

Fun Fly Hosts Cub Scouts

As we crested the hill on Jennings road, raindrops sprinkled on the windshield. The previous night the weatherman assured us all that the rain would hold off till nightfall, but it seems that the more dollars they spend the less accurate the forecasts become.

But then, weathermen, like doctors, are only practicing. Anyway, as we drove onto the North Collin's field all the rain seemed to vaporize. It could have been because of all the happy faces.

Today was the day when the Cub Scouts from troop 48 of Our Lady of the Sacred Heart in Orchard Park came to visit the Knights at our first summer picnic of 2004 and try out some RC flying.

Nearly two dozen club members along with their families attended the picnic bringing along their favorite planes and a dish to pass.

Ron cornered the grill and began his ritual of cranking out the hot dogs, while Tom Filipiak and Les Hanks readied the club trainers for the afternoon's flying lessons.

Den Mothers, Charlene Huegle and Janine Gavin Pokrandt gathered the Dragon Patrol together. Lessons began with a discussion of how and why airplanes fly.

This led into a thorough presentation of how airplane controls work.

Seven cubs peered into the servo compartment of the trainer, watching the movement of the control surfaces as Tom worked the transmitter sticks.

Ground training accomplished, the cubs then took turns at the flight line actually flying the trainer plane. This was the best part of the day.

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Ground school gets everyone's attention.

From the Prez

The June 6th Fun-Fly hosting the cub scouts and their parents was a great success.

I want to thank the members who came out and made it a fun day for the scouts and their parents.

The club received a thank you card from the boys expressing their appreciation for a great time.

Thanks,
Ron

In Memoriam

Ray Peck , a former member of the Flying Knights passed away.
Our condolences go out to his family.

The Flying Knights would like to welcome the following new members who joined us this quarter. Great flying to all.

Timothy J. Wojcik Matthew R. Blaszak Ronald J. Blaszak Mark LaSurk	Mark Chamberlain Philip Courteau Dan Mecca Jeffrey Poole
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**11 th Annual R/C Auction
Sept. 25, 2004**

First Presbyterian Church of West Seneca
2085 Union Rd. West Seneca NY

Doors open 10 am Auction starts 12 noon
Auctioneer Tom Filipiak

Raffles Door prizes
Admission \$3 Women-children free
Refreshments available
10% commission- \$10 max
10% Buy back- \$5 max

Summer Flying in our area

S.T.A.R.S. RALLY

JULY 10 & 11 10:00AM TO 5:00 PM

Olean Municipal Airport
Hatch Hill Road, Ischua, NY.

- * Full Scale Grass Runway, Controlled Flightline
- * Flying Limited to Scale Aircraft Only
- * Saturday Evening Electric Park Flyers
- * Saturday Evening Wine & Cheese Social
- * \$10.00 Weekend Camping Fee-No Hookups
- * Food Available on Site.
- * Chicken Dinners for sale Saturday starting at 3:00

Only 3 Club Fun-flys left!
July 11th, Aug. 22nd & Sept 12th.
Don't miss'em.
North Collin's Field



Flying Knights
Annual Scale Rally
August 7th & 8th
Hamburg Rec. Center
10am to 5 pm

C.H.I.E.F.S.

1st RC Air Show
July 17th & 18th
C.H.I.E.F.S. Flying Field
2 miles east of Canandaigua
left off Rt. 5 & 20 to Gehan Rd.

Check out any RC club in the country.
Visit: www.towerhobbies/rcwairclub.html

Or even in the World.
Visit: www.towerhobbies/rcwairclubint/html

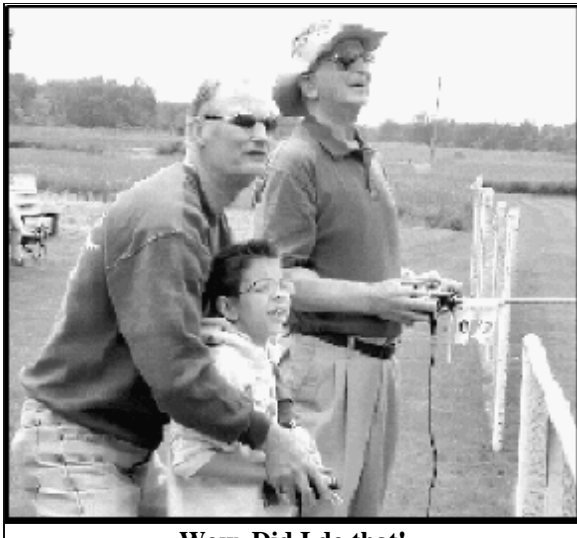
(at the NY State Steam Assoc)

Linked to the instructor via the buddy box each of the student pilots performed a complete flight as the instructor performed the more difficult take-off and landing operations.



