
The Squire Flyer

Volume 10 Issue 5 <http://www.countrysquires.com> May 2001

Wednesday Night's ARE back as Trainer Nights!

Winter Build & Big Show!

Yes! It is **THIS** month and will be held at our normal second Monday [14th] in the Month meeting place, East Norwalk Public Library Basement, Van Zant Street, starting at **7.00pm** - day after **Mother's Day!** There will be two categories of entry - Pete will run a door raffle for ALL 'Big Show' participants and Joe will organize a voting ballot for 1st, 2nd and 3rd for the Winter Build part. All comers [visitors and members alike] will be given a voting slip and they will choose in their individual opinion which model should get which place. All votes will be counted and three prizes awarded [no classes!]. So, this opens everything up to both bringing along your Winter Build Special[s] AND emptying your basements and attics to show your fellow members what you have. Come one, come all and see what 'gooney birds' we have!

Headline News!

May 20th - *Fun Fly Day Sherwood Island* - Warm invitation to members of ALL clubs to come along and participate - starting 9am. CD: Joe Tropea (203) 322-4738. Please pass the word. All aircraft types welcome and events will be made known only on the day!



Skywriters Members helping Members!

From: Charlie Ziehl
To: Boyd Misstear
Sent: April 1st, 2001

Dear Boyd,

Just a note to all the members of the Country Squires. Thanks for the kind consideration they have shown me and the help they have provided me for the last several summers. Without their help, I could not have continued to fly my models.

I have been building and flying models for over 65 years now [won my first contest at the local movie theater in 1934] and could not have kept at it without the membership of the Squires in CT and the Collier Fun Flyers in Naples, FL where I go in the

winter. Keep them flying. Charlie
PS - Back in CT mid May
We greatly look forward to seeing you at the Field Charlie and any advice you can pass on to us novices! - Ed

###

From: <IMW1234@aol.com>
To: <webmail@countrysquires.com>
Sent: Friday, April 06, 2001 2:28 PM
Subject: Windsock

I have a new windsock with the AMA logo that the club can have if it is needed. Just let me know and I can bring it to the next meeting.

Irwin Weisbrot

Many thanks Irwin for bringing the Windsock to our April Meeting and donating it - much appreciated. Thanks to Richie, Kevin and Keith, the AMA Windsock was installed on our clean-up day, only 5 days later! - Ed.

###

From: Brad Lewis
To: Misstear@aol.com
Sent: Saturday, April 7th, 2001 2:01 pm edt
Subject: .40 Trainer

Boyd - Regarding the 40 size trainer - I will donate a new O.S. .40 and will get the other items at

Inside This Issue

- 1 Introduction to RC - Part 1
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-

my cost if the club will pay for them.

Regards, Brad

Thank you Brad : much appreciated – Ed.

###

Fuel – Metal or Plastic?

Here is a selection of text from various correspondence passed to me on the subject of Fuel and the most suitable container type to use. Food for thought! Thanks to Richie for drawing this to my attention – Ed.

I heard a rumor last night at our club meeting that the model fuel industry is going to have to convert to metal cans in the very near future. This means no more plastic jugs and certainly a significant increase in costs. Apparently, the EPA is directing this due to some accidents.

Does anyone know if there is any validity to these rumors?

Apparently it has something to do with the existing National Fire Protection Regulations. Less chance of inflammable liquids spreading the fire quicker with melting of jugs as opposed to upright burning metal cans.

Couple weeks ago at WRAM show I got YS20/20 directly from PowerMaster. Their employee told me that all fuel comes in metal cans from now on and eventually all other companies would have to switch too due to new fire regulations.

I like metal cans 'cause they take much less space in my closet. As I can tell, there was no price increase, I paid \$13 pre can.

Wildcat is ONLY going to produce fuels for Trinity in metal cans in California by request. Wildcat Fuels has NO plans to produce our fuels in metal cans in the near future. The reason for metal cans for Cal. is due to their revision of the existing fire codes and does not apply everywhere, as

some would have you believe. PowerMaster is the only company to go to all metal, no other fuel companies at this time are doing so to the best of my knowledge and I have spoken to several others. The reason companies switched from metal cans years ago was for safety reasons, and to switch back is a step backwards in our opinion.

Mr. WC, which is safer, metal or plastic and why? I thought the change to plastic was for economical reasons. Thanks!

I'm no expert but a metal can would be much more likely to EXPLODE when heated, a plastic jug would just melt, yeah fire either way but explosive fuel would be more of a problem

A safety concern with metal cans, I believe, was the possibility of creating a spark, or static, when removing the cap. I remember reading a fairly recent article where a fire was caused this way, with some very old fuel stored in a metal can, which caused serious injury to somebody. The newer cans would have plastic caps, I think, like the metal gasoline cans do.

I don't know, but I've always transferred my fuel to a metal can in my flight box. Hope this isn't taking too big a risk!

If you remember, there was a report on the AMA and other boards about a fellow opening a very old can of fuel and having it basically blow up in his face. Rust around the cap led to igniting the old fuel can when opened. I would not be in a hurry to put all fuels in cans, but when states pass regulations, to sell in those states, you have to be prepared to package your fuels accordingly. It is appropriate to offer it when requested. When manufacturers use heavy walled

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HDPE jugs, they really do not split all that often. If you can read through the jugs, then that is another story.

