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# The Squire Flyer

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Triumph is just 'umph' added to 'Try'!

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## New Years Day Fun-Fly

**O**ur fellow Chapter, the Connecticut Model Airplane Club invited Country Squire Modelers to their first Annual New Year's Day 'Freeze Fly' at their James Caissey field flying site starting at 11am. With 12+ inches of snow on the ground, your intrepid SF Editor found his way to a hearty welcome and display of craft all sporting snow skis. Hot Dogs and Coffee were served and most welcome to restore circulation to fingers and toes! Braving a 'rolling' ground wind, pilots took to the crisp air against a backdrop of bright sunshine and deep Connecticut Blue skies. As the CMAC so aptly describe it - it was 'Not For Sissies!' **Thank you Balsa Bugs; and to everyone else in the Country Squires who didn't turn up, it was only your loss!** Pictures will be made available at our next meeting and placed up on our web site - thanks Bill.

## Next Meeting

**M**onday Feb 12<sup>th</sup> 2001 at our normal location in East Norwalk Public Library basement, Van Zant Street, starting at 7.30pm.

**Top of the Agenda - Help Newcomers year!**

**"Prop Roulette"**

Following on from Alex's introduction to his Solar Powered machine in December, you are all invited to continue playing this



the question you receive and get as much help as possible - the object is to encourage participation and learn while doing it. I wonder what devious questions we might be up against? Umm - come play and find out! [Doesn't matter if you missed January, you can still participate and try and win]

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### Interesting Ideas?

**Express yourself!** Let Leo Joe or Boyd know what you are feeling and what you want out of this club in 2001. Don't hold back - come forward!

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**"Round numbers are always fake." - Samuel Johnson. Stay skeptical!**

## Presidential Address!

**W**ith the inauguration of 43<sup>rd</sup> President behind us, it is only fitting that we hear from our own leader - the Maverick Jet Flyer Leo!

I would first of all like to wish everyone a hearty and prosperous 2001. And also, immediately say that Joe and I appreciate and thank you all for your votes and support in electing us to return for another term as your VP and P! I have a number of ideas and with all those willing to participate and have fun while doing so, we should get in some good flying. Wednesdays will once again be trainer nights and other mentor pilots and I will be on hand to assist everyone who wants to fly, to get their wings. Come along to Sherwood Island State Park and together with trainers and buddy boxes we will get you airborne. My intention is to have hopefully two ARFs, but certainly two radios, one JR and one Futaba and so if you have your own trainer and transmitter, we should be able to accommodate most students. And by students, I mean students of all ages - it is never too late to learn. And yes, we will be using buddy boxes. So for instance Boyd, put down

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## Inside This 'Bumper' Issue

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- 1 SETI**
  - 2 Brig. Gen. William Mitchell**
  - 3 Diary Dates and Hints & Tips**
  - 4 Tailhooks!**
  - 5 Updated Useful Contacts!**
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that electronic quill of yours, get out from behind your work desk and come and get some forthcoming evening sunshine! I also intend to organize some more fun-flys, define a new and updated flight plan for Sherwood. Don't forget, we MUST stay away from the Beach, Parking, White House, Guard Shacks and Pits. No 'ifs' or 'buts' and with the new Park layout, this will be challenging to many but will all make us better pilots! Enough for now, except to say welcome to all seasoned members and an especially warm welcome to all newcomers who joined in the last year. It has I know been frustrating while we didn't have our flying site, but now we do have it back, let's go make full use of it.

With kindest regards and best wishes to you and your families,

Leo

## Skywriters

From: "HP Singh"  
hpsingh@bestweb.netTo:  
<webmail@countryquires.com>  
Sent: Wednesday, December 13,  
2000 7:09 AM  
Subject: Update to Contact  
Information

Dear Billy,

Please note that my phone number as listed under 'Contact Information -Instructors' needs to include the (914) area code. Correct information is:

Harvinder Kambo (914) 533-6061

Thanks.

Appreciate all the effort you are putting in for the club.

Sincerely,

Harvinder

I have updated your phone number to include the 914 area code. Many thanks Harvinder for drawing to our attention - Ed.

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From: "Bob Nus"  
<bnus440@hotmail.com>

To: <webmail@countryquires.com>

Sent: Monday, December 25, 2000 12:28 PM

Subject: electric helis

Hi, can you give me a little advice on getting into R/C helis?

I am thinking I'd like an electric, so that for simply hovering, I could use it indoors, maybe in the garage. I know I'd have to be very careful. Would I be sorry to get an electric? Would I want collective pitch? What would I purchase? Something for around \$600 for helicopter and all accessories? Can you suggest brand names and direct me at all? I sure would appreciate any info you'd be willing to share.  
Thanks, Bob

Billy Waldman writes in reply: -

Electric Helis

Bob - while I can't profess to know very much about helis, I'll see if I can give a couple suggestions I'm CCing this message to our newsletter editor (Boyd Misstear), who I'm hoping may know if we have an e-mail address for one of the heli-gurus in the club.

For general info, you might try towerhobbies.com, which you may have already seen, and I would also strongly suggest paging through a few issues of Model Airplane News (there are several recent issues which review heli kits), which is sure to have good information on helis, electric's, and pretty much anything else.

Other than the above (which you probably already have come across :() , I'm afraid I can't help you too much, but hopefully Boyd will know someone who can help. Also, if all else fails, nothing can substitute for visiting local hobby

## The Squire Flyer

shops, as if you find one which caters to R/C enthusiasts, there's little doubt where you'll be spending the bulk of your time should you get into the hobby :).

