
The Squire Flyer

Volume 9 Issue 7 <http://www.countrysquires.com> July 2000

We can now fly at Sherwood from 4pm to Sunset or when asked to stop by Rangers!

Next Meeting

Monday July 10th 2000
at East Norwalk Public
Library, Van Zant Street,
starting at 7.30pm.

Letters to Members

From:
<brian_cardinal@mail.conmed.com>
To: <webmail@countrysquires.com>
Sent: Thursday, May 11, 2000 1:44 PM

Subject: R/C site

Hi all,

If anyone is interested in beginner kits or practice planes take a look at this site.
<http://members.aol.com/acebird/index.htm>

Brian Cardinal

R/C Concepts

[To assist members that do not have access to the internet, here is an extract from R/C Concepts site - Ed]

21 Proctor Ave
Clinton, NY 13323

After countless number of accidents and repairs with balsa constructed models the need for a more durable and less expensive model arose.

Cardboard seemed to be a resilient material for this application but some drawbacks had to be addressed. First of all, making curved surfaces like the wing airfoils could not be made uniform. By simply removing one ply, the cardboard could be curved uniformly in the direction of the flutes. Secondly, the outer skin (paper) was sensitive to punctures ("Hanger rash") from sharp objects, which usually occurred in transportation. By simply painting one coat of polyurethane as a primer on the outside ply of



cardboard, the skin became ding proof. This also made the whole structure of the cardboard much stronger and also allows the use of latex paints. The added strength of the cardboard structure essentially eliminated the need for ribs and spars in the wing. Finally, finding a suitable glue that did not add a lot of weight was solved again by a polyurethane formulation. This is not a well known glue but is becoming very popular for high stress applications. One major advantage of this glue, especially for end grains, is its foaming characteristic before it solidifies. Butt seams become literally indestructible. Therefore, with the ability to make curved surfaces, having a durable covering already applied, and the ability to make indestructible glue joints, **cardboard** results in an excellent

building material for model airplanes. Our motto is: "seeing is believing".

[There are photos to review on the Web Site - Ed]

R/C Concepts is pleased to offer the "**Corrugated Cardinal**" in a dxf drawing file format free of charge to anyone having internet access. This is a .40-.50 size low-wing that can be built as a trike, taildragger, straight wing or swept back wing. They have all been flown with great success. There are six pages of instructions that can be downloaded to your computer. Being one of the original prototypes, this construction uses expanding foam primarily used in the construction industry and will require a little practice to master.

The "**Start Cheapo**" on the other hand is a 40 size kit that does not require any technique at all. The expanding foam in the wing profile is already prefabricated. The fuselage parts are die-cut and creased to simply fold up and glue or tape together in one evening. All the required material and wooden pieces are supplied in the kit. Just a knife, a strait edge, one hack saw blade, a small drill, a paint brush and a screw driver is all the tools required to complete this kit. With your engine, radio

Inside This Issue

- 1 Summer Special - Heli Fun-Flies**
 - 2 Manfred von Richthofen**
 - 3 Classic Jet Association**
 - 4 Hints & Tips**
 - 5 Diary Dates**
-

and hardware left over from a recent crash, do not give up now. For **\$39.95** you can try again with a model meant for the beginner and Sunday flyer alike. If you don't feel confident about building your first plane, you should try this one. You will be amazed at the simplicity and speed of construction and it is a good place to start cheap.

Other models will be made available in the future so check back later for new models.

[Please let Boyd know if you do decide to give this idea a try - perhaps write a short piece for the SF? - Ed]

From Faye L. Stillely 24 Serendipity Lane,
Wilton CT 06897 Tel (203) 761-1302

May 10th 2000

If room permits, please run the following in the newsletter:

NIB¹ Airtronics Infinity 600A PCM/FM 6 channel. Built-in programs for Airplane and Sailplane. Complete system with Dual Conv. Narrow Band PCM receiver and four 94102 servos. Four Model Memory. One year factory warranty. Channel 40. \$299.00.

NIB Futaba 6XAS PCM/FM 6 channel. Built-in programs for Airplane and Helicopter. Complete system with Dual Conv. Narrow Band 7 Channel receiver and four S3003 servos. Six model memory. 600 mAh battery packs. One year factory warranty. Channel 31. \$199.00.