Sounds like a GOOD move to me by PowerMaster. I'll take an old-fashioned METAL CAN of fuel any day over the cheap plastic jugs that most fuel comes in now. Fuel that is straight synthetic oil, methanol, and Nitromethane will NEVER deteriorate. This is due to the fact that light, which easily penetrates plastic jugs, cannot get into a metal can!

Light deteriorates nitro! I have never seen a metal can burst at the seams either. Try saying that about a plastic jug...YEAH RIGHT!

Plastic jugs were just a move by the manufacturers to JACK-UP their already OUTRAGEOUS PROFITS!

If you price fuel components at a speed shop or go-kart shop it is much cheaper to brew it yourself! In my area, fuel mixed by myself costs around \$9.00/gal for 10%, \$7.00/gal for 5%, and \$5.00/gal for FAI(0%) fuel.

PowerMaster fuel in small quantities seems to be low enough priced by the case that I do not bother to mix it myself. Last year they sold cases of 15% fuel at the Toledo show for around \$41.00 and 10% fuel around 37.00. This is REASONABLE! Any higher than this & I will start mixing my own again.

If your engine isn't screamin', add more NITRO!!!

Yes, metal cans do explode - a similar incident appeared in an Australian modeling magazine about 10 years ago. Fortunately, the modeler suffered only slight burns & did not lose any body parts or eyesight. Luckily, he was with a friend at the field & the

friend was able to rush him to the hospital.

Metal cans are also a worry in the flight box - there is the potential danger from the glow driver clip short-circuiting on the metal can.

Personally, I take 2 x 1 litre thick walled plastic containers of fuel when I go flying - less volume per container means a much-reduced chance of the container splitting. After a flying session, I keep my modeling box under the bench away from direct light - seems too easy if you ask me.

One good thing to come from metal cans and PowerMaster is that they can pack 6 gallons to a case. Since the Hazmat fee of 17.00 is the same on a 4-gallon or a 6-gallon case the dealer will be getting a better price of the fuel delivered in 6-gallon cases. Once again PowerMaster excels in their field.

Yes, there are concerns with metal cans. Some deal with the problems of the past, the explosion issue. This was mainly due to Nitro salts forming on the threads of the container and when force was applied to remove the cap an ignition resulted.

Remember people, our fuels are made from Nitromethane and this product is shock sensitive in its raw form. Nitro salts, or the residue of evaporated Nitro is shock sensitive. As for the fire issue, when a plastic bottle is in a fire it will melt allowing the contents to add to the fire. In metal cans the theory is by using a plastic cap the cap will first melt relieving the pressure before and explosion occurs. This will not happen. The fuels flash point is such that initiation will take place long before the melting point of the plastic. There are also the problems pointed out by the gentleman with glow drivers, or ferrous tools that may come into

contact with the cans causing a spark. One gentleman stated that the fuel companies make "outrageous" profits, and that you can produce fuel cheaper at home. First of all that's simply not correct. If the components are purchased separately and blended by an individual you will find that the cost will be more, if you consider "ALL" the costs, i.e.. container, cap, plug seal, box..... Secondly, fuel companies like ourselves provide a service for the "all" fliers so that anyone can walk into a store and buy fuel with little effort and convenience. The fuel manufacturer takes all the risk in the production, distribution, and endless regulations that are associated in the production of fuel products. I think we do a good job, after all a bunch of guys flew this past weekend.

Lastly, and to the cost issue, steel cans will end up costing on average \$1.25-\$1.50 more per gallon on the hobby shop shelf, not at a trade show where there is no markup, at the hobby shop. And that's where most people get their fuels.

Any further views guys? Remember, safety first ALWAYS! Ed.

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Late Fee \$10.00

"Censorship, like charity, should begin at home; but, unlike charity, it should end there." - Clare Booth Luce

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Beginner's Guide to R/C Flight

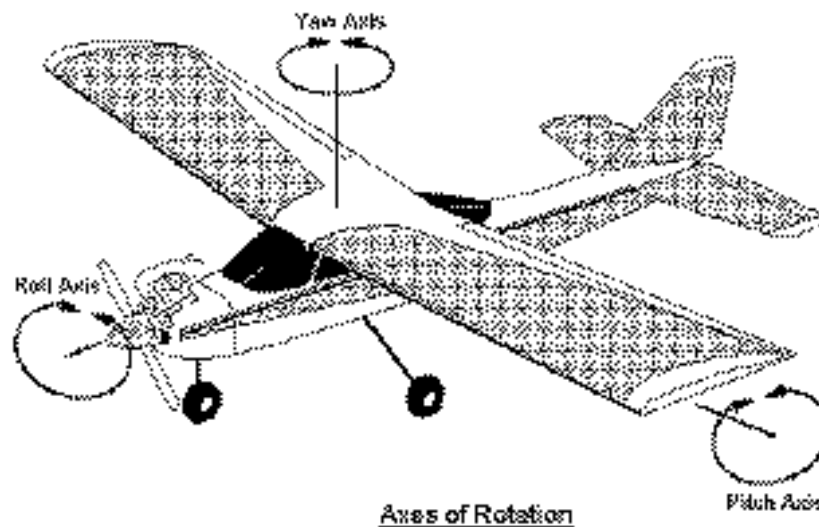
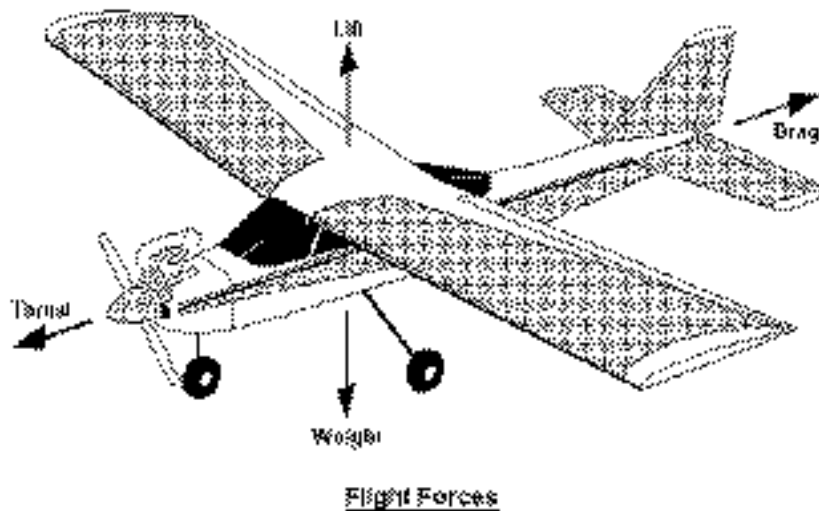
Welcome to this new series on an introduction to RC!

