

RC Propbusters of Salem CT

www.rcpropbusters.com

Jim Holzworth, Newsletter Editor jimholzworth@gmail.com, 860-885-9260 RC Prophusters, Inc. ©

AMA Club No 191 Founded 1937

April 2019 Newsletter

Grounded on Saturday, April 13th – but a day later, on Sunday morning, our wonderful membership turned out big-time to clean up our flying field and prepare for the new season.



Buzz Page, Tom Picinich and Duke Monroe refurbish benches, and guard the donuts.

"You missed a spot." Mike DeFranzo "supervises" Mike Treglia and Pat Riley painting benches.

RC Propbusters meetings: Third Tuesday of every month @ **7:30** PM. Meeting location is **Salem Public** Library, CT Route 85, about one mile north of Salem Four Corners (Circle).

Learn to Fly!

If you have an interest, come to our field. There is usually a member there who will give you the opportunity to try flying a trainer type model either powered by an electric motor or fueled engine. The gentlemen listed below have generously offered to help you learn to fly rc airplanes, helicopters, drones, and gliders.

INSTRUCTORS

CHIEF PILOT	860-859-1584	JOE COMEROSKI	HELICOPTERS	860-848-3184
FIXED WING	860-376-6230	ED DEMING	HELICOPTERS	860-884-3222
BOTH	860-526-2267	MARK O'CONNELL	BOTH	860-460-8835
** GLIDERS	860-405-5304	LEN BUFFINTON	* GLIDERS	860-395-8406
FPV RACING	860-302-3169	RICHARD CROOKS	FIXED WING	860-446-0050
	CHIEF PILOT FIXED WING BOTH ** GLIDERS FPV RACING	CHIEF PILOT 860-859-1584 FIXED WING 860-376-6230 BOTH 860-526-2267 ** GLIDERS 860-405-5304 FPV RACING 860-302-3169	CHIEF PILOT 860-859-1584 JOE COMEROSKI FIXED WING 860-376-6230 ED DEMING BOTH 860-526-2267 MARK O'CONNELL ** GLIDERS 860-405-5304 LEN BUFFINTON FPV RACING 860-302-3169 RICHARD CROOKS	CHIEF PILOT860-859-1584JOE COMEROSKIHELICOPTERSFIXED WING860-376-6230ED DEMINGHELICOPTERSBOTH860-526-2267MARK O'CONNELLBOTH** GLIDERS860-405-5304LEN BUFFINTON* GLIDERSFPV RACING860-302-3169RICHARD CROOKSFIXED WING

* Len Buffinton is a Glider and Aero-Tow expert who can also help you with fixed wing flying.

** Kyle Swaidner flies everything, and also is offering to introduce you to sidearm and discus launched GLIDERS.

If you are a student, hook up with one of these men and get trained.

Any club pilot can train you, but an instructor must sign you off.

RC Propbusters, LLC. Officers for 2019

President:	Bill Mares
Vice President:	Ed Deming
Treasurer:	John Banks
Secretary:	Peter Sylvester
Safety officer:	Tom Vernon
Webpage Editor:	Mark Thompson
Newsletter Editor:	Jim Holzworth
Field Marshal:	Shane Duffy
Board of Directors:	Mark Thompson, Dave Hoffman,
	Mark O'Connell, Bob Beauregard

CHECK OUT OUR WEBSITE: WWW.RCPROPBUSTERS.COM

If you want to contribute something to the website, you can do so on the forum or contact Mark Thompson at <u>mark@sterlingtec.net</u>

Submit ideas and tips for the newsletter to Jim Holzworth at jimholzworth@gmail.com

Gliders, sail planes, they're wonderful flying machines. It's the closest you can come to being a bird.

