



THE KNIGHT FLYER



Jul - Aug - Sep
Editor:

2005
Jim Devlin

Oriental Connection

On the other side of the world, about as far as you can get from Hamburg, lies Okinawa, Japan. It is located in the Pacific Ocean, known for beautiful views of the sea and stiff winds.

This is home to the Okiflyers R/C club.

This far away place is also home to 1st. Lt. David Kobie II, son of our own Dave Kobie, of the Flying Knights and a former Knight, himself.



Look, Ma, no trees!

Dave II now lives on the Marine Corp Post (Camp Courtney) in Okinawa, Japan with his wife, Pamela (a native of Cheektowaga, NY), and their two children.

The oldest, David III is 5 yrs old and was recently joined by little Nathan who is now just 10 weeks.

Dave II has been a Marine for 13 years. About 3 years ago he received his commission and now works as Fiscal Officer

within the 3rd Marine Division stationed at Okinawa.

The Okiflyers R/C club is now an official AMA sanctioned club made up of Military and U.S. Civilians stationed there.

The club has at present about

44 members.

Due to the demands of military life, there is a high turnover in the club, but all of the members are active and maintain a high degree of camaraderie.

Meets and and fun-flys are just as much enjoyed there as they are here on the mainland.

The field is located on Torii Station's "Renegade Landing Zone" where it overlooks the ocean.

High winds are a part of life, here, but are definitely not a deterrent to flying.

According to Dave 2, "It is never too windy to fly- or at least few will admit to high winds as an excuse to not coming out".

The scenery, we are told is superb. The downside is an occasional dunking of a plane in the ocean water.

Dave II has been flying a Tower Hobbies Pylon Shoestring.

Continued on Page 3

Corsair Crash Creates Crisis

Recently an incident involving a model airplane crash at the Nike Soccer fields has created both a confrontation and considerable controversy.

Apparently a wayward model went out of control and came down close to group of people on the adjacent soccer field.

As everyone knows, flying is prohibited behind the flight line for the express purpose of preventing just such an incident.

For whatever reason, loss of control, mechanical failure or pilot error the incident did occur and steps must be taken to assure that it does not occur again.

On May 12th, club president Ron Wojick of the Knights and Tom Warda of the RC Crafters attended a meeting with Martin Denecke, Director of Recreation for the Town of Hamburg, Gary Mann and John Andrijcuk of the Young America Soccer Club.

The outcome of this meeting was the establishment of a new warning system.

It will be implemented at the Nike Flying Site during May, June and July, for the hours of 6 - 8:30 pm.

First Summer Picnic of 2005

Looking at the weather report on the Saturday night news, things looked bleak for the first picnic of 2005.

Rain did in fact appear on and off during the morning, but as afternoon arrived, so did the sun.

And so did our guests. This year we hosted Boy Scout Troop 507 of Holland, NY.

Three scouts and several friends enjoyed sharing a buddy box with the knights. Even Scout Leader Bob Murray took a turn at the controls.

The weather was excellent the rest of the day and everyone managed to get several flights.

A member of either the RC Crafters or the Flying Knights will be on hand to enforce the "members only" policy and to assure that all of the safety procedures are observed.

During those specific times, each flyer will be required to have a spotter while flying.

The spotter will have in his possession an air horn (located in the first aid cabinet), which will be used should the flyer lose control of his aircraft.

Flyers must become very conscientious about the flight line.

Loss of control can be actual loss of radio contact or mechanical failure resulting in the possibility of the aircraft venturing beyond the flight line limit.

The horn is to provide a "heads up" in the soccer field area that a plane is out of control.

In addition, should any "incident" take place, the flight line will be shut down (all further flying will cease) for the remainder of that evening.

Any situation where possible personal injury is possible, is a serious matter and must be addressed if we are to retain the privilege of flying at the Nike Site Field.



Scouts line up b behind WW1 Biplane

Ron had the grill tuned to perfection and the food was great.