NIB Airtronics RD6000 FM 6 Channel. Built-in programs for Aero, Sailplane and Heli. Complete system with Micro light weight FM receiver and four 94102 servos. Digital trims and throttle cut. 600 mSh battery packs. "Z" connectors. One year

factory warranty. Channel 27. \$199.00.

NIB[four flights] Futaba FPUAPS 7 Channel PCM/FM. Built-in programs for Aero, Sailplane and Heli. Complete system with 1024 PCM receiver and four S148 servos. Four model memory. Channel 24. \$329.00.

Thank you very much.

Murphy's Law

1. Holes that have been carefully cut to exact dimensions will be in the wrong place.
2. A 90 day warranty means that the product will self-destruct in 91 days.
3. Kit design changes will not be included in the construction manual.
4. Success always occurs in private, and failure in full public view.
5. If you have only one little widget, it will fall from your workbench into the deepest sawdust on the floor and will be forever lost.
6. A fused electrical device will always blow to protect the fuse.
7. Interchangeable parts won't.

With thanks to Plane Talk
Art Abbe, editor

Manfred Albrecht von Richthofen "The Red Baron"

This is another in our series of articles on people who have made a significant contribution to aviation in one form or

The Squire Flyer

other. Please send in your ideas of who we should cover in future editions of SF. Enjoy! - Ed

Manfred Albrecht, Rittmeister Freiherr von Richthofen was born on May 2, 1892 in Breslau, Germany. He was a child of wealthy parents. Following his father, he joined a Prussian military academy at eleven and became a Cavalry officer. He was by all accounts an excellent horseman and hunter.

In the first days of WWI he was serving on the Eastern Front, near the Russian border. After a short period he was transferred and became a scout on the Western Front. Early in 1915 he became fascinated with airplanes, and asked for a transfer to the German Air Service, to scout from above!

In December 1915 he passed his pilot examinations. After a period of aerial scouting he became a proficient pilot and recognized as such in the German Air Service. In an unsuccessful period with many losses, aviator Oswald Boelcke was ordered to reorganize the Air Service. Incidentally, Boelcke, together with his rival Max Immelmann were the first pilots to be awarded with the 'Ordre Pour le Merite' [The Blue Max] in January 1916.

In August 1916 Boelcke became commander of a formation, known as Jagdstaffel² "JASTA 2". He had to choose his own pilots. One of them was Manfred von Richthofen. In September, the first month of action for the Jasta they shot down 25 enemy planes and for the loss of only 3. Von Richthofen "scored" his first victory in the first action of the JASTA with his new quick Albatros D2. Von Richthofen's star was rising rapidly and high

¹ NIB - New in Box!

² German Fighter Squadron - Jasta for short

and in January 1917 he became commander himself of a Jagdstaffel; "Jasta 11". He was awarded the 'Pour le Merite' and is reported to have worn it every day in combat.

After a successful period of the Jastas the German Army decided to reorganize again and formed larger units of 4 Jastas; the "Jagdgeschwader"¹. On June 26, 1917 Manfred von Richthofen became the first commander of Jagdgeschwader I. One month later he had 58 victories. He often landed near his victim and cut the registration number out of the fuselage. In this period he painted his Albatros III red, and known for his nobility by birth, was soon named "The Red Baron". His pilots, proud and self confident as they were, painted their planes also in bright colors. Although this formation did not fly regularly, the squadron traveled from battlefield to battlefield sometimes disassembled using trucks and trains. This colorful Jagdgeschwader was soon famous as "*Von Richthofens Flying Circus*".

At this time great rivalry was taking place between two airplane manufacturers, Fokker and Albatros. In his aim to 'outdo' the Albatros company, Antony Fokker built a brand new type of airplane: The "Fokker DR1 Dreidecker". The presentation of this plane, at the end of 1917, was in Berlin. Manfred von Richthofen tested the Triplane and spoke the words "It climbed like a monkey and maneuvered like the devil". He was 'sold' on the craft and his Jagdgeschwader was the first to receive Triplanes. Fokker, still not happy and searching for greater success later developed the improved D-VII. The discussions that Von Richthofen had with

Fokker and other aircraft manufacturers resulted in improvements to the quality and performance of fighter planes and fueled greater competition between the aircraft builders. During a presentation of different airplane manufacturers in Berlin, Von Richthofen was first not so enthusiastic about the Fokker D-VII. Fokker corrected within a few days the design and so built probably the best combat biplane. The first D-VII also went to The Flying Circus of Von Richthofen. The Red Baron flew this plane now and then to visit nearby units, but not in combat as he had lost his heart to the DR-I!