This is way cool.

By providing hands on experience the students were able to get the feel of controlling the remote aircraft.



Wow, Did I do that!

Naturally, whenever anyone tries something new, there are a number of unfamiliar items that have to be coordinated. This takes a while.

During the flight they are in complete control of the model.

However, if the plane were to get

into any real trouble, the instructor can quickly resume control.

The weather which was never bad to begin with had really improved while the winds remained quite mild.

At 4:00 pm on the dot, Ron Wojik announced that the food was ready and all of the knights and their guests sat down to enjoy the many dishes that were brought in.

We were all treated to a number of fine desserts that the parents of the Cub Scouts sent along.

It was quite a fulfilling experience to see the expressions on their faces as each of the young Webloes actually flew the plane across the flying field.

Seven Cubs participated in the day's event. They were:

Evan Pokrandt, Patrick McCusker, Ryan Covelli and Jeremy Boltz.

Also present were Andy Huegel, Matt Smith, and Josh Dempsey.

One member, Travis Johnson was unable to make it.

The Cubs left soon after dinner, having accomplished a great deal.

At many activities one only gets to be an observer, but at the Knights Picnic, each of the guests had the opportunity to be a participant. It was truly a "hands on" event.

The Knights were pleased to have hosted such an appreciative group.

I am quite sure that each of the Cubs went home satisfied they had really accomplished something new and exciting.



These trips really knock a guy out.

Steeds of Summer

Planes of the Battle of Britain

It was summer of 1940. The definitive battle of World War II was taking place in the skies over England.

Germany, fresh from the ransacking of Poland and France, had tested its warbirds in battle and was elated at the performance they displayed.

But, were the brass of the Third Reich fooled by circumstances. Perhaps they were deluded by their own success.

In those previous battles the "enemy" forces fell in a matter of days before the onslaught of the German war machine. Why should England be any different?

It is true that the circumstances were much different in the Battle of Britain than they were in the previous battles.

In Spain, Poland and France, the defenders were unprepared to do battle.

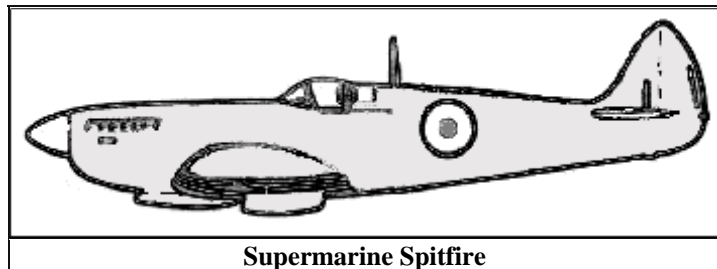
Their air inventory was non-existent. What few planes they had were decimated within hours.

These planes are always very popular subjects for modeling. Each side had some winners and some losers.

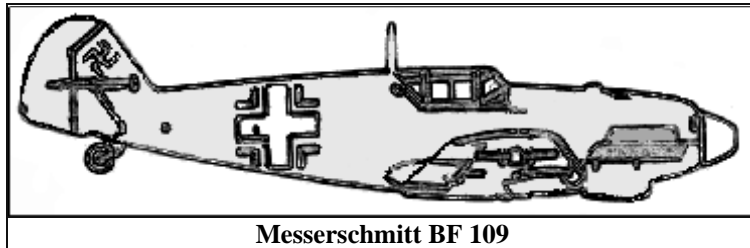
Germany had two fighters, a dive bomber and four bombers poised for the coming battle. England countered with three fighters and a light bomber.

The two fighter planes of the Luftwaffe were the Messerschmitt BF 109 and the Messerschmitt BF 110.

The Junkers Ju 87B (Stuka) was a dive bomber that was extremely successful in the previous battles over Poland



The three bombers were the Heinkel HE-111, the Dornier DO-17z and the Junkers Ju 88A.