One of the more enjoyable aspects of our club activities is being able to share our hobby with young people.

His comment. "An absolute pleasure to fly". He recently completed a 71 inch span P-47 Thunderbolt with a 91 FX for power. (Psst. His son's Buzz Lightyear ended up in the cockpit).

It's always great to hear of fellow knights and their activities in far flung parts of the world, but apparently there is no place like home.

Dave II looks forward to the day when he can get back to Western New York and fly again with his Dad.



Dave II and his Shoestring



2005 Scale Rally August. 6th & 7th. Fun Flying Nike Base

North Collins Flight Pattern

For several years, there has been considerable debate over the flying patterns at our NC field.

Due to the location of several of the neighboring landowners, errant aircraft have flown over or actually come down upon adjacent property.

Few knights remember when the smelly old chicken farm existed across the street. Except for the odor, the chicken farm never posed a problem.

However to the northeast of our property, the current landowner, has voiced concerns over several incidents.

He is quite justified because in his location, no planes should have been there anyway.

However we all know what happens when our attention lapses for a moment. Our plane drifts off a little too far, before we realize exactly where it is.

This is quite normal because our eyes are narrowly focused on the attitude of the airplane and not on the wider aspects of our surroundings, off in our peripheral vision.

Often, while helping a student, the plane may stray.

Should there be an equipment failure, little can be done.

A few years ago, it was decided that the best approach is prevention so a "figure eight" pattern was developed.

This flight pattern has been quite successful for several years. The downside is that it also involves a high speed crossover.

There has never been a collision at the point of intersection, but there have been a number of apprehensive moments.

One proposal opted for a change in the orientation of the field, but subsequent talks with the land-owners indicated that this measure would not be necessary.

A thorough analysis of the situation by our NC team of Bill Scaglione, Bob Rodgers and George Fox, determined that the same level of safety could be accomplished with an oval pattern as long as the north end of the field was clearly marked.

This would eliminate any possible problems with a cross-over.

Aerial maps of the field have been distributed to all club members.

Our committee is to be commended for all of the time and work they put in, to bring this situation to a successful conclusion.

Faster than a Speeding Bullet

Many residents of Western New York are often surprised to learn how much our area was involved in early aviation.

Even fewer realize that the American jet plane was developed right here in our own backyard.

Due to the heavy security, almost no one was aware of this activity at the time.

The jet engine itself had been invented in England by Frank Whittle and in Germany by Pabst von Ohain.

For some reason the English did not seem to be very interested in developing the jet engine. Whittle persisted and in fits and starts, he was able to cobble together a demonstration model.

Around 1940 he was finally able to persuade the government to start a program to build and test a prototype.

The Glouster E.28/39 experimental aircraft was the result.

When General Hap Arnold saw the engine being tested in 1941 he immediately initiated a development program in the United States.

General Electric was given the rights to build the first engine and Bell Aircraft in Buffalo, NY was chosen to build an airframe to test it.

The work was cloaked in secrecy and much of the design work was done on Main Street in downtown Buffalo.

No one passing by on the street was aware of the work being done inside the old office building.

Even the designation of the aircraft was carefully chosen. XP-59 was a different design on the drawing boards, although inside the company it was known as the Model 27.

No serial numbers were allocated until the prototypes had actually flown.

Construction of the first prototype began in a toolshop leased from the Ford Motor Co.

Due to delayed engine delivery the original schedule was not met.

However, finally in Sept. of 1942 the aircraft was packed in crates and delivered to Muroc AFB for testing.

The first flight took place on Oct 1st of that year. It was made with wheels down and at an altitude of 25 feet.

Three flight were made the first day and four the next. By the end of the testing the XP-59 reached an altitude of 10,000 feet.

Numerous engine problems dogged the early flights.



P59A Airacomet

With the first engines from GE, the plane reached 389 mph at 35,000 feet. With newer engines it reached 409 mph.