During the last year of the war he was often seen flying in the evening, patrolling above the Front with 20 to 40 of his planes mostly in formation of 3 groups. The difference in the speed and maneuverability of the types of planes needed different altitudes. And in these formations they were always protected against unexpected enemy attacks. On one such fight on April 21st, 1918 he was chasing the Canadian pilot Wop May. A friend of May, Roy Brown saw this fight and decided to assist his mate and attacked the Red Baron. Von Richthofen had 80 victories to his credit at this time. One shot hit the German Ace and down he went.

A lot of different stories later went around about the bullet and whose shot hit Manfred von Richthofen, but until now Roy Brown is known as the man who killed the Red Baron.

The Allied Air Forces were so impressed with the fame and skill of the Red Baron that they gave him a respectful military funeral in France, but later he was reburied in Wiesbaden, Germany.

With thanks to James Paul and others – Ed

Club News - in Brief! 😊

Membership - 100 Paid Up

Finance – Chuck Whitten has kindly stepped into the breach and is acting Treasurer. Will also address the Club status as a non profit organization and the current cost of this with apparent little return for members – thanks Chuck!

AMA – All quiet!

Sherwood Update – Subject to safety, we can now 'pilot' fly 4pm to sunset 7 days or until asked to stop by Park Rangers.

Pete Covello has offered to run a Fun-Fly when we can get 'our' field back – looks like we can now take you up on this Pete!

New Members: Hearty welcome to all who have recently joined us by mailing in subscriptions to Brad.

Meeting News - Caesar Latte, former president is ill and we wish him a speedy recovery.

A Memorial Service was held for **George Gogol** on Saturday June 17th at The Quick Center for the Arts, Fairfield University, The Walsh Art Gallery. George's widow Julie had kindly passed on word through Gerry that members were welcome if they wished to attend and an email was sent out a few days beforehand as the only way to get news to as many people possible in the available time.

Carl Whiteford of 3 High Point Rd., Westport, CT 06880 Tel: (203) 259-8080 addressed the quorum of members with a request 'Brad Lewis of Heritage Hobbies suggested I come to this meeting. I know nothing about Radio Control, but I am building a solar dome for my house and want to use RC to remotely control a large mirror. I would be very interested to hear from anyone willing to help'. After the

¹ German Fighter Group

meeting, Shaun Pritchard agreed to visit Carl – anyone else interested, please contact Carl.

Members would like information on **new battery technology** replacing Ni-Cads – can anyone explain at next meeting?

Leo suggests we consider refurbishing our radio impound to have ready when Park reopens – anyone volunteers?

Pete Covello would like help to trace any details of the Artchester Racer – participated in Cleaveland Races in the 1930s if I recall what Pete is looking for correctly? Also mentioned in passing that MyStamford.com is offering free web site hosting.

'Cool Pins' – Members interested in our Club bulk ordering should let Leo know at next meeting. Details can be found in Model Airplane News, at Coolpins.com or by calling (877) 684-2665.

Dixie Cup – As soon as anyone hears when it will next be held, please let members know and lets participate!

50/50: - Won by Eric Noel – well done Eric!

Tip of the Month – Don't forget to have your AMA # &/or Name/Address on/in all of your aircraft! Your AMA insurance is null and void if you don't!

Seeking all devious members!: So far looks like we have none – I find that hard to believe! I'm referring to last month's piece by this title seeking someone to run a Newsletter competition this Fall through next Spring. If no-one comes forward, then you may get stuck with your editor's selection and that could spell trouble! Save your fellow readers – come forward NOW!

Balsa Bugs: You are VERY welcome to fly at our yet to be announced Fun-Fly[awaiting Park resolution!].

Remember - this is your club - have fun and participate!

History of the Classic Jet Association

Did you know there is a Classic Jet Association here in the United States of America? If you are like me, you may not have heard of the Association. Here is a brief extract of their history and next month we will have some FAQs [Frequently Asked Questions!] – Ed.

The history of military jets and trainers flown by civilian owners and pilots began in the United States in the late 1950s. The first military jets operated in the United States were surplus British Vampires and Gloucester Meteors. However, the FAA had numerous concerns with civilians flying this type of aircraft and decided to put a halt to it. The in-road to allow civilians to again own and fly military jets took place in the early 1970's, when a few CT-33s became available from Canada. These Canadair T-33s were allowed to fly in the experimental category and were used mainly for air shows and air racing.