Over the coming months, a series of excellent articles by Howard Sullivan will take you through all the basics of learning to fly. The intention is to support everyone, both complete newcomers and mentors alike with the theory behind what they can place into practice during our Wednesday Trainer Nights. All input and feedback from members will be welcome. Enjoy - Ed. All rights respected.

Radio controlled aircraft modeling is one of the most exciting hobbies available. It involves many interests, disciplines, and skills. Some of these are aerodynamics, electronics, mechanics, drafting and design, composite material construction, and woodworking, and these are in the airplane alone. There are many other fields of interest in the hobby of aircraft modeling; far too many and too varied to try to list. Many people find that many new skills must be learned before they are ready to begin to learn to fly. The hobby is constantly changing as new technology is developed. A new modeler may become frustrated at times but certainly not bored.

To reduce the chance of frustration, a new modeler should become involved with other modelers in order to learn the necessary skills. This may involve simply visiting a flying site and becoming acquainted with experienced modelers or joining a club. These modelers are a source of knowledge and experience that can be invaluable to the new modeler when he begins to build his first aircraft and when he begins to learn to fly. An experienced modeler can act as an R/C flight instructor to teach a new person the skills required to

Airfoil	- The cross section of the wing
Angle of Attack	- The angle between the chord line and the relative direction of flight
Chord Line	- The line between the leading edge and the trailing edge of the airfoil
Direction of Flight	- The relative direction of the wing in relation to still air
Leading Edge	- The most forward edge of the wing
Trailing Edge	- The most rearward edge of the wing



avoid the inevitable crash.

New modelers must realize that a radio controlled model aircraft is not a toy. It is a true aircraft in that it flies and operates by the same principles as a full scale aircraft with the difference being the size and weight. The average model will fly in a range of 20 to 60 MPH and weigh 5 1/2 to 6 pounds. The force of the model hitting an object can be devastating especially if it hits a person. Models must be controlled properly both for enjoyment and for safety. The skills required to accomplish this must be learned from an experienced modeler.

Before purchasing any equipment, the beginner should ask himself, "Is this a hobby I want to try to see if I like it or is it a hobby I am going remain involved in for years to come?" If the beginner is going to remain in the hobby for years, he might consider buying more expensive equipment such as a ball bearing engine and a six-channel (6) radio system. Otherwise, he should try to keep his initial outlay as low as possible. A beginner can limit his spending to as little as \$200 by buying good used equipment but care must be taken to ensure that the equipment is reliable. At the other end of the scale, a beginner could easily invest \$1000 on new equipment if he is not prudent with his purchases.

The topics that will be covered will be relating to a beginner or novice and a trainer airplane. The information relating to all aspects of R/C powered flight can be overwhelming even to the most seasoned pilot. Those disciplines relating to the more advanced levels of R/C flight will most likely be learned as the skill level of the novice improves and the goals are more defined.

The Basics of Flight

The concepts of flight should be understood by a beginner. The theories behind the physics of flight are covered in many volumes of books. There are different and sometimes conflicting theories and arguments as to how airplanes fly, but the one accepted principle is that lift is generated as a result of the air pressure on the bottom of the wing being higher than the air pressure on the top of the wing.

The Lift Diagram shows some of the basic terms relating to a wing section. These terms are common to R/C flight.

There are four (4) primary forces that act on an aircraft in flight; thrust, lift, drag, and weight. Thrust is the force applied by the combination of engine and propeller acting to pull the aircraft forward. Drag is the resistance against the aircraft by the force of the air against the forward facing surfaces. Weight is caused by gravity. In order for a constant speed to be maintained, thrust and drag must be equal. In order for a constant altitude to be maintained, lift and weight must be equal.

Lift increases as the velocity of the air passing over the wing increases or as the angle of attack increases as long as the flow of air over the wing remains smooth. Actual flight is attained when the force of the lift equals weight.