On the English side, the fighter that is most identified with the Battle of Britain, the spitfire, is perhaps the best known plane in the world.

The "Battle" began on July 10, 1940, code named "Adler Tag", (Eagle Day).

The British had already been in preparation for a battle they knew was coming.

Their feet had been dug into the clay so to speak.

As early as 1935 unique aircraft had been designed, tested and flown that would prove to be a match for the "Weapons of Terror".

We will look at the fighter planes on both sides of the conflict.

More numerous in this battle however, was the Hurricane.

Two other planes that took part were the Bolton Paul Defiant and the Bristol Blenheim, a twin engine long range light bomber.

Spitfire & Hurricane

The designs for both the Spitfire and the Hurricane were begun in 1935. Both featured retractable gear and enclosed cockpits, new innovations for their day.

The Hurricane was the first monoplane to enter British service in the decade of the 30's.

It entered production in 1937.

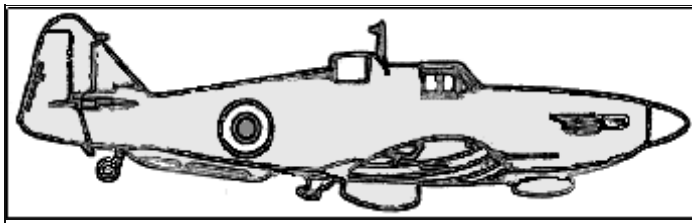
The Spitfire was designed by Reginald Mitchell, who was also the chief designer of the Schneider 400 mph Racers in the early 1930's.

The beautiful efficient elliptical wings of the spitfire were the result of his genius.

Ironically, he died of cancer in 1937 two months after its first test flight.

Although the Spitfire

is renowned as the fighter that won the Battle of Britain, the Hurricane served in larger numbers and accounted for more enemy aircraft than all the other defenses combined.



Bolton Paul Defiant

The Hurricane was constructed of fabric over spars in the traditional manner, while the Spitfire was being constructed in the new stressed skin technique.

The difference had serious consequences for that battle in the summer of 1940.

The old methods allowed the factories to take advantage of existing tooling.

This resulted in the delivery of 236 hurricanes per month compared to 80

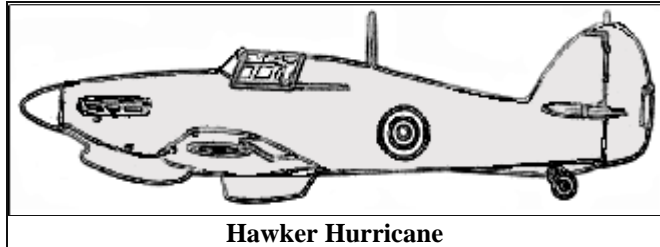
Spitfires.

The method was more forgiving of damage allowing many badly damaged hurricanes to limp home.

In spite of this nearly 200 Hurricanes were lost in the spring of 1940.

One of the real problems that appeared very soon in the course of battle was the fact that early Rolls-Royce engines used in the British fighters all used carburetors instead of fuel injection like the German planes.

Since carburetors had a float feed for the delivery of fuel, they were unable



Hawker Hurricane

to fly inverted.

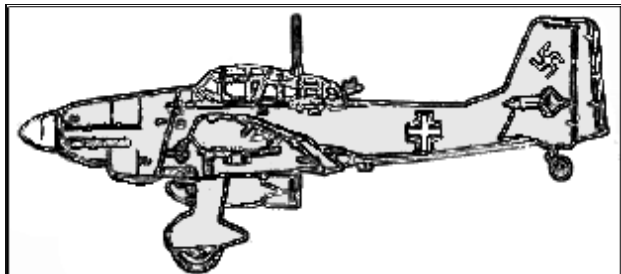
Even when the pilot simply pushed the nose down into a dive, the float would rise and cut off the fuel.

How a detail as important as this ever made it into production will probably remain a mystery for the ages.

This was only one of the design problems that plagued both of the opposing forces.

BF-109

The first prototype BF-109 which flew in 1935, actually used a Rolls-Royce engine, due to the unavailability of the Jumo engine.



