyed the thrill of flight.

"I've sat in the seat of a 747," she said. "There's no feeling of flight at all. I've ridden in a light airplane and I've soared in a sailplane too—there's a bit more there. But I really feel the thrill of flight when my feet are planted firmly on the ground and a light summer breeze is blowing thru my hair and my Sig Kougar is turning final, settling in for a touch and go."

Sally made good use of the generous assistance she received from the other club members. Before long she had flown nearly every airplane in the club: hot pattern ships, unlimited-class sailplanes, scale biplanes, pylon racers and giant scale.

"I love them all," she explained. The more airplanes that she learned to fly, the better she became at flying any one of them. Like a bunch of suitors, club members tried to woo her interest in their favorite type of airplane. Some of them even switched modes so they could teach her to fly their airplanes.

After experimenting with a variety of R/C airplanes, Sally finally decided to concentrate on Pattern. As the date of the club's annual contest drew closer, Sally was observed practicing certain aerobatic maneuvers more and more frequently. Speculation arose as to whether she would enter the contest.

Dawn broke on the first day of the Two-City Radio Controllers Annual Open Pattern and Sport Scale Contest. It was the beginning of a warm August day with light winds and a clear blue sky. As usual, Sally was the center of attention.

She was wearing a white tennis skirt and a yellow golf shirt with white tennis shoes and yellow socks. Her hair was pulled back into a ponytail that poked thru the expansion space in the back of her Two-Cities Radio Controllers cap.

Her field box was covered with yellow and white vinyl. It had large black calligraphic letters spelling SALLY across the side. Her airplane was a Dirty Birdy epoxy-painted white with yellow lace and jonquils airbrushed onto the wing and stabilizer. Yellow and white lace ribbons on her transmitter revealed her frequency to be 72.960 MHz.

"If I were to change frequencies, I'd have to buy a new wardrobe," she explained.

When her name was called for round one, she picked up her airplane and transmitter and she carried them to the ready box. She required no caller because she had memorized the maneuvers. Not having to talk to a caller left more time to concentrate on flying, she had discovered.

Sally engaged the onboard glow driver and started the engine with one flip of the prop. The sun glinted off the glossy wings and the polished tuned pipe as Sally's airplane taxied into the takeoff position. Sally stood beside the judges seated in folding chairs near the edge of the runway. Shouts of "Go for it, Sally" and "Show 'em how it's done" were heard from the spectator area, as all eyes focused upon Sally and her airplane. But Sally tuned all that out. Her concentration was devoted solely to her airplane.

"Take-off starting now," she announced to the judges. She advanced the throttle slowly and held a slight amount of right rudder as the airplane accelerated slowly at first, then faster. It lifted into the air after passing by the judges' position and transitioned into a steady wings-level climb. Sally flicked the retract switch with her left forefinger. The landing gear snapped up.

Sally listened to the engine and observed the effect of the wind drift as she flew the plane around the field in preparation for entering the first maneuver. A slight crosswind meant that compensating for rudder had to be used in most maneuvers, she noted to herself.

"Double stall turn—starting now," Sally announced as the plane approached the center of the field. As the plane passed before the judges, it arched straight up and began to slow. Sally reduced the throttle to a fast idle. As the plane stopped, full left rudder rotated the plane in place, and it dropped straight down with a slight wiggle of its tail. Sally continued to hold a little left rudder to prevent the plane from drifting with the crosswind as it passed the judges again and pulled up into a second stall turn, rotated in place to the right and dropped with another tiny wiggle, leveling out at the exact same heading and altitude as the entry. "Complete," she said.

Applause burst forth from the spectators.

The remaining maneuvers of the Advanced Pattern were equally successful, receiving eights, nines and tens from the judges. After a well-flared and bounceless touchdown in front of the judges, Sally received a standing ovation of cheers and applause.

Sally's final standing in the contest did not go unnoticed by other flyers in Minnesota. Attendance at contest and fun fly events increased dramatically. People came to see Sally fly, and they enjoyed flying more when they were flying with her.

Sally's flying did not go unnoticed by women spectators either. When asked by other women why she enjoyed Pattern flying, Sally responded, "It combines the grace and beauty of figure skating with the excitement of Grande Prix racing. I wish more women would try it."

Indeed more women did try it. Because of Sally's example, more women joined the Two-City Radio Controllers.

There was Julie. She was fond of outdoor sports like backpacking and canoeing. Her sailplane was often seen above the river bluffs circling among the migrating hawks.