- Neil Armstrong

The air to a glider pilot is a reality. . . . He is trying to understand it in all its moods; to learn its flow, its laws, and to try and use this knowledge to his own ends. — Philip Wills

April Aviation Events & Milestones

- 10 April 1837 (Canada) The earliest known aeronautical experiment in Canada is conducted by Canadian schoolteacher John Rae. He successfully launches a paper balloon able to carry weight. Its lift is provided by the heating of its blackened surface by the sun.
- 24 April 1917 (France) Lt. Col. William "Billy" Mitchell becomes the first United States Army officer to fly over German lines.
- 25 April 1922 (USA) Known as the Stout ST-1, the first all-metal airplane designed for the United States Navy makes its first flight piloted by Eddie Stinson.
- 28 April 1919 (USA) American Leslie Irvin makes the first jump from an airplane using a free-type (to be opened at will by a rip-chord) Back pack parachute and lands at McCook Field in Dayton, Ohio. The parachute is designed by Floyd Smith
- 10 April 1942 (Philippines) The Bataan Death March begins.
- 18 April 1942 USAAF Lieut. Col. James Doolittle led 16 North American Aviation B-25 "Mitchell" bombers on the Tokyo raid.
- 8 April 1943 (Western Europe) Republic P-47 "Thunderbolts" were first flown in combat over Western Europe.
- 28 April 1948 (France/USA) The first non-stop Paris/New York flight is made by an Air France sleeper Lockheed "Constellation" the journey from Orly airport, near Paris, takes 16 hours, 1 minute.

https://www.skytamer.com/April.html

4 April 2019 (USA) — <u>Last WWII 'Doolittle Raider' dies at 103</u>. Retired Air Force Lt. Col. Richard "Dick" Cole, the last surviving member of World War II's Doolittle Raiders, died Tuesday in Texas at the age of 103. The president of the Doolittle Tokyo Raiders Association told The Air Force Times that Cole died in San Antonio on Tuesday morning with his son and daughter by his side. (<u>www.foxnews.com</u>)

https://www.foxnews.com/us/last-wwii-doolittle-raider-dies-at-103.print



RC gliders (aka sailplanes) *Relaxing or exhilarating - your choice!*

According to R/C Airplane World (<u>https://www.rc-airplane-world.com/rc-gliders.html</u>), "RC gliders, also known as sailplanes, can offer the beginner a very gentle introduction to the radio control flying hobby, but can also offer the experienced rc pilot some truly exhilarating aerobatic and racing opportunities - such is the diversity of radio control gliding. ... technically speaking a *glider* is any motorless aircraft capable of stable unpowered flight, even if over just a short distance. For example, man's early attempts at flight were done in simple gliders, and flights were no more than a few hundred feet long. A *sailplane* is a motorless aircraft specifically designed for **sustained** unpowered performance, primarily by using columns of warm air (thermals) to keep aloft. But in reality, and especially in the rc flying hobby, both names are commonly used to describe a model aircraft without a motor."

RC soaring: An intro to flying gliders/sailplanes

By <u>V Kadamatt | Guides</u>

http://www.droneybee.com/rc-soaring-glider-sailplane/

Do you think flying RC helicopters, quadcopters and planes are fun? You better know that you haven't seen all the 'fun' yet! Gliders arguably offer the most exhilarating experience of all flying machines. You may think you need a battery or fuel powered motor to stay up in the sky and that your flight times are limited by the fuel source. This is not the case with RC soaring!

With gliders, your potential to stay up in the air is determined by environment: wind, thermals etc. and your ability to utilize those environmental forces. This is what makes soaring so much fun! You need to be really watchful of not only your craft but also of the surroundings. You simply cannot expect to fly a motorless glider without this skill.

Gliders/Sailplanes can be the most relaxing and 'liberating' flying experience you've had but at the same time, these often underestimated flying beasts hit the fastest flight speeds in the world with dynamic soaring. Surprised? Here is a video of a glider walking the talk: <u>https://www.youtube.com/watch?v=hFPJ6DUAY10</u> [click on link to watch video].

Here is a video that demonstrates the other end of the spectrum (smooth and relaxing):

https://www.youtube.com/watch?v=I7TRf-29y_A [click on link to watch video].