Junkers Ju 87B (Stuka)

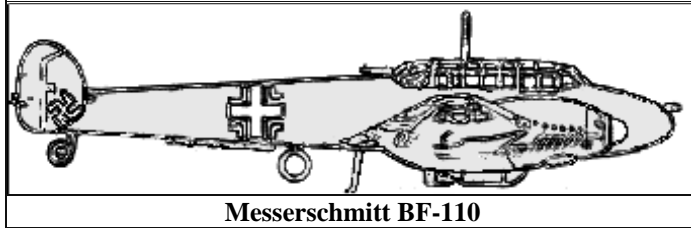
The early Luftwaffe planes lacked pilot armor which, at first was not considered necessary since the German pilots dominated the skies.

The defenders of Britain taught them otherwise.

Continued on page 6

The first production order for the BF-109s actually coincided with the first test flight of a spitfire.

Although the BF-109 was a class airplane, it also suffered from a variety of problems related to battle.



Messerschmitt BF-110

It had no trim tabs so the pilot had to constantly correct the plane, which was very tiring on long flights.

There were two problems with the aircraft that dogged it throughout its lifetime of over 23,000 units.

One was the narrow landing gear which made for many accidents on take off and landing.

A second and less well known problem was the automatic forward wing slots.

Often they would open unexpectedly during certain dog fighting maneuvers, usually at the worst possible time.

It lacked sufficient range and was unable to spend a great deal of time over the English countryside before having to retreat for fuel.

Bolton Paul Defiant

One other English fighter that took part in the Battle of Briton was the Bolton Paul Defiant.

The unique aspect of this aircraft was the rotating multi-gun turret located just behind the pilots cockpit.

This feature replaced the forward firing wing guns.

The idea was to lighten the workload of the pilot and provide a greater field of fire.

The plane was an excellent flier with its 1260 Hp Merlin engine and in the battle it was initially quite successful.

However the German pilots soon learned to approach it from the front or from below with devastating effect. It was soon relegated to night duty and ended its days towing targets.

Bristol Blenheim

Also participating in the Battle was

the Bristol Blenheim, a twin engine light bomber.

It too was not particularly successful.

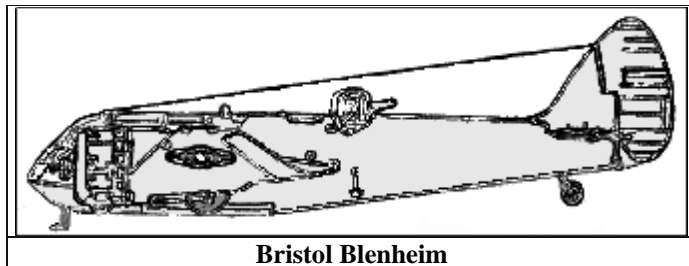
The Blenheim had the unique distinction of having fought on both sides during the war.

A number of them had been presented to Rumania in 1939 as a diplomatic bribe.

They returned to face their builders over the English Channel in the summer of 1940.

BF-110

Second to the BF-109, the Luftwaffe fielded a twin engined fighter, the BF-110. It first flew in 1936.



Bristol Blenheim

The BF-110 had excellent handling characteristics and performed well in the battle of Poland where opposition was minimal.

It turned out to be ill fitted for its intended roll as a bomber escort when it encountered the Hurricanes and Spitfires over England.

Like the BF-109, it had auto-slots which opened unevenly in tight turns throwing off the aim of the rear gunner.

Within 3 weeks 40% of the BF-110's were lost.

It was withdrawn from battle and later became a night fighter that was fitted with early radar equipment.

Ju 87 Stuka

Perhaps the ugliest airplane to

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appear over the channel that summer was the Stuka.

It was a superb flying airplane and could place a bomb within 100 feet of its intended target.

An interesting feature was an automatic pull out mode that kicked in when the bombing run was completed.

The Stuka started life with a teething problem.

It was originally designed with a twin tail. During testing the tail section oscillated and broke off. This was replaced with a single tail.

Its baptism of fire occurred in 1937 when it was used to practically obliterate entire towns in the Spanish countryside.

557 had been delivered in 1939 and it was very effective in attacking the radar installations along the coast of England.

In the skies of summer 1940, these planes fought a deadly battle for the future of mankind.

Day and night, from June through October, the battle raged.

In the end, it was decided by these aircraft. This struggle turned the tide of war.

The freedom we enjoy today, we owe to the pilots who rode these mounts into battle.

The biggest debt, still unpaid, is to those who never came home.