Happy Holidays, and Best of Luck, Billy Waldman

Webmaster - Country Squire Modelers

P.S. As I read this over, I remembered seeing a book on R/C helis somewhere - I did some quick searching.

<http://www.rcstore.com/temp1.asp?sku=2019>

is the URL of the book at www.rcstore.com . One thing to note is that the page that you will be brought to is missing the "contents frame" of the website, so once you have looked over the info, I would suggest going back to "plain" www.rcstore.com , and then finding your way to the book again 'within the bounds of their site'. Again, best of luck, and if anything I have said has confused you, feel free to let me know!

[Our useful contacts list for heli experience was drawn to Bob's attention - Ed.]

## “The Wind Sock!”

### Club News - in Brief!



**T**he 'Prop Roulette' got off to a great start at our January meeting. Alex provided the solar powered rotating prop and together with his dad a choice of some 100+ questions. Depending where the pointer stopped, decided what category of question ranging from Early Aviation, through Notable Figures to Modern Flight, both Military and Commercial. Participants read out the questions and everyone has until close of the competition to return answers. By all means seek advice and

help, the more that participate the more enjoyable it will be. 5 points are awarded for each returned entry and an extra 5 points if you get it right! So far some ten or so questions have been issued and one enterprising person made a note of all and has replied with hundreds of words of explanation! Indeed, some of the answers are better than the organizers! Come to our next meeting and continue to participate and learn. All questions will be published along with all interesting and correct answers in later editions of the SF. Don't forget, there is a sizeable prize for first place and I mean sizeable! The North Eastern Drone Society [NEDS!] have a new web site <http://www.geocities.com/chevy06040> /Pete ran another Delta Dart competition and Gerry very kindly donated three prizes. First went to Pete Covello [\$15 gift voucher to AI's], second place to Irwin Weisbrot [\$10 gift voucher to AI's] and third place went to Alex Misstear [bottle of 'Glue It' - which will come in handy to repair competition damage inflicted during flights! /Winter Build Competition - advance notice. This will be held at our April Meeting and THERE WILL ALSO BE A DOOR PRIZE FOR ALL ENTRIES brought along. Craft must have been built by or in conjunction with the exhibitor and may or may not have been flown. Any volunteers to organize - please step forward! /Charlie Micha has kindly stepped forward and offered his services as a Mentor Pilot for the forthcoming flying season - thanks Charlie - your name has been added to the roll of honor in the Useful Contacts List in both Mentor and Heli flyer categories /Hal Peters has a new email address, please pass to Boyd. How are you enjoying the FL sunshine Hal? Think of us with all of our snow! /Nick

Whidden won the 50/50 - well done Nick/Chuck reported we have a balance of some \$4,048.06/Don't forget the West Springfield show for all you railway buffs - see Diary Dates for details of Feb 3<sup>rd</sup>/4<sup>th</sup> weekend. Who was it who said to me in Gerry's that you think flying is expensive, it's nothing to railroad modeling! Should one take comfort in that statement? /And last but not least, see our illustrious 'Presidential Address' from Leo elsewhere in this edition. For you winter buffs, happy flying and to the sissies amongst us, 'Here's to the Spring and warmer weather'!

**Request to all members: please pass all news of fellow members and their activities along to Boyd so we can keep all up to date with happenings in the world of the Country Squire Membership.**

## SETI

**S**ETI, short for the Search for Extra-Terrestrial Intelligence, analyzes radio signals from outer space for signs of alien signals, and the SETI@home project uses PCs to do the processing. Users install the software on their home or work computers, where it downloads data collected by the Arecibo Radio Observatory in Puerto Rico, performs a mathematical analysis, and sends the results back for processing. On desktop computers, the program works as a screensaver or in the background, exploiting the computer's processing power when its owner isn't.

Using this technique, SETI@home is able to marshal

## The Squire Flyer

the power of hundreds of thousands of PCs, processing more information than any supercomputer. The world's most powerful computer, IBM's ASCI White, runs at a speed of 12 teraflops, or 12 trillion floating point operations per second, and costs \$110 million. In contrast, the SETI@home project runs at about 15 teraflops and has cost only \$500,000 so far.

With 2.6 million users participating, the project has analyzed more than 253 million work units, at an average of 17 hours of CPU time per unit. While they haven't found conclusive evidence of intelligence, astronomers involved in the project say there are many signals that may prove to be extraterrestrial in origin once they have been carefully analyzed.

[For any of you non PC guru's who haven't seen SETI, it's quite something to behold on someone's monitor screen! Go to <http://www.seti-inst.edu> - Ed.]

**"The thing that impresses me most about America is the way parents obey their children."  
- Duke of Windsor**

## Billy Mitchell

This is another in our series of articles on people who have made a significant contribution to or impact on aviation in one form or other. Please send in your ideas of who we should cover in future editions of SF. The following article by C.V. Glines was written in 1997 - the 50<sup>th</sup> Anniversary of the U.S. Air Force. All rights respected. It is included here to further our knowledge amongst members. Enjoy! - Ed

**A**s Brig. Gen. William Mitchell faced court-martial charges in 1925, the *Kansas City Star* described him as 'a zealot, a fanatic, a one-idea

man...' but added that someday his dream might come true.

By C.V. Glines

As the U.S. Air Force celebrates its 50th anniversary in September 1997, it is fitting that the man who did much to help bring the Air Force into being should be remembered. William "Billy" Mitchell was a crusader who had the vision to understand the potential of air power long before his contemporaries.

The name Billy Mitchell brings different images to mind. To most, he was a hero, without whose dire warning the United States might never have been able to field the world's largest air force in time to fight World War II. To others, he was an ambitious egotist and zealot who ran roughshod over anyone who opposed his views on air power, especially his military and civilian superiors.