Alice gave up decoupage and macramé which she didn't find challenging enough, to build scale models instead. She was asked, after winning a scale contest, if her

Spitfire was really an appropriate subject for a woman to fly. “Why not?” she replied. “Women ferried Spitfires for the RAF during the Battle of Britain.”

Lucy became a star of model air shows. She pointed out that at last women were giving up the rough stuff like wing
walking to become pilots.

Heidi preferred the silent art of flying her Gentle Lady two-meter sailplane. She hopes to become the first female Level Five in the League of Silent Flight.

Shirley didn’t mind her reputation of being a fast woman. Her original design ***Quiche Me Quick*** won many pylon races.

As the years went by, the women flyers had a profound influence upon the club. Coffee and croissants were served at club meetings. Flowers were planted around the pits. The extra income from the overflow crowds at air shows and contests built a clubhouse at the field where afternoon tea was served. A Victorian gazebo was built in the spectator area. It was screened in so that children could play without interrupting the flying. A low hedge of well-trimmed honeysuckle bushes provided a decorative barrier between the pits and the runways.

It was truly a halcyon time for the Two-City Radio Controllers. By their dedication and hard work, the ladies became the major contributing influence in the club. In fact, their numbers grew to exceed the number of males.

The men welcomed this because the women maintained the field, they ran the business affairs of the club, and they were effective in keeping the club treasury filled with money. The men devoted all their time to building and flying and socializing and they left the work to the women—a dream come true for the men.

Then one day a letter arrived.

“We’re in big trouble now,” said President Sally during the new business portion of the club meeting. “We’ve received a letter from the Minnesota Human Rights Department. It says that they have noticed that the women in our club…”

Editorial

Dog Days of Summer

Summer is just about over – we are well into the “Dog Days” of summer where it seems that we don’t want to do much. Too hot, too tired… the excuses are plentiful. Just look a little farther ahead.

The MTRCCA fall event in Tullahoma is coming up in September on the 13th & 14th and should be a great event once again. Our club’s Fall Air Show is October 11. Now would be a good time to start getting ready. Put a final hone on your flying skills, make those repairs and adjustments that you have been putting off, and polish off that new model you have been working on in your spare time all summer.

Also, it would be great if you could help promote both events. We need a lot of help in this area. Just mentioning it every time you get an opportunity, or inviting someone who is interested is enough to get the events the publicity and promotion they need. I hope that all of you can help this great hobby grow. Thanks in advance!

That’s my opinion – it oughta’ be yours! ☺

Letters To The Editor

Any member is welcome to submit an opinion in writing so long as it is civil in its expression (I reserve the right to make that determination). You can email your letters to the editor to me at Don_Lewis@comcast.net, or just give them to me at a club meeting.

What?! No Letters?! Come on send one in… people are starting to think you’re chicken!

Novice Nuances:

Now You See It; Now You Don’t

Steve Bushong, Midland, TX

Most cowls require cutouts for the engine head, needle valve, etc. To make the cutouts accurately, you need to measure and mark them properly. Ballpoint pens and pencils don’t write very well on smooth, painted surfaces, and lines made by regular markers are difficult, if not impossible, to erase. A solution is to use Dry-Erase markers. Like regular markers, they will leave a line on smooth surfaces,

but when you've finished marking the cutouts, you can simply use a rig to wipe off any remaining ink.

Why Didn't I Think of That?

Mini Sanding Blocks

By Mike Barner, Ponte Vedra Beach, FL

You never know where you will find something that makes building models a little easier. Ever notice the sanding tools used by manicurists on nails? The widely use a four-sided block with emery-board sides. These blocks work great for smaller sanding jobs where a larger sanding block wouldn't fit. They are available in a variety of grits at most beauty-supply stores.

New Product!

E-flite® Adagio™ 280

The E-flite® Adagio™ 280 motor glider is the park-size solution for pilots who want a great soaring experience and the versatility of a sport airplane. Its sleek, high-aspect ratio wing and flowing fuselage offer the ability to slip cleanly through the air and connect with thermal activity. When the air doesn't deliver the lift you want, just add throttle and the high-torque outrunner motor whips the folding prop to life. Enjoy zooming performance that will take you to the prevailing winds, or perform basic aerobatics with grace and precision. With working flaps at your command, it's possible to improve lift for takeoff or create drag to pin-point land with ease. Best of all, this exciting park-size motor glider features advanced AS3X® (Artificial Stabilization - 3-aXis) technology that works behind the scenes to smooth out the effects of forces like P-factor, turbulence and torque. Instead of a park flyer, you'll feel like you're at the controls of an expertly tuned, giant-scale model that flies like it's on rails. You can have this Bind-N-Fly® Basic model flying in the time it takes to charge your battery and bind its receiver to your 5+ channel DSM2®/DSMX® aircraft transmitter.

