



THE KNIGHT FLYER



Jul – Aug - Sep

2010

The June Fog Fly

All day a dense eerie fog enveloped the flying field on the occasion of our first summer picnic and fun fly of 2010.

No one could remember a time when the fog lasted all day long.

Not only did it make it difficult to see your plane several hundred feet away, but the mist was damp and soggy..

The ironic thing was that if you were to drop down in altitude several hundred feet to the town of Brant or the surrounding environs, the fog disappeared.

The flying field sits on a hill and the peak of the hill was in the clouds.

There seemed to be no wind at all



Fog shrouds the N. Collins Flying Field

and that is probably the reason why the fog hung in for so long.

In spite of this, the picnic was probably one of our best attended with some thirty three knights and family members coming out to the North Collin's field to participate.

It may have been cool and dreary outside, but it was warm and friendly inside the shelter.

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Fly or no fly conference

Inside

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Frank and Carol Shattuck did an excellent job in preparing the dinner.

Later in the evening the cloud did part for nearly an hour and a number of members took advantage of the break to fly a few of the larger planes.

Alas, the fog rolled right back in again.

In spite of the low ceiling and poor visibility, a large number of electrics were flown.

As long as they didn't venture beyond the perimeter of the actual field, few problems were encountered.

The first picnic of 2010 was quite a



Hungry Knights line up for the 4PM dinner.

success, in spite of the lack of VFR flight conditions.

The all day fog is probably a once in 50 year phenomenon so the next picnic in July should be blessed with good weather.

Our July picnic will be held at the home of Ray Barren.

Ray's place is on Kent Road in Little Valley. It will feature a chicken barbecue.

There is plenty of room for flying any size aircraft.

You are asked to bring a dish to pass and your own lawn chair.

Our summer picnic/fun flies are excellent opportunities for all of the members of the Knights to get know each other while enjoying good food, conversation and, of course, flying.



George challenges fearsome fog

2010 FLYING SEASON INSTRUCTORS

At the Nike Base:

John Newman — 824 - 5744
Bill Eberhardt — 627 - 3486
Dave Savini — 289 - 2031
Jim Devlin — 627 - 7221

At North Collins:

Chuck Caruana: — 337 - 0144
George Fox — 648 - 0667

Instructors for Building:
Orv Chatwood, Bob Rodgers, Les Hanks, Bill Hauth.
For covering: Les Hanks.

Call to make arrangements for all persons involved.

Nike Site Rules

The activity at the Nike Site in Hamburg is ever changing. We have not received any written information on how many months the 5pm weekday curfew is in effect.

Soccer ends around July 31st.

For those who fly at the Site the following rules have been agreed to.

1. May through July, (M-F), flying ends at 5PM.
2. No flying is permitted on weekends during Soccer Tournaments, or any activity where large numbers of people are on the Soccer fields .

3. On Aug. 7-8 there will be no flying by Knight's members while we host our Scale Rally.

4. If you see NO people other than fellow pilots, it should be OK to fly.

5. Only Electric planes can be flown earlier than 10 AM (without noise).

6. Observe ALL written rules that are posted in the shelter.

7. NO flying is to take place while mowers are on the field.

8. If asked to stop flying, get the name , title of authority and phone number of that person. Write it down with the details of what happened, and why it happened. Pack up and stop flying. Give the written information to any club officer.

Summer Activities

Dates to keep in mind for summer fun!

Stars Rally

Jul 17,18
Olean, NY

Warbirds over the Bay

Jul 24,25
Burlington, Ont

Sky rovers Jul 24,25 Phelps, NY

Knight's Scale Rally

Aug. 7 & 8
Hamburg, NY

Dick Parshall

Mem Float

Fly

Sept 11,12
Honeoye, NY

RCCR, Great Electric

Fly Aug. 21,22, Brockport,

Camp & Fly

Sept 4,5,6 Canandaigua, NY

**Knight's
Club Picnic
& Fun-Fly**

Sun. Jul. 11th
Sun. Aug. 22nd
Sun. Sep 19th

Flying Dutchmen

Sept 11,12 Kitchner, Ont

The Magic Multi-meter

The age of electric flight is upon us.

Along with the new technology, comes new ideas and tools.

Whether you are transitioning from the realm of the gas engine or you are just a new flyer and electric is the way to go, there will always be unfamiliar things.

Unless you have worked or played around with electrical devices you may not be familiar with some of the tools that are commonly used.

