



PROP WASH

February, 2010

www.lewesrc.com

VOLUME 53

In It For The Long Haul

My fascination with flying RC aircraft is appearing to be much more of a long-term hobby than a fly-by-night whim. Like most of you, I am spending a small fortune on different planes, batteries, radios, servos, fuel, and miscellaneous parts. I think I'm up to nine planes and it was less than eight months ago when I bought my first foam piper cub. Now, thanks to both Paul Esposito and Paul Knapik, my planes are no longer sitting on the garage floor. They both encouraged me to build permanent structures in my garage to house each of them and get them out of the way. Not only that, Paul Esposito actually built me a large worktable to assemble and repair my planes. This is no ordinary table either. Paul Esposito met me at Lowes and helped me pick out all the materials that would be needed for a table that folded up against the wall when it was not in use. The idea is to be able to use that space and pull the car into the garage when needed. We loaded up all the materials into Paul's truck and headed for his awesome wood working shop. Being there with Paul was one of the best times I've had in a long time. Paul is amazing! He had it all worked out in his mind and watching the master was like being on the set of Norm Abram's Yankee Workshop. We spent most of the morning measuring, cutting, drilling, and screwing with the nicest tools you could imagine. Hey – get your heads out of the gutter!!! After the table was finished, Paul carefully loaded it into his truck and drove it to my house in Ocean View and installed it onto the wall of my garage. Thank goodness I twice measured the space between the two garage windows, because I think Paul would have beaten me had the table not fit. As it turned out, the table was a perfect fit and I've already built two planes, wrapped my Christmas presents, and held stacking practices on her. I used to do all that right on the garage floor. Thanks Paul!!!



The self-healing green cutting surface was purchased from Michael's. I got to the counter thinking that I would be spending over \$100 but I figured it was well worth that price to have a nice cutting surface and also be able to protect my awesome new table. When I got to the front, the very nice lady behind the counter must have had pity on me because she gave me a ½ off coupon. I was looking at the wrong price on the back too. The cutting board ended up costing me less than \$25☺

From Bad to Worse!

For John Pulli, this morning was spent working out the kinks of a smoke system and gasoline engine that didn't want to cooperate. Little did he know this would be the very least of his problems. Many of us had had several flights, some with multiple planes, before John was getting close to having his massive biplane ready for flight. As he should have been, John was being very patient and methodical. You may remember this was the second so-called maiden voyage for a plane that John had repaired so meticulously after an unfortunate accidental crash on its first maiden voyage. As you can see from the pictures, John's plane looked perfect. But as we all learned that morning, looks can be deceiving and even minor glitches can turn into catastrophic nightmares in a matter of seconds. John was using two 2.4 GHz receivers. One to control rudder and the top and bottom ailerons of one half of the wing and the second to control throttle and the top and bottom of the other wing half. From my recent discussions with him about this set up, John has since learned that both receivers needed to be bound to the radio at the very same time rather than one and then the other. It is clear from the pictures that John never had control of the plane after taking off. Looking closely on a large screen you can clearly see that one side of the ailerons was functioning while the other side was not. What a sad ending to a frustrating morning for John! And in the end, we never saw it smoke! I'm confident that someday John will have that smoke system in another beautiful plane and will be drawing smoke rings in the sky over Hopkins Field!!! He will be smiling☺



Learning to 3-D and 3-D Well; Part 3 of 5: High Alpha Knife-Edge Flight

From the Mid Atlantic Radio Kontrol Society, Snow Hill, Maryland

by Jeremy Chin

In the previous articles, you got the right equipment (both virtual and real) and you learned how to fly a Harrier. Then you expanded your 3-D horizons by learning to fly an Inverted Harrier. You are well on your way to building a solid base of fundamental 3-D skill.

Next in line is another fundamental skill that can be built upon later. It is time to learn to do a High Alpha Knife Edge.

If you followed earlier suggestions to build your basic aerobatic skill set, you learned to fly a Knife Edge during that effort. If not, then go back and learn to fly it. Make sure you can fly both left tip down and right tip down, and both orientations with the top and the belly of the airplane toward yourself. This basic aerobatic skill can also be developed quickly using the simulator.

If and when you are comfortable flying regular Knife Edge flight, you are ready for the next step in your 3-D education: High Alpha Knife Edge. This name is really just the common name for flying Knife Edge at a high angle of attack.

To learn this skill, start by flying a regular Knife Edge down the field repeatedly. As you fly, gradually increase the rudder deflection, while balancing that against changes in throttle. Some airplanes require more throttle, some less. All have a point of equilibrium that you must find on your own.

This skill can be learned at any lower altitude, but I've found that having the lower wingtip at around eye level is the most effective. This altitude gives enough time to roll the airplane back to level in the event of a problem, but is not too high to allow good vision of the airplane.