With the CT-33s paving the way, the aircraft types flown and the numbers flying slowly increased. In 1989, calls were made to organize an aircraft owner & pilots association for classic type jets. The first organizational meeting took place in the spring of 1989, under the direction of Col. Mike Bertz, then of the Colorado Air National Guard, and also a P-51 and Folland Gnat owner. Sixty people showed up for this initial meeting, and the Classic Jet Aircraft Association (CJAA) was born.

During this first gathering of jet operators, Jim Robinson of Houston, TX, was elected as the first president of the CJAA. Through Jim's outstanding work, the CJAA was made a legal organization, by-laws were

The Squire Flyer

adopted for the organization, and a logo was created.

Later, Jim resigned and turned the presidency over to Chuck Parnall. During Chuck's time as president, he ended up going to work for the Experimental Aircraft Association (EAA) on a full-time basis.

Through his efforts, the CJAA became a squadron of the EAA's Warbirds of America organization. Additionally during this time, the CJAA hosted conventions in Tucson, Arizona; NAS Pensacola, Florida; San Antonio, Texas, and Seattle, Washington.

Then came the July 1993 moratorium on jet warbirds. Although the FAA was quickly forced by political pressure to modify its stance, the EAA decided to release the CJAA, instead allowing its CJAA members to remain on as EAA Warbird members.

In the spring of 1995, Kay Eckardt organized a mini-convention of former CJAA members to meet at Nellis AFB, NV. The group decided to revitalize the association. Henceforth, a re-organizing committee was formed, Kay Eckardt was elected president, and a board of directors was voted into office. With Kay and the board of directors leading the way, the rejuvenated CJAA culminated its rebirth with a convention in 1996, held in Dallas, TX. During the convention, presided over by Kay Eckardt, numerous new by-laws were decided on by the members to insure the long-term continuance of the organization. Also at the convention, the CJAA's fourth president, Don Kirlin, was made president-elect. At the March 1997 Tyndall AFB convention, Don Kirlin took the reigns and remained president until 1999, when Bill Geipel was elected to the position.

During the 1996 convention, the CJAA had roughly 200 members in the organization. However, with the enthusiasm for the jet movement re-kindled by the 1996 and 1997 conventions, membership quickly passed the 250-member mark, then 450, and at the present time exceeds 600 members. These numbers are still increasing on a monthly basis, which makes it an exciting time for the CJAA. Additionally, it is important to note that over 450 members are jet aircraft owners.

Surplus military jets are also flying in many other countries, with England dominating the scene. However, they also can be found in Sweden, Switzerland, France, Italy, South Africa, and Australia. A lot of these overseas owners & operators have become CJAA members. So the focus of the CJAA is increasingly becoming much wider in scope, and are striving to provide relevant benefits for those who operate jets around the world.

[More information can be found on the CJAA Web Site <http://www.jet-warbirds.com> These guys may be a great source for Scale Modelers! - Ed]

Fun-Fly

HELICOPTER EDITION

As promised last month, here are some more Fun-Fly ideas to stimulate thought for the first Fun-Fly after construction when we are once again able to gain access to Sherwood Island. Enjoy - Ed

Ball and Chain

Use an 18" length of kite string with a 2" fishing bobber attached to one end and a medium paper binder clip attached to the other. The string is attached to the heli skid with the binder clip. The object is to carry the ball suspended under the heli between several sets of quarter inch square balsa wood gates. The space between the gates decreases as you progress down the course. Start

out at 2' and end up at 6". The gates are 2' high so that the pilot cannot drag the ball on the ground. Each gate that is successfully passed adds points to the pilots score. If the ball does not pass between the gates or if one of the gate sticks gets broken no points are awarded for that gate. To make it interesting for the more advanced fliers, attach a 6" plastic bowl to the ground with a long nail at the end of the course. All pilots except the novices are required to place the ball in the bowl and land their heli without pulling the ball from the bowl. To make things even more challenging set a time limit for completing the course. Novices get 6 minutes. Intermediates get 4 minutes and experts get 2 minutes. If the times are too long, shorten them for the next round.

Cargo Pickup

Pick up a big white tie lock looped about the size of a softball and stapled to a 4 inch square block, with a prize name on the bottom. Novices are given so many min, intermediates less, and pro's about 30 seconds.

Out 'n' Back

Heli - Lift off, fly out 60 feet or so, circle a pole, come back set down, return a couple of times all on timed basis.