One of the most useful tools is the multi-meter, shown in Fig.1. It is named for it's ability to measure all three of the parameters of an electric circuit.

Multi-meters are readily available and cost under \$20.



Fig. 1 Common Multimeter

As most of you are already aware, electric circuits contain quantities like current, voltage and resistance.

As with anything that we tackle new, it is the names that confuse us first.

There is a unique vocabulary in the automotive world, in railroading or boating. In the Navy, a wall is not a wall, it is a bulkhead.

So too in the world of electricity many words have special meanings.

But, there are also many parallels.

Electrical terms are often paired up with liquids where the current is compared with the flow of water. This is a very useful analogy, as shown in fig. 2.

The three parameters of electricity are voltage, current and resistance. These are directly compared with pressure, flow rate and flow restriction.

We assume that everyone has heard the words, voltage , current and resistance.

The thing that people who are new to electrics may not be knowledgeable about, is how such things are measured and what such measurements mean.

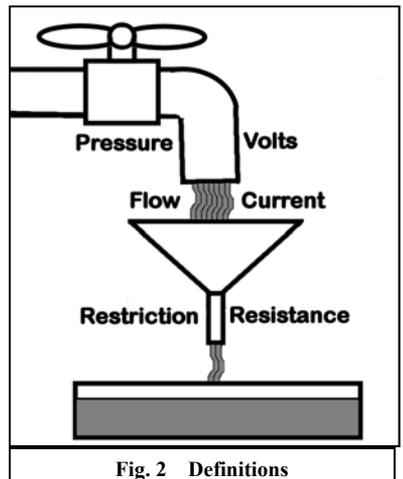


Fig. 2 Definitions

Many members are already familiar with electricity, so this article is for those who have joined the club recently or those members who are encountering electric models for the first time.

Being able to read, measure and interpret the effects of electricity is of great help and will contribute immensely to the enjoyment of the hobby.

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Voltage is compared to water pressure. The greater the pressure, the more force that the water has, whether you are talking about a tank, a pump or a faucet.

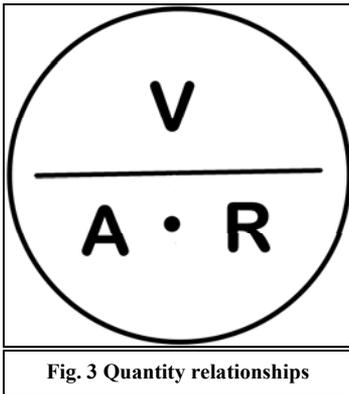
Increased pressure forces the water to flow at a higher rate through a pipe.

This is exactly like voltage. The higher the voltage the higher the rate of current flow in a wire.

Water (consisting of billions of molecules) flowing in a pipe it is like current (which consists of billions of electrons) flowing in a wire.

The larger the diameter of the pipe, the less restrictive it is. And of course, the smaller the pipe the harder it is for water to flow through it.

These quantities are neatly linked together in a formula called Ohm's Law.



As shown in the Fig. 3, volts are equal to current times resistance. Current is measured in Amperes and resistance is measured in Ohms, named for guys who discovered this stuff.

If you simply cover the item you are looking for, the remaining two items will tell you how to compute it.

For example, if you want current, cover "A". The uncovered quantities are "V" over "R".

Say you have 6 Volts and a resistor of 240 ohms.

The result is .025 amps. Any combination of values can be solved in this way.

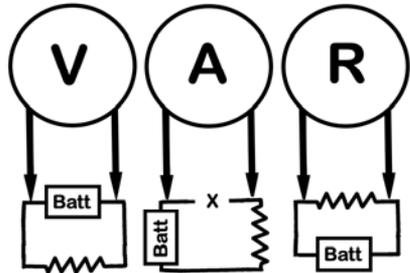
But, no need to calculate!

The multi-meter is able to measure any one of these quantities. Fig. 4.

The scales on the multi-meter may appear confusing, since all values of all three quantities are displayed simultaneously.

In addition, the resistance scale is non-linear.

There are several scales and there are different settings of the dial.



This is done to reduce the actual number of scales that would have to be printed on the dial face.

The trick is to use the correct scale.

Naturally, only one scale can be valid at any one time.

The valid scale is selected by the switch on the front of the meter, as shown in Fig. 5 on P-6.

Notice that the highest number on the scale matches the number on the switch setting.

There are several positions for each parameter.

Continued on P-6

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Continued from P-5

This is to allow a full scale reading for different ranges of the particular parameter.