You may find that the airplane you are flying will require a higher angle of attack in high-angle-of-attack Knife Edge than it did for Harrier flight. This is because the fuselage typically has less area than the wings do, and thus requires a higher angle of attack, more power, or both, to maintain a flat heading. You may also find that you need some aileron correction or elevator correction to keep the airplane on the same heading while in High Alpha Knife Edge. Fly the airplane in this case rather than relying on a mix. I've found that rarely are mixes effective in maintaining High Alpha Knife Edge when compared to regular Knife Edge.

Perform the same exercise in both directions down the field, and both directions with both orientations to yourself. When you feel comfortable in all orientations, begin to make circles with the airplane. Use your elevator to 'steer' the airplane in your intended direction. Practice this skill repeatedly until you feel comfortable in all attitudes and orientations, and turning in all directions.

When you have mastered High Alpha Knife Edge and flying upright and inverted Harriers, you are ready to move on to two more advanced 3-D skills: The Hover/Torque Roll and the Rolling Harrier. Each will be covered in upcoming articles. →

Dumb Thumb!!!

This month I learned the importance of wearing protective gloves when working with fiberglass rods. Kirk Adams warned us that fiberglass splinters are “nasty” and that coating the ends of the exposed rods with epoxy is a good idea to help prevent the splinters from getting into your skin. His kit requires fiberglass rods along the entire length of the top and bottom surfaces of the wing as well as the fuse and tail sections. Building multiple combat planes means working with and cutting to length a bunch of fiberglass rods. Remembering Kirk’s words, I worked very carefully as I cut and inserted the rods into place. A few weeks after building a couple of his planes, I noticed two of my fingers had red sores that were raised up and very sensitive to the touch. It had to be a fiberglass splinter but because I had been so careful I was not so sure. I used tweezers to fish around for the invisible splinters and mangled up my skin pretty good in the process. A few days later the skin had grown over the sore again and it was still very sensitive. The next time I used an old shaving razor to shave off the raised skin and hopefully the splinter too. Nope! Wart remover didn’t work either so I knew I had to resort to more drastic measures. In the shower I got out my razor again and I began shaving the skin off the area but this time I dug deep into my finger. So deep that blood began pouring out. Because a simple Band-Aid wouldn’t have worked, I put a few drops of medium CA onto the wound followed by a tissue and duct tape. In two days I took off the tape and kept it exposed to the air. That was two weeks ago and it appears as if the splinters are out of my finger! I’ll spare you the gruesome pictures. Another great use for CA!

The Perfect Gift

In December Leslie and I were invited to attend my best friend’s 40th birthday party in Washington D.C. My friend John Kern grew up flying RC airplanes while I stuck to my RC gas powered cars. John’s dad is a former pilot who worked for the FAA and finished his career as an executive for Northwest Airlines. John and I don’t see each other as much as we would like. He has three young girls and I have two. I was really excited about seeing John turn 40 as I’m still 39 until April. Knowing John’s passion for flying, I couldn’t think of a better gift than a model RC airplane. John was very close to getting out to see one of our combat competitions this past year and eventually I see him joining in on the fun. I had about two weeks to build him the perfect combat plane – Kirk’s plane. My new table made the build much easier and faster! When I was finished I wrapped it up in birthday wrapping paper. When I walked with the plane into the Gaylord hotel, everyone either looked or made a comment like “he’s going to love that” or “I know what that is.” I was cracking up and just couldn’t wait to see him open it up! See below☺



Christmas Dinner at the Esposito's

I know that I speak for all of us when I say that this year's Christmas party hosted by Fran and Paul Esposito was absolutely outstanding and certainly a highlight of the year! Leslie and I thoroughly enjoyed ourselves as we indulged in great food, great wine, great desserts, and great fellowship. Fran and Paul are the consummate hosts, showing each of us their amazing hospitality. Every detail was well thought out even down to the marshmallow Christmas treats for those of us with a sugar tooth. They even made sure we brought some home with us for the girls – they didn't last long. We are both already looking forward to next year!!!



Thank You Fran and Paul for hosting the 2009 Christmas Dinner!

Christmas Dinner Pictures



Did You Guess Who?



**Answer: Mr. F Terry Carmine
of Lewes, Delaware
1935 or 1936**



Upcoming Events:

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

February Meeting:
2/9/2010 6:00 PM
Legion Hall on Rt. 24

March Meeting:
3/9/10

April 17th Sussex Aeromodelers
Club
Seaford Combat

March 13th – Flea Market –
Lebanon, PA

April 10th and 11th
Toledo, OH - Airshow

April 30th – Richmond, VA – Wide
Night Race “Kirk has tickets”

Please see website for more
comprehensive list of events.

President: Jerry Springer – 690-6173
Secretary: Dawson Gillaspay – 945-0329
Field Marshal: Paul Esposito – 228-8597
Events: Alan Walker, 684-0523

Safety Officers: Paul Knapik – 947-2627 and Jim Halpan – 684-4459

Vice-President: John Pulli – 945-8242
Treasurer: Vince Peterson – 684-1265
Editor: Garrett Lydic – 381-9220
Web Master: Michael Ludden

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Mike Ludden, 684-5162; Eric Martin, Alan Walker, 684-0523; Clark Woodring, 227-3236