



PROP WASH

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Delaware Governor declares State of Emergency due to snow storm

WILMINGTON, DELAWARE (BNO NEWS) – Delaware Governor Jack Markell on Friday declared a State of Emergency covering the entire state of Delaware, implementing an effective curfew in the State.

Vehicles have been ordered off the road in Delaware, effective as of 10:00 p.m. local time. Conditions are expected to intensify with heavy snowfall and strong winds that will make driving exceptionally dangerous. Given the anticipated strength of this storm, DeIDOT crews are expected to concentrate on major areas of travel for plowing, initially leaving many secondary roads unattended.

The emergency declaration allows only emergency vehicles and essential personnel on the roads until further notice. The Governor will evaluate the conditions of the roads after the storm passes on Saturday morning to evaluate damage and determine how long this restriction will remain in place.

“For your safety, the safety of our emergency personnel, and the safety of all Delawareans, drivers should stay off the roads once this storm begins and intensifies,” Governor Markell said. “Our state agencies have been working together to prepare for and combat the effects of this storm. Remaining off the roads helps them in this effort and is important to public safety.”

The Emergency Operations Center of the Delaware Emergency Management Agency has been activated. National Guard personnel and equipment have been placed around the state to be used if needed for emergency transportation and rescues.

Plans are being made between emergency managers and the American Red Cross to open shelters throughout the state, should the need arise.

Hopkins Field under feet of snow

The last two months haven't been kind to those of us who enjoy flying our RC aircraft at Hopkins Field. Those of us in warmer parts of the country like Sarasota, FL fared much better. The photos below were supplied by our club president, Jerry Springer and pretty much sum up the past two months. Substitute wind and rain when the snow melted and you get a more complete picture. The early spring has been much more kind and is eagerly welcomed by all!



Reminiscences of a Flying Aces Fall Meet, 1975

by Bob Clemens

I wrote the following after attending a Flying Aces Club (FAC) contest in the fall of 1975, held at a meadow near Durham, Connecticut, known to FAC members as Pinkham Field, a reference to the Phineas Pinkham character who appeared in the old Flying Aces magazine. This piece was published in the December 1975 edition of the National Free Flight Society Digest. At that time I was the digest's contributing editor for Scale. The FAC has grown considerably since that day 35 years ago when its membership numbered around a mere 100, but I know the same spirit pervades the club and its members today as it did on that long-ago autumn afternoon.

Only a dim afterglow remains beyond the low Connecticut hills to the west as I slide my two model boxes into the back seat of my car. The 1975 Flying Aces Club fall meet is over, but its impressions linger on. As I drive off through the deepening twilight my mind replays the day's recollections ...

The morning dawns clear and crisp; the ground fog and heavy dew are just burning off the meadow at Durham as the now-familiar yellow judging tent, fashioned from a large parachute, goes up. Contestants trickle in at a steady rate, their model boxes and paraphernalia dotting the grassy area around the tent.

A few tentative test flights by peanuts and profile models test the air; it is ideal and will remain so for the next two hours, calm and buoyant. My quarter-ounce Bede-4, inactive since the first Model Builder magazine postal contest, comes out of the box and on to the winding stooage. Two quick test flights confirm its trim, with the little ship turning 1:10 on the second flight. Mike Midkiff from Erie, Pennsylvania, has joined me and will be my flying companion throughout the day.

I change to a fresh motor for the Bede, but the rubber must be lousy as the model fails to climb and hits only 34 seconds. Not good in an event where the flight score is the total of three officials. Back to the test motor: 1,300 turns on the long loop of .065 rubber. The model rides the good air for a beautiful 1:43. Circling with it is a Folkerts Toots 1930's racer warming up for the Greve and Thompson mass-launch events.

Walking back to my table, I look up and see a Mattel Super Star electric model thermaling smoothly about 300-feet overhead, then start to slowly descend. What air!

Charlie Learoyd has arrived, and is flying his Lacy M-10 in Peanut Scale. His first flight with the nine-gram ship hits 1:21. The second maxes out at 123 seconds, followed by a spectacular thermal flight of 5:31 that peaks out at about 350-feet overhead and lands only a few hundred feet from the launch point.

Charlie has just retrieved his ship when Mike Midkiff flies his clipped-wing Piper Cub into the same air. It orbits in the light lift for six minutes. Again, the model lands only a short walk from where it was launched. Does it get any better than this?

Trying for 2,000 turns on the BD-4, I blow the motor, luckily without damage. Noting that the break was at the knot, I retie and use it for my final official: 1:40. Damn that first flight! But my total score will be good enough for second place behind Charlie Learoyd.

My 18-inch Farman Mosquito makes 1:19 on its first flight in FAC Scale, and I turn it in for scale judging. Mike Midkiff winds up his jumbo Bristol M1-C World War I fighter, his second entry in FAC Scale. It rises slowly and realistically for a short but impressive 34-second flight.