In a sense, the barnstorming era of the 1920s was also the Billy Mitchell era, because it was his voice that first loudly proclaimed the need for strong air defenses. Long before anyone else, he vigorously advanced the theory that the airplane would replace the fleet as America's first line of defense. He also saw the flying machine as a strategic weapon that could take a war to an enemy's industrial resources.

Mitchell was born in Nice, France, in 1879, the son of a U.S. senator. At age 18, he enlisted in the Army as a private when the Spanish-American War broke out. He was commissioned and served in the Army Signal Corps in Cuba, the Philippines and Alaska before becoming interested in aviation. As early as 1906, however, he prophesied in the *Cavalry Journal* that "conflicts, no doubt, will be carried out in the

future in the air." After the first aircraft was purchased by the Army, he wrote several more articles pointing out that airplanes would be useful for reconnaissance, for preventing enemy forces from conducting reconnaissance and for offensive action against enemy submarines and ships.

Mitchell was assigned to the Army General Staff in Washington in 1912 as a captain; at age 32, he was the youngest officer ever assigned to that important post. He prepared a report on the needs of American aviation and argued that, with the advances then being made in aeronautics, the United States was being drawn ever closer to its potential enemies and that distance would soon have to be measured in time, not miles.

Promoted to major, Mitchell was considered too old and held too high a rank for flight training. Convinced that his future lay in aviation, however, he paid for his own flying lessons at a civilian flying school at Newport News, Va., and later received a rating as a junior military aviator.

In April 1917, by then a lieutenant colonel, he was assigned to the American Expeditionary Forces in France and became one of the first Americans on the scene after the United States declared war on Germany. He immediately fought for the creation of American air units in France but was frustrated by the delay in getting American planes and pilots into the war. It galled him that the French had to provide air protection over the American lines, resulting in what Mitchell viewed as a lack of control and effectiveness. Mitchell met British General Hugh "Boom" Trenchard and quickly adopted his thesis that military air power

could and should be used in a "relentless and incessant offensive" in wartime and, if so used, would one day become much more important in military strategy than sea power.

Slowly, American pilots arrived, were assigned to squadrons and were put in the air in French planes. In March 1918 the Germans began a desperate push against the Allies, and Mitchell was placed in charge of all American aviation units at the front. On Sunday, April 14, 1918, a year after the United States entered the war, Mitchell declared that America had finally put its first squadron into combat. His flair for combat leadership was subsequently proved at the Battle of Saint-Mihiel when he coordinated a force of 1,481 British, French and Italian planes to support American ground forces. He was promoted to brigadier general and became more vocal about the importance of a strong military air arm. He quickly earned the enmity of his nonflying contemporaries for his aggressiveness in building airfields, hangars and other facilities. His flamboyance, ability to gain the attention of the press and willingness to proceed unhampered by precedent made him the best-known American in Europe.

Mitchell returned to the States as a hero in 1919 and was appointed assistant chief of the U.S. Army Air Service. He was appalled at how quickly the organization he had helped to build in war had disintegrated in peacetime. He decided that the nation must not be deluded into the belief that "the war to end all wars" had really accomplished that end. "If a nation ambitious for universal conquest gets off to a flying start in a war of the future," he said, "it may be able to control the whole world

more easily than a nation has controlled a continent in the past." Such statements embarrassed his superiors. He soon provoked the Navy admirals into open hostility through his tirades against their super-dreadnought concepts.

Mitchell the hero soon became known as Mitchell the agitator as he tried to prove that airplanes could actually accomplish the things he forecast. He proposed a number of daring innovations for the Air Service that stunned the non flying Army generals--a special corps of mechanics, troop-carrying aircraft, a civilian pilot pool for wartime availability, long-range bombers capable of flying the Atlantic and armor-piercing bombs. He encouraged the development of bombsights, ski-equipped aircraft, engine superchargers and aerial torpedoes. He ordered the establishment of aerial forest-fire and border patrols, and followed that with a mass flight to Alaska, a transcontinental air race and a flight around the perimeter of the United States. He encouraged Army pilots to set speed, endurance and altitude records in order to keep aviation in the news.

With each success, Mitchell became more determined that the nation's money should be spent on aircraft and not expensive battleships. He stepped on the egos of the ground generals and the battleship admirals--especially the latter--with his fiery rhetoric and boasted that Army planes could sink any battleship afloat under any conditions of war. Dynamic and impetuous, he sought out the American press and announced that if he were given permission to bomb captured German battleships, he would prove his assertions.

Newspaper reporters and editors, sensing open inter-service warfare

that would make headlines and sell papers, thought he should be given the opportunity to conduct tests against actual warships that were going to be scuttled or scrapped anyway. *The New York Times* summarized the general feeling by saying that the country could not afford to ignore Mitchell's claims.

The Navy's ironclad die-hards fought the idea of actual tests and preferred that their word be taken that aircraft could never sink the super-safe, first-class fighting ships of any nation. Strong pressure was brought to bear on President Warren G. Harding and Congress to withhold permission to use the German ships as targets. An angry Secretary of the Navy Josephus Daniels offered to stand bareheaded on the bridge of any ship Mitchell chose to bomb.

Not all of the admirals disagreed with Mitchell, however. Admiral William S. Sims, commander of U.S. naval forces in European waters during World War I, remarked: "The average man suffers very severely from the pain of a new idea....It is my belief that the future will show that the fleet that has 20 airplane carriers instead of 16 battleships and 4 airplanes will inevitably knock the other fleet out." Admiral W.F. Fullam, author of an exhaustive study of the use of air power, concluded that with the progress then being made in aviation, "Sea power will be subordinated to or dependent upon air power."