An aircraft pivots about three (3) axes; the yaw or vertical axis controlled by the rudder, the pitch or lateral axis controlled by the elevator, and the roll or longitudinal axis controlled by the ailerons. It can pivot about any one of these individually or in combination based on the control surfaces that are moved and the direction of the movement.

When the rudder is moved to the right, the aircraft will rotate to the right about the yaw axis and vice versa. When the elevator is moved up, the aircraft will pitch the nose upwards. The ailerons move in opposite directions. When the left aileron is moved up and right one down, the aircraft will rotate to the left and vice versa.

---to be continued next month

In response to demand, this is the first part in our new series of articles on an Introduction to RC Modeling and the thrills one can experience - enjoy Ed

“The Wind Sock!”

Club News - in Brief!



Our April meeting opened to a rapturous applause from on high as the sky darkened and Donner and Blitzen descended. The few hearty souls that braved the weather were treated to an informal get together with an excellent Great Planes Flight Simulation made available by Leo and Rose for all those who wished to try their hands [made some of the old ‘DOS stuff’ look archaic], Gerry’s video of flying at Veterans Park 40+ years ago which he had transferred from 8mm format to VHS and another of Faye’s masterpieces! It would be rude not to mention each of the above in more detail because of the efforts gone to bring along some great displays/Leo’s Great Plains s/w was loaded onto a new Dell with a Sony Trinitron screen – great graphics Leo. I’m only sorry I only got 2 mins to try it out, but many others did and were all impressed. This ‘demonstration’ has consolidated in my mind one thing Leo has been saying for

some time. Here is a great opportunity for new Product Demos by our suppliers – what better than in a congenial relaxed atmosphere, with knowledgeable folk around to view and try prospective ‘goods’ for sale? All very ably assisted by Rose’s MUCH appreciated coffee and ‘bickies’ [quaint English term for cookies!]/ Warm welcome to Tim and his Dad attending their first meeting – please come again/Faye demonstrated his Ein Falschung which he also had at the WRAM show. Scratch built based on Stinger areas and engineering monoplane with simulated wing warping technology of WWI vintage. Actually has ailerons. Beautifully covered in Monocote camouflage, superb instrument panel and engine a .91 YS. Cowl 1/16th plywood to conserve weight. All servos had to be moved from the tail into the tank cockpit area to achieve CV. When will be the maiden flight Faye? Thanks for bringing it along/Scott Tracey is our new AMA representative and his contact details are shown in our useful contacts listing – welcome aboard Scott/Anyone know if Joe E got his plane back from the Wilton Tree?/A safety committee is being formed under the chair of Shaun Pritchard – all willing to help, contact Shaun. It is intended to revisit our current rules [see web site] and see if we need to update to reflect not only safety, but also courtesy and sportsmanship. The object will be to help newcomers to get started. Shaun is seeking two members to help – don’t hold back, please give him a call [see Useful Contacts list]/Plans afoot to form a Membership Committee with Brad, Keith Reilly and Gerry on board. Plan is to have membership cards available at Sherwood through Keith and at both Brad and Gerry stores respectively/Joe T [our traveling

‘VeePee’] has been out to Toledo and we await a full enthralling report/We had our Spring Clean Up on April 14th. This was organized at short notice at our April Meeting and many thanks to everyone who participated. The event kicked off early [yep, early!] and so over a relay period some 20 or members came to rake, seep, shovel, blow and generally ‘windbag’ before getting down to flying from a clean field. Your editor noticed, amongst others, Pete, Louis, Keith, Chuck, Faye, Scott, Kevin[s], Richie, Leo, Jim, Julius, Shaun, Steve, Jimmy, Norbert and yours truly. I should however mention one father and son team for special mention – Tim and his dad Albert came to their first meeting on Monday and were at the Park Saturday – great to see you. Tim really wants to learn to fly, so Mentor Pilots, here is your chance to shine. Apologies to anyone I missed./Lynn Pritchard will be making our airfield signs and we are looking forward to seeing them at Sherwood/Flying Pins – don’t forget they are a mandatory club requirement and beside conforming to Club and AMA standards [details are up on our Web Site], it was suggested we carry our AMA Number and actual channel frequency. It’s also a really cool idea to have your name/address so they can be mailed back to you if you leave them behind – not that anyone ever does that!/Gerry brought along a 2 hour video of flight and immediately we could see familiar profiles like those of Jimmy and Algert. You haven’t changed a bit guys! [Except of course to say you have become more distinguished]. Amazing number of ‘hard’ landings were shown – I’m surprised anyone had any time to fly with all the building and rebuilding needed each and every session.

Thanks Gerry – you should send a copy to the Smithsonian for safe keeping!/Apologies to all who normally get their Newsletter through the US Postal Service. The late arrival last month was entirely due to your editor not getting the printed version out to Brad in time – sorry guys and gals, some other pressing matters I needed to attend to! Okay, I’ve said it! Yes there can be even more pressing needs that printing and folding and sticking down newsletters after one has written and compiled them! Actually, this is a good time to ask for help [correspondents needed!] and to remind everyone, you can get your Squire Flyer either via email or off our Web Site. The advantages are you will get it **MUCH** earlier, in **COLOR** and you **SAVE** the club printing and postage! How can you turn down such an offer? Very many thanks to one and all who do contribute – if I haven’t mentioned you in person against each submission, it’s either because I have overlooked it or thought you might be too embarrassed and blush! Keep ‘em coming please – this is **YOUR** newsletter! – Happy Flying Season - Ed.