It is a shame that RC soaring isn't as popular as other types of flying. With this article, apart from providing the information for you, it is our hope to motivate more of you to try out this wonderful flying craft!

RC glider/sailplane basics

As with every other type of flying craft, the first thing that you may ask is what are the types of gliders and sailplanes out there? How do you pick the right one? There are a wide array of different gliders out there, ranging from simple 2 channel gliders to gliders that have 3 channels or more. They can also be classified under launch types, size and type of soaring.

Launch type

Different gliders are typically built for different launch types (which we will cover in this article). For example, hand launched gliders (or 'chuck gliders') are typically smaller in size to allow for easy throw ability. Hand launched gliders are excellent for easy launching without external aid.

The other main launch type build for gliders are the discuss launch gliders. These gliders have a special

3 TYPES OF RCGLIDER SOARING

Gliders arguably offer the most exhilarating experiences of all flying machines

1 SLOPE SOARING

Keep your glider up in the air from wind blowing upward a slope (RIDGE LIFT). If the wind is strong enough, then this upward force is what lets gliders stay up in the air in slope soaring.

2 THERMAL SOARING

Utilizing rising columns of air called thermals, the glider gains maximum altitude and then continues to fly around freely till it is time to 're-fill' the altitude again, in which case it is time to find thermals again.

3 DYNAMIC SOARING

Dynamic soaring is done by launching the glider, and then turning into 'leeward' side of the hill with a slope, where the wind blows away from the hill. The glider utilizes differences in relative velocity of the wind in an area of the slope to gradually gain energy and speed with each pass within the area. Dynamic soaring lets the glider hits some of the fastest speeds.



handle at the wing tip that you hold with your thumb and index finger all the way till launch. The pilot is supposed to spin and launch the glider into the wind much like throwing a discus. Here is a great video by Flite Test: <u>https://www.youtube.com/watch?v=FGvllx83zAw</u> [click on link to watch video] **Soaring type**

The other way to classify different types of gliders are according to what kind of flight they are built for. For example, if you want a model capable of enduring the speeds involved with dynamic soaring, you will need strong structural reinforcement in the wing and fuselage whereas with thermal soaring, the models tend to be light with large wingspans. Combat gliders on the other hand are made with durability in mind. These gliders are built typically small, with EPP foam, making them incredibly durable.

Size

Lastly, gliders are classified according to their size. Obviously, as we discussed in the earlier sections, size will vary with and is directly connected to the launch type and soaring type. There is however, one more variety of gliders that are worth discussing – the **scale model glider**.

These are models of real, full scale model gliders and are typically large in size (although not necessarily). Larger the glider gets, the more difficult it is to launch it with traditional launching methods. Often, you might need an intermediate-advanced launching method like aerotow launch to get these beasts up in the air.

Building your own vs purchasing

The very first decision you will need to make is whether to start off building your own craft versus purchasing an ARF (Almost ready to fly) kit. With motor-less RC gliders, It should be noted that not many RTF (Ready to fly) options are available for purchase, so you will probably need to do some sort of building/assembling regardless.

An ARF kit can be assembled and put to use within a couple of hours whereas it will take a week or more to build your own glider in your spare time, as a beginner. Not to mention, at the end of all of it, the craft may not fly appropriately or not fly at all.

The major advantage with building your own craft is that you will build a useful skill that will come in handy throughout your hobby career. The very process of building the craft can be just as enjoyable as flying the craft itself!

It is also worth mentioning that watching something that you built soar the skies is far more exhilarating than flying a craft made from an ARF kit.

The other advantage is that you will be skilled enough to repair your craft in case it crashes. This will really come in handy for you especially if you are a beginner flyer, because you will be prone to crashing the more than the experts.

So what should you pick if you are a beginner?

If you have decided to build your own glider, then things are going to take much longer. You will need to scour the internet in search of build ideas and how to build if you have no clue and no one to help you out. We'll be posting articles on DroneyBee, guiding you through much of the process, so be sure to check that It out! However, if you think building on your own is too much at this point, we suggest you pick a simple two channel glider kit like the classic **Goldberg Gentle Lady**. These are typically durable, versatile, long lasting and perfect for beginners to train on, before moving onto more advanced models with more channels.