(Continued on page 5)

Learning to 3-D and 3-D Well: Rolling Harrier

**From the Mid Atlantic Radio Kontrol Society, Snow Hill, Maryland
by Jeremy Chin**

The next 3-D maneuver in the series, the Rolling Harrier or Harrier Roll, relies heavily on the basic aerobatic skills you have built prior to learning to fly 3-D. If you can't fly the basic aerobatic rolling maneuvers, such as a slow roll, four-point roll, or rolling circle, you will have very little success attempting to do a Rolling Harrier or a Rolling Harrier Circle. Take the time to learn those skills first.

Earlier in the series, you learned the Upright and Inverted Harrier as well as the High Alpha Knife Edge. To simplify matters, a Rolling Harrier is simply harriers and hakes strung together end to end and flown with a particular rhythm. Additionally, varying that rhythm allows you to steer the Rolling Harrier straight, left/right, or up/down.

There are a few common mistakes that many pilots make that you should try to avoid:

- Don't practice this maneuver in only one rolling direction. That will build a bias into your flying and make later maneuvers more difficult.
- Always fly the maneuver with both rudder and elevator inputs for altitude and heading correction. Flying with only one or the other results in a choppy-looking maneuver that is much harder to control.
- Try this maneuver on the simulator first and then transfer to real life. Flying Rolling Harriers comes from properly building muscle memory and rhythm, which can be done much more quickly on the simulator using the 'reduced time' method.

To begin the Rolling Harrier, start with the airplane in an Upright Harrier flying into the wind two to three wingspans high. With full control of the airplane, use the ailerons to roll the airplane to a High Alpha Knife Edge and hold it there. Next, roll the airplane to an Inverted Harrier and again hold it there. Follow with a roll in the same direction to High Alpha Knife Edge. Complete the sequence by rolling the same direction back to Upright Harrier. Practice this sequence of events repeatedly until you feel comfortable transitioning from one position to the next.

Next, decrease the amount of time you hold the airplane at each position and practice the sequence again. Continue practicing the sequence and reducing the hold time at each position until you can roll the airplane through each position without stopping the roll. Congratulations, you've just done a Rolling Harrier.

To build this skill, practice it in both directions and from starting points of upright and inverted harrier as well as from both orientations of High Alpha Knife Edge. Practice stringing Harrier Rolls together seamlessly until you can fly the entire length of your runway without stopping the Rolling Harrier.

For extra credit, learn to steer the Rolling Harrier by changing the timing of your rudder and elevator inputs. This aspect of the Rolling Harrier is learned most quickly on the simulator using the 'reduced time' method. →

Dumb Thumb!!!

This issue I'll talk about my most recent dumb thumb experience. Please note that while I should always have plenty of my own dumb thumbs to write about, I welcome any of yours for future issues!

I have been flying my 3D foamie for my students in classes and they seem to enjoy it as much as I do. One of my students shared with me that he had a helicopter at home that he has been flying. I told him to bring it with him to our next class. The very next morning he came into the gym carrying his little air hog helicopter and flew for me and Leslie. We told him to bring it back when he came to the gym with his classmates. Later that afternoon his classmates gave him a loud roar of an ovation when he was finished flying.



I shared this story with Remy Haynes at the Seaford Hobby Stop and he gave me an E Flight mSR to try out in my classroom. I got it just in time for the week long snow so I got a great deal of practice before showing it to my students. I'll tell you what, this little heli can take a hit and keep on flying. Priced at about \$130, I would certainly recommend this ship to anyone who has even the slightest interest in flying helicopters. It's only about 7 inches long and can fly right inside your house without a problem. And it can fly outdoors if there is no wind.

I learned the hard way that if you plan on flying in the cold weather, you need to let it acclimate for about 15 minutes before taking off. Not knowing that the gyro is very sensitive to temperature change, I took off right out of the house and landed hard not long after. The Hobby Hanger down the road from my brother's house in Chantilly, VA was where I went to purchase my replacement parts. It was there that I also learned how sitting the heli outside about 15 minutes to acclimate to the cold could have prevented the damage and saved me some cash. Lesson learned!

Please share your dumb thumb in the next issue of Prop Wash!

Tips and Tricks

The first tip is from Bill Womble who is repairing his Hangar-9 P-51D: Bill needed to repair a few cracks in the balsa skins of his airplane's wing near the root rib. He removed the flap servo, and realigned the pieces of balsa. Bill then reinforced the area by laying a piece of fiberglass drywall tape, adhesive side to the balsa, over the cracked area and drizzled CA onto the balsa and tape. This made a quick, effective repair.

The second tip is from an anonymous source: If you need an air scoop, use a portion of a plastic spoon. Glue it to the wing or fuselage, fair it in, and paint it to match the structure. Looks great!

Third tip: When repairing Coroplast airplanes, it is essential that all oils are removed from the surfaces to be glued. One method is similar to that used in repairing balsa airplanes—wipe down the surfaces with a degreaser, then wipe again with alcohol. This will remove 99% of the oils and glue will adhere to the surfaces. The best glue to use is a contact cement such as 3M's Super 77.