Ps – In case you are still wondering – ‘his Ein Falschung’ is German for fake!

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.

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Hints & Tips - The Groove Tube Great-Plane \$5.99 CUTS PERFECT GROOVES IN BALSA QUICKLY AND EASILY

Designed as a "must have" builder's tool, the Groove Tube from Great Planes creates clean, consistent grooves in balsa for installing aileron torque rods and elevator inter-link wires.

The Groove Tube is easy to use: simply push the Groove Tube along the wood surface the hollow end catches and holds the balsa shavings, so there's no mess. After each pass, modelers press on the other end, where a spring-loaded plunger forces the shavings out, readying the Groove Tube for another pass. The grooves that are created are uniformly round, which increase the rod's performance, and require no sanding.

Plus, the Groove Tube is much faster, safer and more precise than using a hobby knife to gouge the wood out, and at only \$7.99 is a very affordable staple to the modeler's workbench.

###

New Trim Sealing Iron

Coverite \$34.99
FEATURES PRECISE
TEMPERATURE SETTING!

With its sliding temperature control, Coverite's 21st Century Trim Sealing Iron lets builders set the exact temperature level needed for the best results when applying heat-shrink covering. This versatile tool's wide temperature range from 105ø to 305øF allows modelers to achieve optimum results with any type of covering or surface, even foam.

Two special-purpose tips are included: a deep, rounded tip for fillets and curves, and a thin, flat, narrow tip for hinge gaps, flat areas and tight corners. These tips feature a Blackstone coating that ensures that the shoe glides gently and smoothly over the covering for excellent control. A red LED shows the iron is "on", and intensifies as a higher temperature level is selected.

As an added convenience, the Trim Sealing Iron comes with an extra-long 9' cord, along with a safety stand to protect work surfaces.

[Prices are only included as a guide - Ed]

###

An Accurate way to find cut-outs on a cowl

First, mount the cowl to the plane using the required screws. Remove the cowl. Put a compass point in one of the mounting holes (on the plane) then place the pencil point in the center of the object you are cutting clearance for. (ie. needle valve) Once you have the compass set, place the point in the corresponding mounting hole on the cowl and strike an arc on the cowl. Once this arc is laid, repeat the whole process from another mounting hole. Where the arcs cross on the cowl is the center of your hole.

Richie

Squire Flyer Roulette

By popular demand, we will be publishing all the questions issued so far since a number of members have enjoyed the research trail to determine some of the answers, and not only those issued to themselves! So, in the interest of fairness and to accommodate the upcoming flying season we

thought we would publish the questions. Yes, some are easy and of course as you would expect, some are not so easy. Above all, enjoy the chase and keep those answers coming in. Remember, 5 points for each answer, and a further 5 points if you get it right! We will shortly publish a league table of how everyone is doing so far.

1. Who said the following about an aeroplane and in what circumstances? "It is merely a clever circus stunt without any military value"
2. In what war and where were the first bombs dropped from an aircraft?
39. What airline name did the following abbreviation stand for? RANA [Hint - Africa!]
40. During the 1950's, what was the name of the then new generation supersonic jet fighter flying boat?
41. What is meant by Semi Active Homing in missile technology?
42. When is meant by Passive homing guidance in missile technology?
43. What type of aircraft was the BAC Lightning?
48. What currently is the world's only modern large wide-cabin Tri-Jet?
50. The standard MD-11s flight deck features 6 [.....], instrumentation devices. Fill in the blank and provide what functionality do these devices provide?
56. What happened to South African Airways on July 10, 2000?
66. How long did it take for a Boeing 247 to cross the continental United States?

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73. What did Amelia Earhart do in 1932 and 1935?
75. Who said, on what date and in reference to what? "Never in the field of human conflict was so much owed by so many to so few". What was the statement uttered by the same person that precedes the above?
94. What is meant by "Escape Velocity" and what is its value (approx) for the Earth expressed in Meters per Second?
99. One hears the abbreviation FAI. What do the letters stand for?
100. Out of the early Comet 1 disasters came an important discovery? What was it and who made it?

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Proposed Constitution Change!

Held-over as we didn't have a quorum!

It is proposed that the quorum rule, which currently requires a minimum of *** members be present in order to hold a formal meeting, be removed. This will enable meetings to proceed at previously advertised dates/times so long as a group of 2 or more members should meet at the allotted time. Voting on this proposed amendment will take place at our next formerly constituted meeting, which is

scheduled to take place April 9th. Please be in attendance to express your thoughts and decide on this proposed amendment.

"There is no sadder sight than a young pessimist." - Mark Twain

Antoine de Saint-Exupéry (1900-1944)

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. All rights respected. It is included here to further our knowledge amongst members. Enjoy! – Ed

French aviator and writer, real life hero who looked adventure and danger with poet's eyes - sometimes from a point of a child. Antoine-Marie-Roger de Saint-Exupéry's most famous work, *The Little Prince*, appeared in 1943.