Convenient Design
The 280-size design means that you can soar at smaller fields. Its two-piece wing allows for easy transport because the model breaks down into a small package. And because it's a motor-glider, there's no need for a Hi-start or a tow line.

Innovative Technology
Advanced AS3X® technology built into the pre-installed Spektrum™ AR6335 receiver has been programmed to help stabilize the airplane in turbulence. The result is the kind of control feel and performance you'd expect from a motor-glider many times larger.

Five Channel Control
Traditional four-channel maneuverability plus working flaps delivers more precise glide path control and allows for landing in a smaller area. The E-flite® 3.5-gram servos installed feature digital precision and amazing authority.

Aerobatic Maneuverability
The airframe design is optimized for high-lift and aerobatic capability. With the powerful ailerons, effective rudder and potent outrunner motor, the Adagio™ 280 motor glider feels right at home doing graceful aerobatics or searching for thermals.

Experience Level:	Intermediate
Flaps:	Yes
Flying Weight:	12.5 oz (356 g)
Motor Size:	280 Brushless Outrunner 1260kV
Overall Length:	29.9 in (760mm)
Power Plant Size:	180-280 Electric
Radio:	5+ Channel
Recommended Battery:	11.1V 3S 450mAh Li-Po
Speed Control:	10 AMP
Wing Area:	242 sq. in. (15.6 sq. dm.)
Wingspan:	56.0 in (1420mm)

Sometimes You Just Have to Laugh…

A computer engineer, a systems analyst, and a programmer were driving down a mountain when the brakes gave out. They screamed down the mountain, gaining speed, and finally managed to grind to a halt, more by luck than anything else, just

inches from a thousand foot drop to jagged rocks. They all got out of the car.

The computer engineer said, "I think I can fix it."

The systems analyst said, "No, I think we should take it into town and have a specialist look at it."

The programmer said, "OK, but first I think we should get back in and see if it does it again."

Century of Flight

The End of the German Air Effort

From Century-of-Flight.net

In the wake of the Germans ineffective and disastrous Spring Offensive of March-June 1918, most of the Allied commanders and even their political leaders, believed that Germany was a defeated country. Its Army has just suffered a massive defeat. A defeat that would certainly mean the end of Germany as a coherent state. But if this was the case in June 1918, the situation in the air did not match the one in the ground. After the June offensive, many German Jastas (squadrons) operating on the Western Front were removed from the frontline to rear areas for re-fitting and rearmament purposes.

New aircraft types such as the impressive Fokker D VII were assigned to those refitted units in greater numbers than earlier. In fact, by the end of June 1918, more than 270 D VII were distributed among the frontline Jastas. In an ironic twist of fate, by the time of the great German ace Manfred von Richthofen's death on April 21st JG-1 was in the process of assimilating their first D VII units. The timeline coincided, more or less, with the arrival of the first American scout units over the ravaged ground of the Western Front. The first American operational squadron actually arrived on February. Assigned to the Villeneuve sector, they carried out their first combat sortie on the March 15th when Raoul Lufbery led an unarmed squadron of Nieuport XXVIIIs over the dreaded front. Later on their tour of France, the Americans traded their Nieuports for the more agile SPAD S.XIII. Although the Americans entered the conflict in its later stages, their pilots displayed a flair for the dramatic very characteristic of their counterparts in the ground. Led by Captain Eddie Rickenbacker (26 confirmed victories) and Lieutenant Frank Luke (21) the Americans began racking up an impressive victory total during the summer and autumn of 1918 confirming their status as one of the more successful flying groups of the time.

Back at the front, on August 18th Great Britain launched its massive offensive along the Flanders section. The "Big Push" as the operation was referred to, was supplemented by thirteen squadrons of S.E.5as, seventeen equipped with Sopwith Camels, six with Bristols, fourteen with R.E.8s, four with the newly introduced Sopwith Dolphins, four with F.K.8s, five with D.H.4s, fourteen composed of the D.H. 9/9A platform, seven with F.E. 2b/d and seven additional units armed with the O/400 heavy bomber. In all, the British commenced their offensive with over 1,700 available aircraft assigned to 91 squadrons.