Mitchell continued to expound his views in speeches and articles for national publications. With the press strongly behind him and despite Navy foot-dragging, permission to demonstrate his theories was finally granted. The tests were scheduled for June and July 1921. While the ships were being assembled off the Virginia

## The Squire Flyer

coast, Mitchell amassed an armada of airplanes as the 1st Provisional Air Brigade and ordered exhaustive bombing practice against mock ships near Langley Field. Army ordnance personnel produced the new 2,000-pound bombs that would be needed to sink a battleship.

The tests began as scheduled, and the careful preparations paid off. The bombers sank a German destroyer first, followed by an armored light cruiser and then one of the world's largest war vessels, the German battleship *Ostfriesland*, followed by the U.S. battleship *Alabama*--and later the battleships *New Jersey* and *Virginia*. As far as Mitchell and the press were concerned, the assertion that air power should be the nation's first line of defense had been proved. "No surface vessels can exist wherever air forces acting from land bases are able to attack them," Mitchell declared.

Mitchell's subsequent writings and pronouncements--all duly carried by the nation's press--continually fanned the flames of inter-service rivalry. He proposed that the U.S. Army Air Service should take over all control of defense responsibilities for 200 miles out to sea. In view of the bickering over the tests that had taken place, he asserted that fundamental changes in defense policy were necessary and called for a "Department of National Defense...with a staff common to all the services" and with "subsecretaries for the Army, Navy and the Air Force." Mitchell staged a simulated bombing attack on New York City and mock bomb runs over other eastern cities, and he let the press carry the message to the public.

To quell the resultant fury of the battleship admirals and get

Mitchell off the front pages, his superiors sent him to Hawaii. However, he returned with a scathing report on the inadequate defenses he saw there. He also went to Europe and the Far East to study the advances being made in aviation. After returning from the latter trip in 1924, he wrote a shocking 323-page report--probably the most prophetic document of his career--that stressed that, when making estimates of Japanese air power, "care must be taken that it is not underestimated."

Mitchell believed that Japan was the dominant nation in Asia and was preparing to do battle with the United States. He predicted that air attacks would be made by the Japanese on Pearl Harbor and the Philippines and described how they would be conducted.

His report was received with all the enthusiasm of "a green demolition team approaching an unexploded bomb," according to one writer. The report was ignored; it is said that even his boss did not read it for two years.

In the following months, Mitchell wrote many articles expounding his theories and demanding national awareness of the new dimension of warfare that he perceived. Despite his efforts, large appropriations for new aircraft were not forthcoming. The Air Service was still flying aging de Havillands. Crashes occurred frequently, and with each one, Mitchell lambasted the shortsightedness of the War Department and Congress for allowing them to happen.

Mitchell's attacks became more vitriolic and were embarrassing to his superiors as well as to Capitol Hill and the White House. When his term with the Air Service expired in April 1925, he was not reappointed. He reverted to his

permanent rank of colonel and was transferred to Fort Sam Houston, Texas, as air officer for the VIII Corps.

On September 1, 1925, a naval seaplane was lost on a nonstop flight from San Francisco to Hawaii. Two days later, the U.S. Navy dirigible *Shenandoah* was destroyed while on a goodwill flight. Mitchell's reaction was prompt. From his post in "exile," he released a scathing denunciation of the Navy and War Department and dropped the heaviest bomb of his career. He released a 6,000-word statement saying that these and other accidents were "the result of incompetency, criminal negligence, and the almost treasonable negligence of our national defense by the War and Navy departments."

Mitchell added that "all aviation policies, schemes and systems are dictated by the non-flying officers of the Army and Navy, who know practically nothing about it." He ended his denunciation by saying that "I can stand by no longer and see these disgusting performances...at the expense of the lives of our people, and the delusions of the American public."

Reaction in Washington was immediate. Secretary of War Dwight F. Davis announced that Mitchell would be disciplined and implied that it would be by court-martial. Mitchell said he would welcome a court-martial if it "stung the conscience" of the public. Press reaction was mixed. *The New York Times* charged Mitchell with "insubordination and folly." *The Herald Tribune* called him "opinionative, arrogant and intolerant." However, the *Kansas City Star* editorialized that although he was "a zealot, a fanatic, a one-idea man," someday his dream might come true.

Mitchell was put under technical arrest, and a court-martial began in Washington on October 28, 1925, for insubordination under the catch-all 96th Article of War. Twelve generals (two of whom were later dismissed) and a colonel were appointed to sit in judgment, the highest ranking court ever convened to try an officer. None of them was a flier.

The court-martial dragged on for seven weeks. When it was over, the board deliberated for about half an hour and rendered its verdict--guilty of the charge and all eight specifications. The sentence was suspension from rank, command and duty with forfeiture of pay and allowances for five years.

The verdict was widely debated on Capitol Hill, and veterans groups passed resolutions condemning the outcome. President Calvin Coolidge approved the sentence handed down by the court, but altered the court's verdict by granting him full subsistence and half pay because Mitchell would not be able to accept private employment while still in uniform. Mitchell said he would not accept the modified sentence because it would make him "an object of government charity."

Mitchell resigned effective February 1, 1926. He immediately embarked on a four-month, coast-to-coast lecture tour, showing films of the ship bombings and continually expressing his by now familiar theme of the necessity for military preparedness in the air. His sweeping charges appeared in major American magazines and aviation journals. He continually called attention to the rapid strides being made in aviation in Europe and Asia and warned of Japanese plans to seize the Hawaii Islands, Alaska and the Philippines. He also predicted, accurately, that the Japanese would not bother to

declare war formally. "We not only do nothing in the face of all this," he said, "but we leave our future in the air to incompetents."