Grown-ups never understand anything for themselves, and it is tiresome for children to be always and forever explaining things to them." (from *The Little Prince*, 1931)

Saint-Exupéry was born in Lyons into a family of provincial nobility. His father was an insurance company executive, who died of a stroke in 1904. His artistic talented widow, Marie de (Fonscolombe) Exupéry (1875-1972), moved with her children to Le Mans in 1909. At the castle of Saint-Maurice-de-Rémens Saint-Exupéry spent his childhood years surrounded by sisters, aunts, cousins, nurses, and frauläins. Saint-Exupéry was educated at Jesuit schools in Montgré and Le Mans and in Switzerland at a

Catholic boarding school (1915-1917). After failing his final examination at a university preparatory school, he entered the *École des Beaux-Arts* to study architecture.

The turning point in Saint-Exupéry's life came in 1921 when he started his military service, and was sent to Strasbourg for training as a pilot. On July 9, 1921, he made his first flight alone with Sopwith F-CTEE. He obtained his pilot's license in 1922, and settled then in Paris where he took up writing. The following years were unlucky. His engagement with Louise de Vilmorin broke, and he did not have success in his work and business - he had several jobs, including as a bookkeeper, and an automobile salesman. Saint-Exupéry's first tale, *'L'Aviateur'* was published in 1926 in the literary magazine *Le Navire d'argent*. His true calling Saint-Exupéry found then in flying the mails for the commercial airline company *Aéropostale*. He flew the mails over North Africa for three years. In 1928 he became the director of the remote Cap Juby airfield in Rio de Oro, Sahara. In the loneliness Saint-Exupéry learned to love the desert, and used its harsh beauty as basis in *The Little Prince* and *The Wisdom of the Sands* (1948). During these years Saint-Exupéry wrote his first novel, *Southern Mail* (1929), which celebrated the courage of the early pilots flying at the limits of safety to speed the mail and win commercial advantage over rail and steamship rivals. Another story line in the work depicted the author's failed love affair with the novelist Louise de Vilmorin. *Southern Mail* was filmed by Robert Bresson in 1937.

"Over and done with. Thirty thousand letters come safely through. The airline company

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kept drilling it into you: the precious mail, more precious than life itself. Enough to keep thirty thousand lovers going... Lovers, be patient! In the sinking fire of sunset here we come. Behind Bernis the clouds are thick, churned by the whirlwind in its mountain bowl. Before him lies a land decked out in sunlight, the tender muslin of the meadows, the rich tweed of the woods, the ruffled veil of the sea." (from *Night Flight*)

In 1929 Saint-Exupéry moved to South America, flying post through the Andes. This experience gave basis for his second novel, *Night Flight*, which became an international bestseller, won Prix Femina, and was adapted into screen in 1933, starring Clark Gable and Lionel Barrymore. In the story *Rivière*, the hard-bitten airport chief, has left all thoughts of retirement and sees the work of flying the mails as his fate.

Saint-Exupéry married in 1931 Consuelo Gomez Castillo, and started to work as a test pilot for Air France and other airline companies. He wrote for *Paris-Soir* and covered the May Day events in Moscow in 1936, and made a series of articles on the Spanish Civil War. Saint-Exupéry lived a traveling, adventurous life: he bought Caudron Simoun (F-ANRY) airplane with his last money, and experienced an aviation accident in Libya, bought another Caudron Simoun in 1937 and was severely injured in Guatemala in a plane crash.

'We don't ask to be eternal', he thought. 'What we ask is not to see acts and objects abruptly lose their meaning. The void surrounding us then suddenly yawns on every side.' (from *Night Flight*)

Encouraged by his friend André Gide, Saint-Exupéry wrote a book

about a pilot's profession. Wind, Sand and Stars, which appeared in 1939, won the French Academy's 1939 Grand Prix du Roman and the National Book Award in the United States.

"Freedom and constraint are two aspects of the same necessity, which is to be what one is and no other." (from La Citadelle, 1948)

After the fall of France in World War II Saint-Exupéry joined the army, and made several flights, although he was considered unable to fly military planes because of his several injuries. However, Saint-Exupéry was awarded with the Croix de Guerre. In 1940 he escaped to the United States, and was criticized by his countrymen for not supporting de Gaulle's Free France forces in London. Flight to Arras (1942) depicts his hopeless flight over the enemy lines, when France was already beaten. In 1943 he rejoined the French air force in North Africa and published his best-known work, The Little Prince (1943), a children's fable for adults. The book has been translated into nearly fifty languages.

On July 31, 1944 Saint-Exupéry took off from an airstrip in Sardinia on a flight over southern France. His plane disappeared - he was shot down over the Mediterranean, or perhaps there was an accident, or it was a suicide. Saint-Exupéry left behind the unfinished manuscript of Wisdom of the Sands and some notebooks, which were published posthumously.

Postscript: A fisherman found Saint-Exupéry's bracelet in 1998 in the sea 150 kilometers west from Marseilles. His and Conzuela Gomez Castillo's names were recognized from it.- Later events suggest that the bracelet was probably a forgery.

For further reading: Saint-Exupéry by M. Migeo (1932); A Knight of the Air (1956); Saint-Exupéry by S. Schiff (1994) - Hugo Pratt's comics Saint-Exupéry (1996) centered on the author's last flight, foreword by Frédéric d'Agay - See also: Visions of a Little Prince (A documentary film which was shot in original locations where Saint Exupery found the inspirations for his popular book)

All rights respected - Ed.