Looking back, it may seem humorous, but there was much paranoia in 1943 about security.

Once when the XP-59A had to be transported from Muroc to Harpers Lake by rail on a flat car, it was fitted with a dummy propeller. The third aircraft in the series was sent to England to be compared to the Glouster Meteor, under development there.

After some 15 flights it was returned to Buffalo.

Gunnery tests in 1944 revealed that it was a poor gun platform.

It was flown against the conventional Lockheed Lightning and the Grumman Thunderbolt.

These warbirds out maneuvered the Airacomet and it was declared unfit for combat.

Continued on page 5

Continued from page 4

A production order of 100 units was reduced to 39, however 50 were built as it was not economical to scrap the partially built airframes.

All were delivered by wars end in August 1945 but none saw combat. Most were stationed with the 412th Fighter Group at Muroc AFB. They were used for training pilots transitioning from conventional aircraft to jets.

A new design, the P-59B was proposed with the inlets under the wing but using a single tailpipe.

The Bell Company ran out of time for delivery and the project was handed over to Lockheed where it evolved into the P-80 Shooting Star.

Today, six P-59A Airacomets still live and can be found in several Aeronautical Museums around the country.

Work on the P-59 led to proposal for the XP-83, a long range jet escort fighter. It featured 3 interconnected fuel cells in the fuselage and 3 in the wings, plus hard points on the wing for external tanks.

Results were disappointing. Two prototypes were built. One crashed and the other ended up as a test bed.

In April of 1945, troops came across a new Messerschmidt jet being developed, that had swept wings that could be manually set at angles of 35, 40 and 45 degrees.

The plane was captured and sent to Wright Field. in crates.

In 1948 the aircraft was obtained by Bell aircraft in buffalo, but had been badly damaged in transit.

Bell proposed building another with the same airframe for the purpose of studying the variable wing geometry.

The two versions were extensively flown and a great deal of data was collected. The planes were somewhat unstable and one test pilot was killed during a spin.

The last flight of the Model 60 X-5 was in 1955 by Neil Armstrong.

During the waning days of WW2 when several of the prop driven warplanes attempted to go faster than the speed of sound in a dive, they began to shudder and shake violently.

This velocity became known as the "Sound Barrier", and at first was thought to be impenetrable.

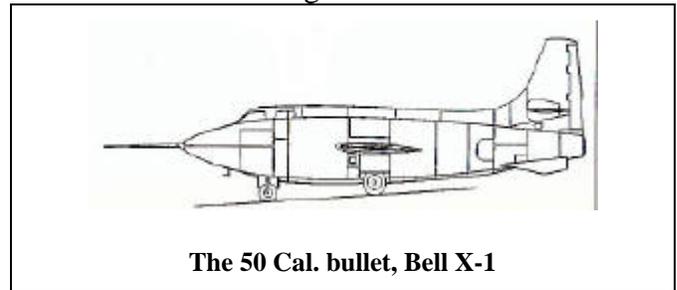
Yet it was well known that some things did indeed go faster than this sonic barrier.



One of them was a 50 caliber bullet. Could the same shape be the key to faster than sound flight by an aircraft?

Thus, the decision to design the X-1 in the shape of a rifle bullet.

It was eventually realized that the problem was with the propeller driven aircraft. It had a lot to do with the aerodynamic principles of drag. Remember that drag like lift, increases with the square of the velocity. If you double the speed, you have four times the drag.



The propeller revolving in the front of the aircraft presented a large disc shape to the oncoming air. It was like trying to force a large flat signboard through the air.

However the propeller was more like a porous signboard and interacted with the oncoming stream of air, chopping it up into discrete lumps as it flowed through.

Continued on Page 6

The principles of resonance amplified the interaction between the speed of the propeller and the oncoming speed of the airstream.

The buffeting resulted in the shaking of the entire airframe.