Mitchell wrote more than 60 articles, several newspaper series and five books, never deviating from his appeal for public understanding of the promise and potential of air power. He made his last public appearance on February 11, 1935, when he addressed the House Military Affairs Committee.

Weakened by his struggle, the old campaigner died in a New York hospital on February 19, 1936, at the age of 56. He had elected to be buried in Milwaukee, his hometown, where he enlisted in 1898, rather than at Arlington National Cemetery.

In 1955, the Air Force Association passed a resolution to void Billy Mitchell's court-martial. In 1957, Mitchell's youngest child, William, Jr., petitioned the Air Force to set aside the court-martial verdict. Secretary of the Air Force James H. Douglas unhappily denied the request, saying, "It is tragic that an officer who contributed so much to his country's welfare should have terminated his military career under such circumstances."

Although the conviction was not removed, Billy Mitchell had already received a measure of official recognition from a grateful nation when President Harry S. Truman signed legislation in 1946 bestowing a special medal posthumously on Mitchell "in recognition of his outstanding pioneer service and foresight in the field of American military aviation."

Should Billy Mitchell be remembered today? The answer is a definite and strong affirmative.

He not only foresaw that an air force was essential for national survival but also educated the public and its leaders on the role that the airplane would eventually play in national life. For his foresight and willingness to sacrifice his career for his beliefs, the nation owes to this unorthodox visionary a debt of gratitude it can never repay.

C.V. Glines is an award-winning aviation writer. Suggested for further reading: Mitchell: Pioneer of Air Power, by Isaac Don Levine; The Billy Mitchell Affair, by Burke Davis; and Memoirs of World War I, by William Mitchell. - Ed.

**"Three can keep a secret, if two of them are dead."  
- Benjamin Franklin**

## Hints & Tips

### The Noise Threat

by George A. White

During this month we have had three more instances of pilots that reduced their noise levels at least three decibels by changing to a higher pitched propeller. Since sound measurement is a logarithmic scale, cutting the sound pressure levels in half is a reduction of three decibels, which is quite apparent to our ears.

One of these efforts, was on Larry Olsen's Telemaster, with a K&B 61. After changing to a tuned pipe with an 11 x 6 prop, the noise level was still quite high.

Increasing the pitch of the prop to 11 x 7.5 and replacing the tuned pipe with a 12 inch long corrugated metal extension reduced the noise significantly (7 decibels), but the flight performance was quite degraded.

## The Squire Flyer

The use of a small add-on muffler rather than the corrugated extension maintained the low noise levels, but now the performance of the plane was better than ever. Even better than with the tuned pipe.

One thing that is becoming apparent is that small changes to the engine/propeller configurations can improve the aircraft's ability to perform for us at lower the noise at the same time.

from The Talespinner  
Gene McIlvaine, editor

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### Prop Safety

Install the prop with the curved side of the blade facing forward and tighten the prop nut or bolt with the proper size wrench.

Check the tightness of the nut or bolt often, especially on wood props which tend to compress and loosen more often.

When starting the engine, keep spectators at least 20 feet away from the model and out of the path of the propeller.

Keep hands away from the prop as much as possible. Use a chicken stick or an electric starter.

Keep face and body out of prop arc as engine is started and run.

Make all adjustments from behind the prop except on pusher prop installations.

Never throw anything into the prop to stop the engine. Use a kill switch or pinch off the engine's fuel supply.

Discard any prop with nicks, scratches, splits, cracks, or any other sign of damage. Never attempt to repair, alter, or bend a prop.

Don't run an engine in areas of loose gravel or sand. The prop can

throw such material into your face and eyes. It's not a bad idea to wear eye protection.

Keep loose clothing, shirt sleeves, and other such items away from the prop and avoid carrying objects that can fall into the prop such as pens or screwdrivers.

Be sure to keep the glow driver wire out of the prop path.

If a spinner is used, be certain that its edges are not in contact with the propeller blades.

from Alabaster Radio Control Association

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## Scratch Building

by Jack Tyson

If you are itching to try a scratch-built aircraft but are not sure you can do it, this article is for you. I have built five scratch-built airplanes over the past three years and have learned some simple tricks to make it more fun and easier to build.

The notion that you have to be a really good builder and know all the tricks is simply not true. There are some simple tips that can help keep you out of trouble. If you have built a few kit aircraft and can follow a blueprint, you are ready to try a scratch-building.

Try to keep your effort to something that is not too intricate. I suggest picking something that you might have seen in full-scale, staying away from military and multi-engine airplanes.

You can find many neat aircraft in any of the model magazines. There are many good designs and designers to choose from.

Make your choice, send for the blueprints, and get ready for some fun.

Since you are building without a build book, it is a good idea to

take some time to study the blueprints and look for potential problems. Make a note of the areas that may need special attention. Most of the designers supply a phone number where you can call for ordering blueprints or to clarify a problem area. Some designers will have such things as engine cowling, landing gear, etc., available if you wish to purchase them.

Now that you have studied the print pretty well, it is time to make a list of needed materials. Using a yo-yo tape or yardstick, you can measure the length and width of the material you will need. I take a section at a time, such as the fuselage, listing each type by size and thickness, then measure for length. You may wind up with 10 or 15 different types of material. Do the next component, such as the wing, listing these requirements. When you have done each component, take your lists and make one master list combining like materials. Now you have a bill of materials and can check your on-hand material for availability. The rest of the material can be ordered from any supplier.