**"That was a great game of golf, fellas."
Bing Crosby's final words**

Diary Dates 2001

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

May 7th - Full Moon

May 12th - Float Fly, Wolfe Park, Monroe, CT 8.30a>2.30p

May 13th - Mother's Day

May 14th - Club Meeting, Big Show & Winter Build Competition

May 19th - Armed Force's Day

May 19/20th - Float Fly Brimfield Dam, Brimfield, MA 8.00a>5.00p

May 20th - Fun Fly Day - Warm invitation to all members of ALL clubs to come along and participate - starting 9am. CD: Joe Tropea 322-4738

May 26/27th - Mid Atlantic Jet Rally, Fentress, VA CD Frank Rega #TBA

May 26/27th 11th Annual Jumbo Jamboree Giant Scale Fly-In,

The Squire Flyer

Assumpink Wildlife Management Area Nr. Inlamestown, NJ CD: Doug McMillan (609) 443-3175 or www.mcrcs.com

May 28th - Memorial Day

Jun 2nd/3rd - 46th Annual Aeroguidance Society Precision Aerobatics Contest, Blue Swan Airport, Sayre, PA. CD: Bob Noll (607) 754-5279

Jun 3rd - Float Fly Mansfield Hoplow Dam, Mansfield CT 9.00a>5.00p

Jun 3rd 4th - VT Heli Unlimited, Fair Haven Airport, Fair Haven VT CD Tom Puma (802) 492-2014

Jun 6th - Full Moon

June 8th-10th - Jet Meet in Canada - details to follow

Jun 11th - Club Meeting* Heli Flying Demonstrations

Jun 14th - Flag Day

Jun 17th - Father's Day

Jun 21st - First Day of Summer and Total Eclipse of Sun!

Jun 23rd/24th - New England Scale Championships & US Scale Masters Qualifier, Gardner Airport, Gardner, MA - No restrictions on flying - jets welcome CD: Jack Buckley (508) 481-0955 or newenglandscale@yahoo.com

Jun 24/25th - 21st Annual BUC-LE Harold Weil Memorial Model Airplane Fly, Quakertown, PA CD: Walt Smakulski (610) 709-0443

Jun 30th/Jul 1st - Valley of the Giants, Westport Airport, NY CD: Scott Foster (802) 388-9961 or viper@together.net

Jul 2nd - Canada Day

Jul 4th - Independence Day

Jul 6-8th - Greater Cincinnati Jet Fly, Cincinnati, OH CD Joe Amato #TBA

Jul 5th - Full Moon and Partial Eclipse of Moon

Jul 8th - IMAA Chapter 536 "Dawn Patrol" WWI Giant-Scale Fly-in @ NCRCC Flying Field, Green Road Sector, Ellington, CT CD: Paul Savastgano (860) 872-6303 or dawnpatrol536@juno.com

Jul 9th - Club Meeting* **Field Flying and Demonstrations**

Jul 14/15th - Green Mountain Jet Rally, State Airport, Middlebury, VT. CD Tom Puma (802) 492-2014

Jul 20th/22nd - Miniature Warbirds return to Schenectady County Airport CD: Ron Chizek (518) 842-6823 [days] or Roy Vaillancourt (631) 732-4715 or www.esam.org

Jul 27/29th Michigan Jets, Gross Isle, MI CD ? (248) 626-8838

Aug 3rd - 5th - State of Maine Scale Shootout, Portland, ME, CD?, (207) 797-5196

Aug 4th - Full Moon

Aug 4th - 6th Annual Warbirds over PA, Model Airplane A fly-in, Quakertown, PA CD: Walt Smakulski (610) 709-0443

Aug 4th - Chapter 548, the Black Dirt Squadron Northeast IMAC 2001 contact CD: Dan Ellsweig (845) 496-4726 or aeroplanart@aol.com

Aug 4/5th - Missouri Valley Jet Scramble, Tecumseh, NE CD Jim Simonitch #TBA Aug 4/5th - Thunder over Tupper Lake, Municipal Park, Demars Blvd., Tupper Lake, NY CD Tom Bickford tibick@northnet.org

Aug 11/12th - Long Island Scale Masters Qualifier, LIEx70 CD: Roy Vaillancourt (631) 732-4715

Aug 13th - Club Meeting* **Field Flying and Demonstrations**

Aug 19th - National Aviation Day

Sep 2nd - Full Moon

Sep 3rd - Labor Day

Sep 7/9th - IMAC Fall Festival at The Poconos, Shawnee, PA. Visit www.mini-iac.com & www.ramac.org for details

Sep 8/9th - Float Fly Brimfield Dam, Brimfield MA 8.00a>5.00p

Sep 8/9th - / Portland, ME CD Ray Labonte (207) 797-5196

Sep 8/9th - 35th Annual Rhinebeck Jamboree including Scale Model Fly-in, Old Rhinebeck Aerodrome, Stone Church Rd, Rhinebeck, NY Full scale airshow both days. (845) 752-3200 or www.olldrhonebeck.org

Sep 9th - Grandparents Day

Sep 10th - Club Meeting **Model Building**

Sep 15/16th 2nd Annual Chapter 548 Black Dirt Squadron Big Bird Fly-In CD: Tom Milidantri (845) 425-2082