RC soaring basics – Types of soaring

Slope soaring

With slope soaring, you essentially get your glider up in the air from wind blowing upward a slope. The blowing of wind in this upward fashion is called 'ridge lift'. If the wind is strong enough, then this upward force is what lets gliders stay up in the air.

Slope soaring should be the easiest, for a beginner to get into. That being said, you need to find a proper hill or a slope for this. Ideal conditions for slope soaring may not be available where you live.

The hill or slope must be high enough for the glider to fall off a bit without crashing down at the bottom and steep enough so that the wind blows upwards and not nearly straight. Note that slope alone will not get your glider up. Wind and its direction is just as important.

It is also important that the direction of the wind is toward the slope of the hill, raising up and not the other way around. Coastal regions with mountain ridges or a cliffs, where sea breeze coming inland are perfect examples for this.

Thermal soaring

Thermal soaring is second in terms of difficulty. 'Thermal or Thermal column'according to Wikipedia definition is "a column of rising air in the lower altitudes of the Earth's atmosphere". It is caused by warmer air near the ground relative to the air above it due to the heating of the ground by the Sun.

The warmer air tends to be less dense (and hence lighter), causing it to rise up. This is where our glider comes in. With thermal soaring, our goal is to find these rising columns of air and use them to gain altitude. Ever

wondered how birds like eagles stay up in the sky without ever flapping their wings? Thermal soaring is the answer. <u>https://www.youtube.com/watch?v=YsYLb1AwPvY</u> [click on link to watch video]

Thermals happen frequently in summer, but it is a temperature contrast that makes thermals, so they can happen in winter if the mass of air is colder than ordinary.

In thermal soaring, these lifts are typically isolated by huge areas of sink, in which case the pilot hovers around the thermals to gain maximum altitude and then continues to fly around till it is time to 're-fill' the altitude again, in which case it is time to find thermals again.

Dynamic soaring

Dynamic soaring (DS) requires skill and reaction unlike any other kind of soaring. If you want speed and rollercoaster like exhilaration, then this is it! Like we already discussed, it can take your glider to record breaking speeds.

Dynamic RC soaring is done by launching the glider, much like slope soaring and then turning into 'leeward' side of the hill with a slope, where the wind blows away from the hill. The part below that is nearer to the ground of the slope will typically have wind that is still or slower relative to the upper part where the wind is blowing away.

The glider keeps picking up speed with each round by flying in this zone where at the top, the wind blows away from the hill and at the bottom, where is slow or relatively still. The speed is preserved at the bottom part of the flight while it is increased at the top, where the glider moves in the direction of the wind, gaining speed. [Read more at: <u>http://www.droneybee.com/rc-soaring-glider-sailplane/]</u>

Conclusion

If you are only used to flying planes with motors, soaring a motor less glider can take a while to get used to, regardless of what kind of soaring it is. If you are a beginner, RC soaring is arguably the best way to get into RC plane flying. You will not only learn how to handle the different controls (which will prepare you for motored flying), you will go above and beyond the minimum required skills, if you master soaring. You will learn to be watchful of the environment and wind conditions around you, which will go a long way in any kind of RC flying.

RC SOARING: AN INTRO TO FLYING GLIDERS/SAILPLANES was last modified: August 2nd, 2017 by V Kadamatt. Read the entire article at: <u>http://www.droneybee.com/rc-soaring-glider-sailplane/</u>

RC Propbusters: Untold

is now on Amazon Prime Video

Director: Mark Thompson Starring: Bernie Liskov, Mark O'Connell, Lenny Buffinton

This short documentary, hosted by Mark Thompson, examines the RC (Radio Control) hobby in Connecticut. The film explores how and why hobbyists would immerse themselves into this hobby. Various facets of the RC hobby such as sail planes, fuel vs electric, and club cultures are

exposed throughout this first of its kind film.