Now that you have your material on order, it is a good time to think about how to cut parts. I find that it is easier for me to take my blueprint to a print shop and make copies of all contour parts. Using the 11 inch by 17 inch copier, I get copies of all ribs, wing tips, formers, and everything that requires contour cutting. Be sure to check that the first copy comes out exactly the same size as the blueprint. You should have the setting on the copier at 100%. Now you have a paper template of all contoured parts. Cut the part out of the copy with scissors and leave a 1/2 inch border around the part. Using children's glue stick, put glue on the backside of the

## The Squire Flyer

template and stick it directly to the balsa or whatever material the print calls for. You are now ready to cut out your part. I have a scroll saw, router, drill press and table saw in my workshop. That's great if you have them, but you can still do it manually with a Hobby knife and keyhole saw. Cut each part accurately and sand the edges lightly. You are ready to build!

Assembly is the same as a kit build since, in effect, you have made your own kit. All throws for controls are shown on the print and some building instructions are available in the model magazines. Each month they feature an aircraft and have instructions and prints for you to purchase.

It is really not that difficult and is a lot of fun. It gives you the chance to have an aircraft that no one else in your club may have. As to covering and details such as seating, instrument panel, etc., you are limited only by your own imagination. So scratch that itch and get going on your own scratch built.

from Balsa Chips Bridgeport CT

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## iPAQ

Spotted the following in this new electronic cyber world - "Dance under the stars. Play music wherever, whenever you feel the urge. The new iPAQ Personal Audio Player from Compaq lets you carry up to 15 CD-quality songs in a device the size of a beeper, all completely skip free. Welcome to the new I.T."

### Membership Dues for 2001

**Junior [Under 18] \$15.00pa**

**Senior [18>65 incl] \$45.00pa**

**Life [Over 65] \$30.00.**

**Runway Joining fee for new Members [Once Off] \$55.00**

**Late Fee \$10.00**

# Diary Dates 2001

**T**he following selected dates you might like to make a note of in your diary. We will update as the year progresses. Happy Flying!

**Feb 2<sup>nd</sup> Annual Auction, Vernon. Info: Bob Laflamme 860 745-7325 Sponsor: NCRCC <http://www.ncrcc.org>**

**Feb 2<sup>nd</sup> - Groundhog Day**

**Feb 3<sup>rd</sup> - 4<sup>th</sup> - West Springfield MA Amherst Railway Society Model Show 9 - 5 [ @ Eastern States Exposition Grounds, Admission \$6. <http://www.amherstrail.org>**

**Feb 8<sup>th</sup> - Full Moon**

**Feb 12<sup>th</sup> - Club Meeting**

**Feb 14<sup>th</sup> - Valentine's Day**

**Feb 19<sup>th</sup> - President's Day**

**Feb 23<sup>rd</sup> - 25<sup>th</sup> - 33<sup>rd</sup> Annual WRAM Show, Westchester County Center, White Plains NY [F 10>5/Sa 10>6/Su 10>4]Admission \$9.50**

**Mar 1<sup>st</sup> - 4<sup>th</sup> - Florida Jets, Flagler County Airport, Bunnell, FL. Travel/hotels, call Cindy Burkey 954 587-8491**

**Mar 9<sup>th</sup> - Full Moon**

**Mar 10<sup>th</sup> - CPAA 21<sup>st</sup> Annual Flea market, Lebanon, PA Info: 717 960-8170**

**Mar 12<sup>th</sup> - Club Meeting**

**Mar 17<sup>th</sup> - St. Patrick's day**

**Mar 20<sup>th</sup> - First Day of Spring**

**Mar 26<sup>th</sup> - Islamic New Year**

**Apr 1<sup>st</sup> - Daylight Savings Time Starts**

**April 6<sup>th</sup>-8<sup>th</sup> - Toledo R/C Expo <http://www.toledoshow.com>**

**Apr 8<sup>th</sup> - Passover and Palm Sunday**

**Apr 9<sup>th</sup> - Club Meeting & Winter Build Competition {Provisional}**

**Apr 13<sup>th</sup> - Good Friday**

**Apr 15<sup>th</sup> - Easter Sunday**

**Apr 16<sup>th</sup> - 2000 Income Tax Forms Due**

**Apr 22<sup>nd</sup> - Earth Day**

**Apr 25<sup>th</sup> - Secretaries Day**

**Apr 25<sup>th</sup>-29<sup>th</sup> - Top Gun 2001 Palm Beach Polo Stadium, West Palm Beach, FL Hotels etc Cindy Burkey @ 954 587-8491**