LeMans Hover

Run 10 yards - Start the engine - Bring heli to 3 ft hover - Land and shutdown - Run back to start. Done for time.

Pad Hop

Six pads take off from one touch-down on the other 5 in any order and then return to the original starting circle. Done for time.

The Big Circle

Take off and Fly, Hover or Hop around a 50 ft diameter circle

The Squire Flyer

landing in the start / finish pad. The pilot MUST walk/run behind his/her heli and it will be OK to touch down before the finish. Done for time. The clock Will Not Stop for any premature landings [rest stops for the REAL beginners]. If a crash happens the pilot can carry the heli to complete the circle and landing on the pad. Short cuts, judges discretion, will be penalized 5, 10 or more seconds each.

Bottle Knock Down

5 bottles 6 spots - Take off knock down the bottles in any order and return to the landing pad. Done for time.

Pick-Up 'n' Drop

Take off and use the heli's skids to pick-up and move 2 hoop things from one side of a boundary to the other, the hoop things will be moved one at a time. Task is complete upon landing in the landing circle. Done for time. The hoop things will be 6 inch dia. wood circles with a wire-wrap attached to make about an 8 inch hoop. The boundary will be a line drawn on the ground.

Pick-Up, Pirouette 'N' Drop

Take off and use the heli's skids to pick-up and move 2 hoop things from one side of a boundary to the other, the hoop things will be moved one at a time. Task is complete upon landing in the landing circle. Done for time. 1) The hoops may be 6 inch dia or smaller and three hoop things will be moved. 2) The boundary will be a ribbon 4 ft above ground. Over the ribbon not under. 3) For each pick-up the pilot must complete a 360 degree pirouette BEFORE dropping the hoop thing. Done for time.

Figure 8's

Take off and fly 8 figure eight's around 2 pylons [painted on the ground] then return and land in the landing circle. Done for time.

Loop with a Twist

Takeoff from a pad complete: a Loop, a Roll, another Loop and then perform a 540 Stall Turn and then land on the pad. Done for time.

Autos to a Spot Landing

Done for Distance All scores will be normalized! The best score in each category will be awarded 1000 points all others will be given a percentage of 1000 directly proportional to their time VS the best time. E.G.: if the times are 50 seconds, 45s, 60s and 55s, the pilot with 45s would get 1000 pts; 50s = 900 pts; 55s=818 pts; and 60s=750 pts. The pilot with the highest total points wins.

Challenge [inverted?] Drag Race.

The club will put up \$10 and each challenger will put up \$1. Final Winner takes it all. Pilots can challenge more than once. Max. of 3 helis per heat. The winner of each heat will stay on the line to run against the new challengers [no \$1 input]. If a Non-Winning pilot wants to run in additional heats he/she will be required to contribute an additional \$1 challenge fee for each heat, up to a maximum of 3 heats per pilot {time permitting}.

Rescue Downed Airmen

A small hoop made of pipe cleaners, let's say 20 or so placed in a 10 X 10 area. The pilot tries to pickup as many hoops as possible in a 2 or 3 minute time frame. Five points are awarded for each hoop and an extra 25 points if none are dropped.

Bottle Knock-down

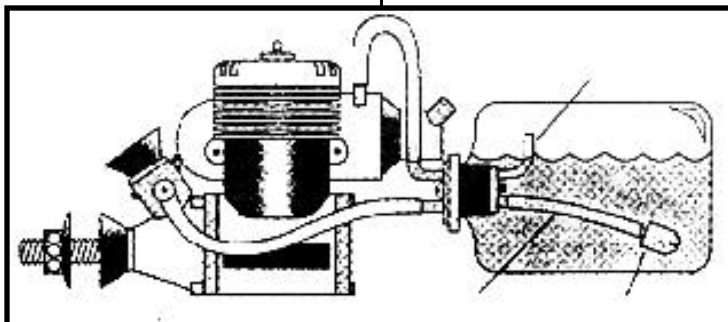
Place 10 or so 2-liter bottles of soda half filled with water and try to knock down as many as possible in a 1 or 2 minute time-frame.

Obstacle course

Start from a pad. Knock a tennis ball off the top of a cone about three feet tall, then fly through the limbo thing, then fly a figure eight over two poles about ten feet tall and about twenty or thirty feet apart, and then back to the pad. The guy that did each obstacle successfully in the shortest amount of time wins. Any combination of these or whatever you can come up with works. The idea is to give everyone something different and challenging to do.