For example, the 500 scale would be used for 5000, 500 or 50. The 250 scale would be used for both 250 and 2.5. See Fig. 6.

You do have to mentally adjust the decimal point.

If you are going to measure around 10 Volts, then you would like to have a larger portion of the scale available for more accuracy.



Fig.5 The Multi-meter Switch

If you measured , say 9 volts on the 100 volt scale your reading would be scrunched down on one end.

But on the 10 volt range, you will get almost a full scale and hence, a very accurate reading for 9 volts.

The same is true for the current readings.

Current is more complicated.

In order to measure current you must be in series with the load through which you want to measure the current.

In other words you have to insert the meter **into** the circuit rather than across the circuit. Look back at Fig. 4.

It is just the same as if you wanted to measure water flow in a pipe. You would have to insert a flow meter into the line.

The current readings are in thousandths of an amp.

These are milliamps. 500 milliamps is the same as half an amp.

For very large currents up to ten amps, the probe must be moved to the special 10 amp plug.

Resistance is a little different.

The first thing you will notice about the resistance scale is that it is non-linear.

This means that as the resistance increases, the intervals become crowded together. It is a logarithmic scale.

When measuring resistance, there are usually three scales, X1, X10 and X1K (or 1 thousand).

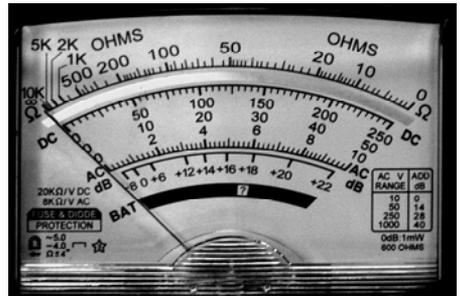


Fig. 6 The Multi-meter Scale

An example of use would be where you may want to measure the resistance of a motor winding.

This is a very low value, perhaps about 4 or 5 ohms. You would then select the X1 scale.

The larger scales would completely obscure such a low reading.

A higher scale would be chosen for measuring various electronic components.

These are the basic considerations for using the multi-meter.

As you become more involved with electric models you will find that this device will be a very useful and inexpensive addition to your tool box.

And knowing how to handle those obscure electrical quantities will make the hobby much more enjoyable.

Open House at Hamburg Airport

After a front of rain and thunderstorms passed through overnight, it didn't look good for the annual Airport Open House in Lake View.

However, the morning skies cleared and a large number of people arrived to check out the airport.

The Civil Air patrol hosted an awesome breakfast of pancakes, sausage and eggs.



CAP cooks up breakfast



Knight's Static Display

The breeze seemed to be coming across the runway and there was little air traffic.

This didn't bode well for those seeking an airplane ride.

The knight's set up a static display in the hanger consisting of about fourteen models.

They were arranged under the wings of full scale aircraft which looked like a couple of hens with their chicks.

The open house also included a visit by the emergency fire vehicle from Lake View Fire Department, and a mini auto show that consisted of a couple of Mustangs and several other classic sports cars.

Each summer the Hamburg Airport puts on the Pancake Breakfast Fly-in.

It is always a good opportunity to enjoy some good food and talk with some of the local pilots and aircraft owners.

KNIGHT'S SWAP SHEET

Top Flite Gold Edition Kit

Sea Fuzy 61-91 Size 1/7 Scale

\$120.00 Firm. Call: Chuck Schummer 675-1531

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If you have something for sale, or looking for that special something, put your request in "The Swap Sheet". Free to all club members.

Disclaimer: This feature is presented as a service to the members of our club. All transactions are between the buyer and the seller only. Neither the Knights, its officers nor any entities will be held accountable for any dispute. Do not call Knights or Editor to execute sales.

3rd Q 2010

Schedule

Fri. 7/30, 8/20,
9/17

St. James Church 7:30
New members 6:30

Board Meeting

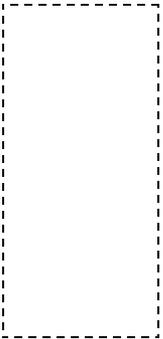
Wed. before members
meeting.
(when scheduled)
7:30 pm
George's Place

Officers

President: George Fox
Vice Pres: Chuck Caruana
Secretary: Jim Erhig
Treasurer: Ray Barren

Board

Chuck Schummer Bob Rodgers
Bob Waldruff Orv Chatwood
Editor Jim Devlin



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The Flying Knights of Hamburg, NY

Academy of Model Aeronautics - A Chartered Radio Control Flying Club

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