**May 7<sup>th</sup> - Full Moon**

**May 13<sup>th</sup> - Mother's Day**

**May 14<sup>th</sup> - Club Meeting**

**May 19<sup>th</sup> - Armed Force's Day**

**May 28<sup>th</sup> - Memorial Day**

**Jun 6<sup>th</sup> - Full Moon**

**Jun 11<sup>th</sup> - Club Meeting\***

**Jun 14<sup>th</sup> - Flag Day**

**Jun 17<sup>th</sup> - Father's Day**

**Jun 21<sup>st</sup> - First Day of Summer and Total Eclipse of Sun!**

**Jul 2<sup>nd</sup> - Canada Day**

**Jul 4<sup>th</sup> - Independence Day**

**Jul 5<sup>th</sup> - Full Moon and Partial Eclipse of Moon**

**Jul 9<sup>th</sup> - Club Meeting\***

**Aug 4<sup>th</sup> - Full Moon**

**Aug 13<sup>th</sup> - Club Meeting\***

**Aug 19<sup>th</sup> - National Aviation Day**

**Sep 2<sup>nd</sup> - Full Moon**

**Sep 3<sup>rd</sup> - Labor Day**

**Sep 9<sup>th</sup> - Grandparents Day**

**Sep 10<sup>th</sup> - Club Meeting**

**Sep 18<sup>th</sup> - Rosh Hashanah**

**Sep 22<sup>nd</sup> - First Day of Autumn**

**Sep 27<sup>th</sup> - Yom Kippur**

**Oct 2<sup>nd</sup> - Full Moon**

## The Squire Flyer

**Oct 8<sup>th</sup> - Club Meeting & Columbus Day**

**Oct 24<sup>th</sup> - United Nations Day**

**Oct 28<sup>th</sup> - Daylight Savings Time ends**

**Oct 31<sup>st</sup> - Halloween**

**Nov 1<sup>st</sup> - Full Moon**

**Nov 6<sup>th</sup> - Election Day**

**Nov 11<sup>th</sup> - Veterans Day**

**Nov 12<sup>th</sup> - Club Meeting**

**Nov 16<sup>th</sup> - First Day of Ramadan**

**Nov 22<sup>nd</sup> - Thanksgiving Day**

**Nov 30<sup>th</sup> - Full Moon**

**Dec 10<sup>th</sup> - Club Meeting & Chanukah**

**Dec 21<sup>st</sup> - First Day of Winter**

**Dec 25<sup>th</sup> - Christmas Day**

**Dec 30<sup>th</sup> - Full Moon**

**Dec 31<sup>st</sup> - New Year's Eve**

\* These meetings are likely to be held at Sherwood Island, unless actually raining.

Everyone with known dates for fly meets etc throughout 2001 that might be of interest to members, do please pass them to Boyd as soon as possible so we can compile and publish a concise list to help one and all make our plans for this year's flying season. We also list some other dates it might be wise to remember when planning your flying!

## Tailhooks!

### Ways To Tell You're Over The Hill!

1. You find yourself starting to boogie to elevator music.
2. It takes you an hour to undress, and another hour to remember why.
3. You keep repeating yourself.
4. The tooth fairy has more of your teeth than you do.
5. When people ask you what your favorite food is, you tell them "soft."

6. You keep repeating yourself.
7. You realize you've developed a taste for milk shakes of magnesia.
8. You join a mall-walking league.
9. Your pharmacist calls you by your first name.
10. You keep repeating yourself.
11. You complain that the cleaners have shrunk your cloths.
12. While sitting on a park bench, a Scout comes to help you cross your legs.
13. Your insurance company sends you their calendar a month at a time.
14. You keep repeating yourself
15. You find your mouth making promises your body can't keep.

From Torkstalk  
George Reverman, editor

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### Murphy's Law Applied to Model Airplanes

Trees are ALWAYS closer than they appear.

To calculate the location of the exact rear center underneath your workbench, just drop a small screw.

The screw you forgot to check during your preflight will always be:

- A: The first one to come loose.
- B: The one that causes the most damage when it comes loose.
- C: The one behind the transmitter.

When the best thermal bubble of the day appears, the receiver or transmitter batteries are empty or too weak.

If you want to hear from your son by phone, just glue a part of your airplane with 12 minute or longer epoxy that you have to hold together by hand. He will call for sure.

If you can't go flying tomorrow, the weather will be perfect.

The right way to cover a certain shape is always found out the day after you just covered it the wrong way.

If it's not a tail dragger, it will be.

The number of radio hits is inversely proportional to the flying skill of the pilot.

Glide distance is exactly equal to the distance between the spot where the propeller assumes the horizontal position, and the nearest spot level enough for a landing minus 10 feet.

It always rains on your day off.

Just when you've finally obtained a vehicle that's large enough for you and your planes, your wife will claim it for use as the family vehicle, leaving you with the two-door sports car.

Like milk, every airplane has an expiration date. Some are sooner than others are.

When building a model, you will always find the missing part, just as you have finished duplicating it.

If there is only one tree in an otherwise deserted area, your model will always fly into it.

When an expensive model is in the air, there will always be a young child within range playing with his model car, whose radio will be on the same channel that you're using.

Holding a transmitter always causes an overpowering itch all over your body as soon as your airplane takes off.

CA is a medical adhesive. As such, it is much more effective at gluing fingers than balsa.

When, during the construction of a model, you need three hands and

## The Squire Flyer

yours are busy, the bottle of CA you were using will secretly lay down, spilling the contents to the floor and you, in your bare feet, will stand in it, gluing yourself in position.

The probability of an engine quitting is directly proportional to the distance the airplane is from the landing area.

A new glow plug will last forever if you have spares, but only about a half-an-hour is you don't.

The size of your workbench has nothing to do with the size of your airplane, your engine, or your house, but with the size of your spouse's heart.

From The Flying Penguin  
Robert Osorio, editor

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### Some Things You Just Can't Explain

A farmer was sitting in the neighborhood bar getting drunk.

A man came in and asked the farmer, "Hey, why are you sitting here on this beautiful day, getting drunk?" The farmer shook his head and replied, "Some things you just can't explain."

"So what happened that's so horrible?" the man asked as he sat down next to the farmer.

"Well," the farmer said, "today I was sitting by my cow, milking her. Just as I got the bucket full, she lifted her left leg and kicked over the bucket."

"Okay," said the man, "but that's not so bad." "Some things you just can't explain," the farmer replied. "So what happened then?" the man asked. The farmer said, "I took her left leg and tied it to the post on the left."

"And then?"

"Well, I sat back down and continued to milk her. Just as I got the bucket full, she took her

right leg and kicked over the bucket."

The man laughed and said, "Again?" The farmer replied, "Some things you just can't explain." "So, what did you do then?" the man asked.

"I took her right leg this time and tied it to the post on the right."

"And then?"

"Well, I sat back down and began milking her again. Just as I got the bucket full, the stupid cow knocked over the bucket with her tail."