Mystery spot

The beauty of this one is that anyone who can hover for 15 seconds or more has a chance. Mark off a 10 X 10 (ft) section and sub-divide into 1 X 1 sections. A non participant can pick a # from one to 100 and



keeps it a secret. Everybody has to hover for a minimum 15 secs. and then lands anywhere in the 10 X 10 square. After everybody is done, the judge says the magic # and if anyone has landed on the mystery square or the closest one wins.

Well, that's a start.....Who ever said we don't think about our Heli friends? [Send in more....!](#)

With thanks to Jimmy D. Andrews for this compilation - Ed.

Hints & Tips

Avoiding Dead-Sticks!

1. Engine Failure After Takeoff

Cause 1: High-speed needle is set too lean. (I see this almost every time I go to the field, and it's avoidable 99 percent of the time.)

Cure: Open the needle value a bit, then be sure to test by holding the nose straight up with full throttle. The engine must not sag when this is done. Especially with a new engine, or on any first flight, be sure the needle valve is set a little on the rich side.

Cause 2: The fuel tank clunk is on the front of the tank. This often happens on the flight following a hard landing or crash.

Cure: Grip the aircraft firmly,

and thrust it forward. If the clunk wasn't audible before this movement, but it is now, it has probably repositioned itself correctly. Test by running the engine for a few minutes at full throttle with the nose up.

Cause 3: The fuel tank line came off in the tank, and the tank was only half full at takeoff.

Cure: Remove the tank and install a new line.

2. Engine Leans Out and Quits

Cause 1: The high-speed needle valve is too lean.

Cure: Open the needle valve and test by holding the nose straight up with full throttle.

Cause 2: The muffler pressure line came off.

Cure: Replace with a new line.

Cause 3: The fuel filter has opened up (the halves are loose).

Cure: Tighten the halves firmly. Test run the engine on the ground.

Cause 4: There's a split in the fuel line, usually at the fuel tank.

Cure: Remove the line and replace it with a new one.

Cause 5: The fuel tank is foaming, causing air bubbles in the fuel line.

Cure: Balance the prop and wrap the tank in foam.

If the fuel clunk gets jammed forward during a hard landing your engine will probably die during your next flight. Make sure it's correctly positioned, as shown in the diagram.

With thanks to Bob Gilbert
from *MARC News*
Stan Davis, editor

Web Surfing

IE Address box searches

When you walk into your first 'Web Café' for your morning or afternoon coffee, or sit down and open up and plug in a new computer to get you up on the web for the first time, you may feel somewhat daunted by what to enter into the address line on a computer web browser¹. To

¹ Software that allows you to visit sites on the Web – most commonly used are

assist you, the following short article may be of help. It assumes you have seen, but not necessarily understand, the basic idea that most Web Addresses [or www which stands for world wide web] are written in the following format:

<http://www.countrysquires.com>

Where

http - stands for Hypertext Transfer Protocol, in short the protocol used for moving documents around the Internet

:// - delimiters

www – World Wide Web, Hypertext based system for finding and accessing resources on the web

countrysquires - name of the host domain [organizations machine name or area] where the information you are seeking is housed

.com - Commercial concern.

As mentioned, there are a number of popular Browsers and one is called Internet Explorer from Microsoft, often shortened to IE. Using IE you don't have to type http:// each time you enter a new URL in Internet Explorer's Address box or Open function.

For example, if a friend gives you the URL

<http://www.countrysquires.com/>,

you can simply type www.countrysquires.com/ in the address box, and Explorer will fill in the http:// for you.

You can use Explorer's Address box to conduct quick, simple searches for companies. To conduct a search with the Address box just type in the company's name as a URL (Uniform Resource Locator) in your Explorer's address box and press

Microsoft's Internet Explorer and Netscape's Navigator.

The Squire Flyer

[Enter]. Most Web site developers try to use a domain name that fits their company name. For instance, when you type www.ibm.com in your address box and press [Enter], Explorer will display the IBM Web site. Of course this search method doesn't always work because domain names are sometimes already registered when a company develops a Web site.

You can even make effective searches for particular subjects like cars, cooking, news, star-trek, harvard, and navy - Explorer inserts a www and .com for you and take you to the top-level domain name. When conducting this type of search you'll need to keep the domain name suffixes in mind. For example, if you're searching for Yale university, you'll want to type www.yale.edu, not www.yale.com. The most common domain name suffixes are.