Sep 18th - Rosh Hashanah

Sep 22nd - First Day of Autumn

Sep 23rd - Float Fly Mansfield Hollow, Mansfield, CT 9.00>5.00p

Sep 27th - Yom Kippur

Oct 2nd - Full Moon

Oct 6/7th - Top O'NJ RC Club Water Fun-Fly, Lisbon Capri Restaurant and Beach, Mountain Lake, Hope NJ I.80x#12 CD: Herb Kircher (908) 276-5056

Oct 8th - Club Meeting & Columbus Day **Model Building**

Oct 24th - United Nations Day

Oct 28th - Daylight Savings Time ends

Oct 31st - Halloween

Nov 1st - Full Moon

Nov 3rd/4th - Florida International Jet Rally, Lake Wales, FL CD Steve Jaworski (813) 752-2420

Nov 6th - Election Day

The Squire Flyer

Nov 11th - Veterans Day

Nov 12th - Club Meeting

Nov 16th - First Day of Ramadan

Nov 22nd - Thanksgiving Day

Nov 30th - Full Moon

Dec 10th - Club Meeting & Chanukah

Dec 21st - First Day of Winter

Dec 25th - Christmas Day

Dec 30th - Full Moon

Dec 31st - 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!

Working on your car at K-Mart

Be careful what you wear (or don't wear), when working under your vehicle...especially in public.

From the Sydney Morning Herald Australia, comes this story of a central west couple who drove their car to K-Mart only to have

Their car break down in the parking lot. The man told his wife to carry on with the shopping while he fixed the car there in the lot. The wife returned later to see a small group of people near the car. On closer inspection she saw a pair of male legs protruding from under the chassis. Although the man was in shorts, his lack of underpants turned private parts into glaringly public ones.

Unable to stand the embarrassment she dutifully

stepped forward, quickly put her hand UP his shorts and tucked everything back into place. On regaining her feet she looked across the hood and found herself staring at her husband who was standing idly by.

The mechanic, however, had to have three stitches in his head.

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Bless Me Father!

"Bless me Father, for I have sinned. I have been with a loose woman."

The priest asks, "Is that you, little Tommy Shaughnessy?"

"Yes, Father, it is."

"And who was the woman you were with?"

"Sure and I can't be tellin' you, Father. I don't want to ruin her reputation."

"Well, Tommy, I'm sure to find out sooner or later, so you may as well tell me now. Was it Brenda O'Malley?"

"I cannot say."

"Was it Patricia Kelly?"

"I'll never tell."

"Was it Liz Shannon?"

"I'm sorry, but I'll not name her."

"Was it Cathy Morgan?"

"My lips are sealed."

"Was it Fiona McDonald, then?"

"Please, Father, I cannot tell you."

The priest sighs in frustration. "You're a steadfast lad, Tommy Shaughnessy, and I admire that. But you've sinned, and you must atone. Be off with you now."

Tommy walks back to his pew. His friend Sean slides over and whispers,

"What'd you get?"

"Five good leads," says Tommy.

[Many thanks to Richie for this one! – Ed]

Useful Contacts!

Country Squire Modelers, Norwalk, CT

The 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

Vice Pres.: Joe Tropea > 322-4738

E-mail: JMSTropea@Yahoo.com

Secretary: Open

Membership:

Brad Lewis >834-0441(O)

E-Mail: HeritageHobbies@Worldnet.att.net

Treasurer: Chuck Whidden > 938-8989

E-Mail: Chuck@Whiddensilver.com

Newsletter Editor: Boyd Misstear

45 Glenwood Rd., Weston CT 06883

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

E-Mail: Misstear@aol.com

Aerial Search:

Morgan Kaolian > 375-3686

Safety & Club Videos:

Shaun Pritchard > 226-8047

Shaun@AllAviation.com

Club Web Site:

Bill Waldman > 322-3911

E-mail: mail@waldini.com

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

Dawn Patrol:

The Squire Flyer

Paul Savastino >(860) 872-6303 or

Bob Boulais >(860) 872-7900

E-mail: DawnPatrol536@Juno.com

New England Warbird Squadron:

Gerry Yarish > (860) 354-6273

E-Mail: Gervarr@rcn.com

Float Fly:

Ray Hinds > 334-7207

E-mail: rchinds@snet.net

Instructor/Mentor Pilots:

Leo DeRosa > 322-2063

Maverick007@aol.com

Pete Covello > 348-0249

pbcovello@neca.com

Julius Greenberger > 375-0694

Harvinder Kambo > (914) 533-6061

Brad Lewis > 834-0441

HeritageHobbies@Worldnet.att.net

Charlie Micha > 847-6786

Shaun Pritchard > 226-8047

Shaun@AllAviation.com

Keith Reilly > 847-9779

Joe Tropea > 322-4738

JMSTropea@Yahoo.com

Academy of Model Aeronautics

AMA Club Number: 183

AMA Rep: Scott Tracey

[W] 229-0664 [H] 849-7578

TSScott@Openline.net

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

<http://www.modelaircraft.org>

NATIONAL MODEL AVIATION MUSEUM & LEE RENAUD MEMORIAL LIBRARY:

(765) 289-4236

Go Flying!

Next Meeting: Monday May 14th

at our normal location in East Norwalk Public Library basement, Van Zant Street, starting at 7.00pm.

Featuring

Big Show and Winter Build

Bring EVERYTHING and SHOW ALL!

Helicopters/Trainers/Sport/Scale

[Nothing too big or small]

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 Jun

Squire Flyer input: May 15th