"Hmmm," the man said and nodded his head. "Some things you just can't explain," the farmer said.

"So, what did you do?" the man asked.

"Well," the farmer said, "I didn't have anymore rope, so I took off my belt and tied her tail to the rafter. In that moment, my pants fell down and my wife walked in ... Some things you just can't explain."

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### Holy Smoke

Duffy is tending bar one Monday when two nuns walk in. "Sisters, I'm surprised to see you both here." One nun replied, "Why is that?" Duffy said, "To be honest, we don't get a lot of nuns in this bar." The nun said, "We wanted to minister to fallen souls, and figured that this would be the best place to find them." Duffy said, "Okay," and set them up with two waters.

The next day, Duffy's tending bar when two rabbis walk in. "I've got to say," said Duffy, "I'm really surprised to see you two here."

One rabbi replied, "Why is that?" "To be honest, we don't get a lot

of rabbis in this bar." "The synagogue is closed for repairs, and we needed a quiet place to debate rabbinical law." Duffy said, "Okay," and set them up with two sodas.

The next day, Duffy is tending bar when two Irish priests walk in.

Duffy said, "Fathers, I must say I'm really surprised to see you two in here." One priest replied, "And why is that, my son?" Duffy answers, "Because you usually don't come in until the weekend."

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### KFC Special

You've got to love New Yorkers- At least on this occasion!

A Kentucky Fried Chicken location in New York City has a special that they are calling the "Bucket of Hillary".

It has two small breasts, two large thighs and a bunch of left wings!!!

## Useful Contacts!

### Country Squire Modelers, Norwalk, CT

**T**he following is a list of useful contacts and numbers. **All phone numbers are area code 203 unless otherwise stated.**

**President:** Leo DeRosa >322-2063(H)

E-Mail: [Maverick007@aol.com](mailto:Maverick007@aol.com)

**Vice Pres.:** Joe Tropea > 322-4738

**Secretary:** Open

**Membership:**

Brad Lewis >834-0441(O)

E-Mail: [HeritageHobbies@Worldnet.att.net](mailto:HeritageHobbies@Worldnet.att.net)

**Treasurer:** Chuck Whidden > 938-8989

E-Mail: [Chuck@Whiddensilver.com](mailto:Chuck@Whiddensilver.com)

**Newsletter Editor:** Boyd Misstear  
45 Glenwood Rd., Weston CT 06883

## The Squire Flyer

Tel >222-7116(H) Fax >222-1913(H)

E-Mail: [Missstear@aol.com](mailto:Missstear@aol.com)

**Aerial Search:**

Morgan Kaolian > 375-3686

**Club Videos:**

Shaun Pritchard > 226-8047

**Club Web Site:**

Bill Waldman > 322-3911

**Helicopter Clinics:**

Joe Tropea > 322-4738

Charlie Micha > 847-6786

Ray Powell >259 5073

**Stick Models:**

Bob Passerelli > 532 1692

**Electric Fly:**

Ned Bassick > 254-1149(H)

E-Mail: [bassick@tuv.com](mailto:bassick@tuv.com)

**Dawn Patrol:**

Paul Savastino >(860) 872-6303 or

Bob Boulais >(860) 872-7900

E-mail: [DawnPatrol536@Juno.com](mailto:DawnPatrol536@Juno.com)

**Instructor/Mentor Pilots:**

Leo DeRosa > 322-2063

Pete Covello > 348-0249

Julius Greenberger > 375-0694

Harvinder Kambo > (914) 533-6061

Brad Lewis > 834-0441

Charlie Micha > 847-6786

Shaun Pritchard > 226-8047

Joe Tropea > 322-4738

### Academy of Model Aeronautics

**AMA Club Number:** 183

**AMA Rep:** Open - contact Boyd

**AMA HQ:** (800) 435-9262

(800) I FLY AMA

**AMA Fax:** (765) 289-4248

**Membership Applications Fax:**

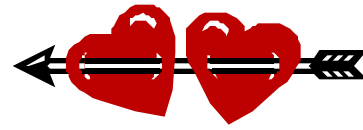
(765) 741-0057

**AMA E-mail Membership:**  
[Cpierce@ModelAircraft.org](mailto:Cpierce@ModelAircraft.org)

<http://www.modelaircraft.org>

**NATIONAL MODEL AVIATION  
MUSEUM & LEE RENAUD  
MEMORIAL LIBRARY:**

(765) 289-4236



**Remember  
Feb 14th.  
Happy  
Valentines  
Day!**

**Friendly Help and Supplies - Support our Fellow Members this Winter Building Season!**

**Gerry @ Al's Hobbies Tel (203) 846-9932 & Brad @ Heritage Hobbies Tel (203) 834-0441**

**Country Squire Modelers  
Brad Lewis  
c/o Heritage Hobbies  
33 Danbury Road  
Wilton, CT 06897**



If you would like to receive your Squire Flyer in color, please contact Bill Waldman or your Editor [see Useful Contacts List in this edition for #s] and have your email address added to our distribution list. **Alternatively, visit us on-line at <http://www.CountrySquires.com> or sign-up at Gerry's or Brad's if you wish to collect your Newsletter in person each month.** This will help reduce our costs and you are likely to receive it faster than through the Mail.

The views expressed in this Newsletter do not necessarily represent the views of the Country Squire Modelers, Norwalk, CT or the Editor and are intended only for members of the Country Squire Modelers, Norwalk, CT to further the enjoyment of Model Aeronautics.

Input via e-mail or on disk would be appreciated, preferably saved as text.

**Deadline Date for Mar  
Squire Flyer input: Feb 15<sup>th</sup>**