The jet engine allowed the propeller to be eliminated and the nose of the aircraft could be streamlined into a very low drag configuration.

By combining these features into a full size aircraft, the engineers at Buffalo's Bell Aircraft Corporation were able to design the first aircraft to fly faster than sound.

This was actually done by Air Force test pilot Chuck Yeager on October 14, 1947. Bell then built the the Model 52 X-2. See Fig. 3.

This sleek plane combined the swept wing data of the X-5, the rocket engine and the bullet shape of the X-1.

Bell then built the the Model 52 X-2. This sleek plane put together the swept wing data of the X-5, the rocket engine and the bullet shape of the X-1.

Another new feature was a separate ejection module for the pilot. It was both triumph and tragedy.

In May of 1953, the first plane exploded while still attached to the mother

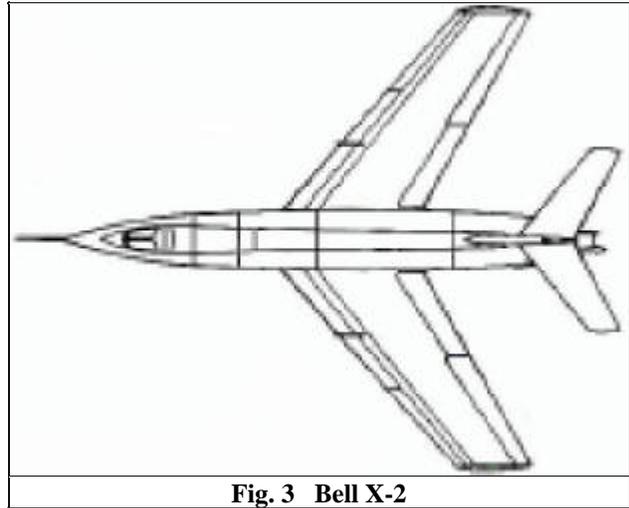


Fig. 3 Bell X-2

ship killing a crew member. It then fell into Lake Ontario, killing the pilot.

The second ship went on to set an unofficial altitude record of 125,907 feet.

On its last flight it set an unofficial speed record of 2,094 miles per hour. After engine shutdown the plane became uncontrollable.

The pilot ejected at 40,000 ft but was unable to free himself from the capsule.

Bell did not build any more military jet aircraft.

The realm of supersonic flight had been born and it all began right here in Buffalo, N.Y.

<p>Mark down these dates! Summer Sunday Picnic Dates July 10 th-----(if rain) Jul. 17th August 21 st-----(if rain) Aug. 28 th September 18 th -----(if rain) Sept. 25th</p>		<p>Noon to Dusk Bring dish to pass. Dinner at 4:00 pm Meat & Drinks supplied by your club.</p>
	<p>Feb. 23, 1935 Apr. 20, 2005</p>	<p>Don became one of the original charter members of the Flying Knights in May of 1963. His enthusiasm for the hobby was contagious to anybody who came in contact with him.</p> <p>He will be missed.</p>

Summer Events

CHIEF's

Air Show
July 16 - 17
Canandaigua, NY

Third Annual Northeast

Helicopter Jamboree
August 26, 27, & 28
Macedon Field

STARS

27th annual Scale Rally
July 9-10 , Olean, NY

Flying Dutchmen

September 10-11
36th Scale Rally
Dutchmen Field
Kitchner, Ontario

The Great Electric Fun Fly

Aug. 20-21
RCCR Bolling Field, Town of Hamlin,
9 a.m. - 5 p. m .
(43.17.43 N --- 77.58.42 W)
behind 2295 Redman Road
Overnight camping at the field - no hookups

Sky Rovers

2005 Air show
July 23 & 24
All day Phelps, NY

Flight Instructors for the 2005 Season

Mark Chamberlain Stu Brierly Les Hanks
Tom Filipiak Jerry Piscitello Bill Eberhart
Bill Scaglione Frank Shattuck Bob Waldruff

Check roster for contact information