Fourth tip: The best way I am aware of to prevent your landing gear wheels from falling off the axles is to thread the axle and fix the wheel with an aircraft (self-locking) nut. It will not fall off!—

From Flightplan, Flight Masters Model Airplane Club, Fort Smith Arkansas

Free Flight (continued from page 2)

The wind has shifted and picked up, now coming from the south. The blue sky has given way to a light overcast, and the good air has started to fade. My Eyeball Embryo endurance ship, flying in its first meet, lifts off the card table and climbs into what's left of the lift. I'm able to jog under it as it drifts off the field, finally landing in an open area beyond a tree line. This would be the only max anyone gets in Embryo that day. Lucky!

Some guy shows up a little later to post 73, 117, and 109 and win first place in Embryo for the third year in a row. What was that name again? Oh yes—Henry Struck, one of Free Flight's greats.

My second flight is a fair 87 seconds, but the third dies out at a disappointing 63, still good enough for second place.

By now most of the contestants have moved to the south end of the meadow for the raceplane events, the Aerol, Greve, and Thompson trophy "races." These events feature simultaneous launches of rubber-powered Gee Bees, Keith Riders, Travelairs, Folkerts, and other gems from the Golden Age of air racing. They must be seen to be fully appreciated. Last ship down wins the heat.

As I look back at the main flying area, a Comet Waco Coast Guard biplane is thermaling slowly off to the north. Talking later to its builder, Ed Taylor, I was told those familiar words, "It was just a test hop." Ed had to retrieve the all-blue ship from a tall tree. Even at a small contest such as this, the variety of scale models is both fascinating and amazing.

The contest ends at 5 p.m. Final scores are tallied, and awards are handed out as a Bellanca Airbus circles over the headquarters' tent. My Farman gives me my third, second place of the day, scoring maximum scale points under the FAC rules, finishing behind Chet Bukowski's Allied Sport low winger, based on a Comet kit plan from the late 1930s.

His CD chores finished for another season, Dave Stott breaks out some of his own ships for some fun-flying. By now the air is very calm. The sun is setting. Up goes Dave's Beardmore Inflexible, a Jumbo Scale bomber prototype from the 1920s. It rises like a Wakefield, smooth and strong. Several Embryo endurance models are up again, floating on the cool, dead air. A peanut Mister Mulligan goes up, quickly followed by Bob Thompson's profile Boeing biplane. Dave Stott trots out a real eye-catcher, a two-foot B-25 Mitchell. Off it goes, its two rubber motors each driving a three-bladed propeller. Beautiful!

Ed Novak winds up a Boeing P-26. Up it goes for a short, but very stable flight. These guys are having a ball, flying in the final minutes of daylight. Dave Stott winds up again, this time it's his sleek Mr. Smoothie Thompson Trophy racer. And it is smooth, and fast, built with its landing gear retracted.

The fun is contagious. I get out my Farman Mosquito again and quickly put it up for two flights.

Suddenly, it's all over. The tent is down and gone. Car doors slam in the gathering darkness. Scattered voices sound good-byes along the meadow's edge.

As I put my key in the ignition I think to myself, "This, my friends, is what stick-and-tissue Free Flight business is all about." →

Soup Talk

Soup Cambell puts on a show and tell at the Lewes RC meeting in February. Soup showed off his biplane, F-35, and last but not least, his helicopter. While Soup is a relatively new club member, he brings with him a great deal of experience with both fixed aircraft as well as helicopters. Soup has competed in a number of different competitions including his favorite – helicopter autorotation landings where the pilot has one try to land his ship as close to the mark as possible – after powering down. Welcome to our club Soup and thanks for sharing your talents and experience with us!



Lewes RC Members Inspire Local Scouts

Soup Cambell, Paul Esposito, and Paul Knapik went to a show and tell for the cub scouts at pots nest bayside. Soup talked to about 25 cub scouts and their parents as well as their pack leader. According to Knapik, Soup talks as good as he flies. The scouts were very good listeners and they asked many good questions. Paul Esposito brought his bi-plane and the clubs It-40. Soup had his F-35 and chopper plus a partially finished piper 182. All in all it went real well. See pictures below!



The weather can't stop these club members from enjoying each other's company over breakfast! Looks like fun!!! Hope to see everyone at the field this Spring and Summer!!!!



Upcoming Events:

Web Site: Mike Ludden is updating our club's web site! Keep your eyes out and please send him any pictures and event information you may have.

April Meeting:

4/13/2010 6:00 PM
Legion Hall on Rt. 24

Flying of Paul Knapik's Gee Bee!
TBA

April 10th SSC at Sussex Aeromodelers Club (SAC) - Seaford, DE

May 15th SSC & 2548 at Free State Aeromodelers Club - Laurel, MD

Warbirds Over Delaware (Jul 7-10)



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Field Marshal: Paul Esposito – 228-8597
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