Meanwhile, on July 18th, the French launched their massive counterattack on its section of the front. During the early days of 1918, the Aeronautique Militaire underwent a total makeover that included the much talked about unit standardization among its escadrilles. By mid June, most of the French forward deployed escadrilles were fitted with the SPAD XIII scout pursuit planes. Forty nine escadrilles, augmented by another ten reserve units were available for the "push east". In addition, the French possessed twenty three dedicated bomber escadrilles flying the excellent Breguet 14, the Caproni 10 and the underrated Voisin 10. One hundred and forty additional units were available for action. Those supplemental escadrilles came from the French Army and its Navy counterpart. The total number of aircraft available at the front dwarfed anything the Germans could deploy on that sector. Over 2,800 units were operational by the summer. The number would increase to 3,225 units by the time hostilities ceased. With such an overwhelming advantage, the Allies were able to achieve and maintain air superiority over the whole front from June onward.

On the other side of the lines, the Germans did not sit idle while her enemies regrouped. In the

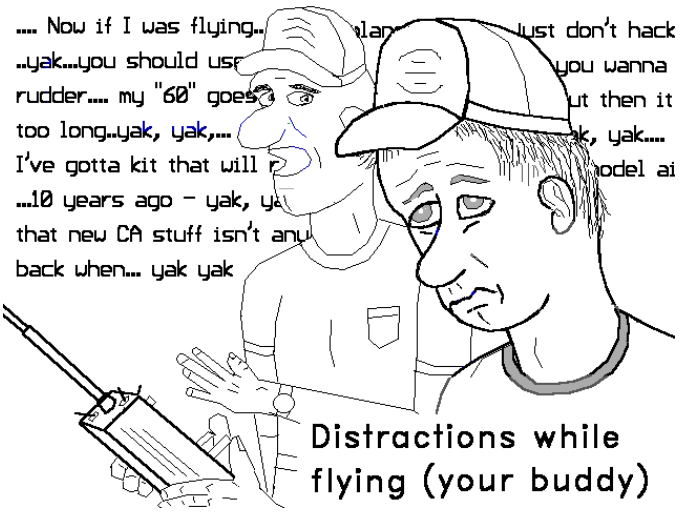
summer, Germany created a fourth Jagdgeschwader, JG-2, under the command of a veteran Bavarian fighter pilot, Ritter Eduard von Schleich. The Pour le Merite winner (1917) brought in an organizational structure sorely needed by Germany's air force. Schleich implemented new formations and introduced new tactics that, for a time at least, gave Germany a fighting chance in the air. His JG-2 was able to inflict heavy losses to their enemies on limited actions. One example of it was the American Metz offensive of September 20th. In action over the small French town, JG-2's pilots downed eighty nine American airplanes in just two days. Unfortunately for Germany, these types of accomplishments were unusual rather than the norm it use to be.

By September, the Royal Air Force was in the early stages of receiving the first units of the much anticipated Sopwith Snipe dedicated fighter. The advanced Snipe design was to prove so successful that the RAF utilized it in the colonies for up to twenty years after the war. Although ordered in great numbers and its delivery hastened by RAF commanders, the Snipe came too late into the conflict to directly affect the outcome. Nevertheless, the Snipe monoplane did leave an impression on the war. On October 27th, Major WG Baker, a pilot attached to the RCF's No. 201 squadron, flying patrol patterns over the Forte de Mormal, encountered seventeen enemy airplanes. Rather than turn back his monoplane, young Baker engaged the Germans and was able to down four (confirmed) aircraft, including three Fokker D VIIs; before he was forced to land on the British side of the dreaded trenches. For his actions that afternoon, the British awarded Baker the prestigious Victoria Cross.

On the German side, like the British Snipe, they did not get their "next generation" pursuit aircraft, the Fokker D VIII until very late in the war. This was the aircraft the Germans pitted their air fortunes on. Faster than the Snipe (aprox. 10 miles faster by some accounts) and lighter at the controls, there's little question than the new German parasol monoplane would have done more than just hold its own against anything the Allies could put in the air.

But time ran out for Germany. Internal strife, critical food and fuel shortages, coupled with the Allied penetration of their last major defensive line (Hindenburg) in October; forced Germany to the armistice table. In the end, not even the valiant German air force filled with one of the best aircraft ever designed, the "in erster Linie alle apparete" as the Fokker D VII was known to the French, could change the number situation.

The Lighter Side of R/C



According to Steven Wright…

- When I get real bored, I like to drive downtown and get a great parking spot, then sit in my car and count how many people ask me if I'm leaving.
- When I was crossing the border into Canada, they asked if I had any firearms with me. I said, "Well, what do you need?"
- You can't have everything. Where would you put it?
- A lot of people are afraid of heights. Not me, I'm afraid of widths.
- If you were going to shoot a mime, would you use a silencer?