.com - commercial business

.edu - educational institution

.gov - government agency

.mil - military

.net - miscellaneous

.org - non-profit organization

With thanks to ZD Journal Mac@Home Tips August 1999 for the idea and some text. ZD produce a number of interesting publications - check them out at <http://www.zdjournal.com/>, after first trying our own site mentioned on the cover of this newsletter! - Ed.

'Flight Check' Quiz!

1 What was the biggest bomber of the Second World War?

2 What aircraft did the US Marines use in both the Second World War and Korea for close air support?

3 What was the largest rocket there has ever been?

4 Know your State! What is the Connecticut State Insect?

If you have suggestions for Flight Check Quiz Items that might interest members, please submit them to Boyd.

Last Month's 'Flight Check' Answers

1 What have all of the following got in common [besides being 3 alpha characters!] and what does each of them mean?

IAS, IFR, NDB, PLN, RAS, RSR, SSB and VOT?

They are all abbreviations commonly used by flight crews: -

IAS - Indicated Airspeed
IFR - Instrument Flight Rules

NDB - Non-Directional Radio Beacon

PLN - Flight Plan

RAS - Radar Advisory Service

RSR - Route Surveillance Radar

SSB - Single Side Band

VOT - VOR [VHR Omni-Directional Range] test facility

And in case you need to know what a VHR is, it's Visual Flight Rules. Who ever said we all speak the same language!

2 What tennis match drew a record crowd of 30,472 and in what year?

Bobby Riggs and Billie Jean King's "Battle of the Sexes" in 1973.

3 What country is the world's biggest producer of oranges?

Brazil

4 Know your State! David Bushnell of Saybrook invented the first submarine. It was a one-man vehicle called "The Turtle" and had a conning tower, snorkle breathing device and propulsion screws for horizontal and vertical movement. What year did this vessel make its maiden voyage?

1775

Diary Dates 2000

The following selected dates you might like to make a note of in your diary.

Jul 4th - Independence Day

Jul 9th - IMAA Chapter 536 "Dawn Patrol", NCRCC Flying Field, Green Road Sector, Ellington, CT - Starting at 8am. Info: Paul Savastano (860) 872-6303

Jul 10th - Club Meeting

Jul 14-16th First Warbirds Over Woodstock, Woodstock Airport, Rte 169, Woodstock, CT. Info: Tony Gagliardi (401) 353-5919

Aug 5-6th Fifth Warbirds Over PA, Quakertown, PA. Info: Walt Smakulski (610) 709-0443

Aug 14th - Club Meeting

Aug 19-20th - Confederate Air Force, Frederick, Maryland, MD Info: Adam Strausner (301) 473-4587

Aug 27th - NEDS Float Fly, West Thompson Dam, Thompson, CT 8am - 5pm - details from Ray Hinds (203) 334-7207

Sep 4th - Labor Day

The Squire Flyer

Sep 10th - Grandparent's Day

Sep 11th - Club Meeting

Sep 9-10th Float Fly, Brimfield Dam, Brimfield, MA - details from Ray Hinds (203) 334-7207

Sep 9-10th - 34th Annual Rhinebeck WW I Jamboree Hosted by the Mid-Hudson RC Society. A scale fly-in. Full scale air show both days. Info: (914) 758-8610.

Sep 22nd - 1st Day of Autumn

Oct 1st NEDS Float Fly-In, Mansfield Hollow, Mansfield, CT. Info: Bob Boulais (203) 872-7900

Oct 8th - NEDS Float Fly, West Thompson Dam, Thompson, CT 8am - 5pm - details from Ray Hinds (203) 334-7207

Oct 9th - Club Meeting [Columbus Day]

Oct 11-15th Scale Masters Championship, Wright-Patterson Air Force Base, Dayton, OH. CD: Bill DeVerna (419) 478-3233

Oct 29th - Daylight Savings Time Ends

Oct 31st - Halloween

Nov 11th - Veteran's Day

Nov 13th - Club Meeting

Nov 23rd - Thanksgiving Day

Dec 11th - Club Meeting

Dec 21st - 1st Day of Winter

Dec 25th - Christmas

Everyone with known dates for fly meets etc throughout the year 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. We have also listed some other dates it might be wise to remember!

Tailhooks!

"I'M FINE!"

Farmer Joe was suing a trucking company for injuries sustained in an accident. In court, the

company's fancy lawyer was questioning Farmer Joe.

"Didn't you say, at the scene of the accident, 'I'm fine'?" asked the lawyer. Farmer Joe responded, "Well, I'll tell you what happened. I had just loaded my favorite mule, Bessie, into the . . ."

"I didn't ask for any details," the lawyer interrupted. "Just answer the question. Did you not say, at the scene of the accident, 'I'm fine'?" Farmer Joe continued, "Well, I had just got Bessie into the trailer and I was driving down the road . . ."

The lawyer interrupted again and said, "Judge, I am trying to establish the fact that, at the scene of the accident, this man told the Highway Patrolman that he was just fine. Now, several months after the accident, he is suing my client. I believe he is a fraud. Please tell him to simply answer the question."

But the judge was interested in Farmer Joe's story and said to the lawyer, I'd like to hear what he has to say about his mule, Bessie. Joe thanked the judge and proceeded. "Well, as I was saying, I had just loaded Bessie, my favorite mule, into the trailer and was driving her down the highway when this huge semi-truck and trailer ran the stop sign and smacked my truck right in the side.

"I was thrown into one ditch and Bessie was thrown into the other. I was hurting real bad and didn't want to move. However, I could hear ole Bessie moaning and groaning. I knew she was in terrible shape just by her groans. "Shortly after the accident, a highway patrolman came on the scene. He could hear Bessie moaning and groaning so he went over to her. After he looked at her, he took out his gun and shot her between the eyes. Then the patrolman came across the road

with his gun in his hand and looked at me.

"He said, 'Your mule was in such bad shape I had to shoot her. How are you feeling?'"

PHOTO DROP

The photographer for a national magazine was assigned to get photos of a great forest fire. Smoke at the scene was too thick to get any good shots, so he frantically called his home office to hire a plane. "It will be waiting for you at the airport!" he was assured by his editor.

As soon as he got to the small, rural airport, sure enough, a plane was warming up near the runway. He jumped in with his equipment and yelled, "Let's go! Let's go!" The pilot swung the plane into the wind and soon they were in the air.

"Fly over the north side of the fire," said the photographer, "and make three or four low level passes."

"Why?" asked the pilot. "Because I'm going to take pictures! I'm a photographer, and photographers take pictures!" said the photographer with great exasperation and impatience. After a long pause the pilot said, "You mean you're not the instructor?"

Useful Contacts!

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

Country Squire Modelers, Norwalk, CT

President: Leo DeRosa >322-2063(H)

E-Mail: LdeRosa@ix.netcom.com

Vice Pres.: Joe Tropea > 322-4738

The Squire Flyer

Secretary: Open

Membership:

Brad Lewis >834-0441(O)

Treasurer [Acting]:

Chuck Whitten >938-8989

AMA Club Number: 183

AMA Rep: Hal Peters > 838-0786(O)

AMA HQ: (800) 435-9262

AMA Fax: (765) 289-4248

AMA E-mail Membership:

Cpierce@ModelAircraft.org

<http://www.modelaircraft.org>

Newsletter Editor: Boyd Misstear

45 Glenwood Rd., Weston CT 06883

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

E-Mail: 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

Ray Powell >259 5073

Stick Models:

Bob Passerelli > 532 1692

Electric Fly:

Ned Bassick > 254-1149(H)

E-Mail: bassick@tuv.com

Dawn Patrol:

Paul Savastino >(860) 872-6303 or

Bob Boulais >(860) 872-7900

E-mail: DawnPatrol536@Juno.com

Instructor/Mentor Pilots:

Leo DeRosa > 322-2063

Pete Covelio > 348-0249

Julius Greenberger > 375-0694

Harvinder Kambo > 533-6061

Brad Lewis > 834-0441

Hal Peters > 838-0786

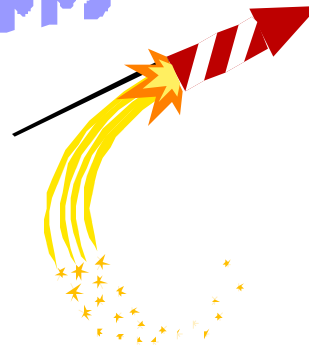
Shaun Pritchard > 226-8047

Joe Tropea > 322-4738





Happy July 4th!



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 [see Useful Contacts List in this edition for #] and have your email address added to our distribution list.

Alternatively, sign-up at Jerry'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 Editors.

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

**Deadline Date for Aug
 Squire Flyer input: July 14th**