63 min 2019

https://www.amazon.com/RC-Propbusters-Untold-Bernie-Liskov/dp/B07P5FD1TK

New England Aerotow 2019

RC Propbusters Flying Field

Salem, Connecticut, May 16-19

"Soaring is a passion that can fuel a lifetime of enjoyment and friendships."

Event Registration

https://www.scalesoaring.com/new-englandregistration

https://www.scalesoaring.com/

Interview with Propbusters' own member, Len Buffinton,

a founder of RC AEROTOWING.COM, the premier site for scale aero towing worldwide, and host of New England Aerotow 2019, Prophusters Flying Field (see bottom of page 6).

NOTE: Author misspelled Len's last name. Not Buffington. It's Buffinton!

MIKE SMOCK: let's start with you telling us a little about yourself ...

LEN BUFFINTON: ... During my Junior year in high school I moved on to building and flying radio control airplanes. My first airplane was a Sig Cadet, followed very shortly with a Goldberg Gentle Lady. I always knew I would be flying sailplanes someday. I remember sitting in study hall reading R/C Modeler Magazine from cover to cover. One issue had pictures and a story about flying scale sailplanes in the Swiss Alps and I would daydream about that for years. I flew every day after school and on weekends when I could, the local National Guard camp was close and they would let me fly there.

I auditioned for the clubs "Airshow Team" later that year and was lucky enough to be chosen. When I look back at that time, It was a big event in my early life, and being around older and very talented builders and flyers helped me



Len and his father (photo clipped from January 2012 Aerosente Newsletter, photographer unknown)

develop habits and skills that I still employ to this day.

MIKE: YOUR DAD HELPS YOU OUT FROM TIME TO TIME, DOESN'T HE... LEN: My dad has been the major influence on me. I always look back to the early years of building, they were tough times, but he never showed it. Although he was never interested in model airplanes, he would always come down to the basement and see what I was building. Since I was more interested in model airplanes than drinking and doing drugs, he was fine with the house smelling like dope. (not that kind) Even though my dad is now in his late 70's, he still keeps active building with me. Although not airplanes, whenever I have a cabinet or trailer

to build, he's the first one there. I really enjoy that time.

MIKE: Tell us more about RC-Aerotowing ...

LEN: As for RcAerotowing.com (<u>https://www.scalesoaring.com/</u>), the Website grew from a need and was the result of a group effort.

Somewhere for newcomers to go and find all the answers in one place, without searching for hours and getting discouraged.

I wanted to see aerotowing grow in the US. It's big in Europe, why not here? We just needed to get new people to give it a try.

Over the previous two summers aerotowing has been my main focus. I had been fortunate to be able to travel and meet some great people across the country. During the summer of 2010, I traveled to Switzerland and Germany with a fellow aerotowing buddy to give slope soaring a try. During this trip, I began to think about creating a site to share these experiences as well as preserve lessons we've all learned. When starting out in Aerotowing, I would search the Web for hours looking for answers to questions. Typically the link would be to a thread on a popular forum but having to wade through pages and pages of jibber jabber before getting the answer. Why not have a website where we could put all this information and organize it for easy retrieval.

Read the entire interview at: <u>https://twoscenarios.typepad.com/files/newsletter1112final-2.pdf</u> Also check out: <u>https://www.aerosente.com/</u>

Birds, Thermals & Soaring Flight

Why do flocks of birds fly in a circle over the same place over and over again?



Formation of convective air currents that create thermals

- question from Clem

The behavior you speak of is due to an effect called thermals. Thermals are updrafts of warm air that rise from the ground into the sky. By flying a spiraling circular path within these columns of rising air, birds are able to "ride" the air currents and climb to higher altitudes while expending very little energy in the process. Solitary birds like eagles and hawks often take advantage of thermals to extend their flight time as they search for food. Social birds that fly in large flocks also use thermals to gain altitude and extend their range during migration. The sight of dozens or hundreds of birds riding a thermal has been said to resemble the water

boiling in a kettle, so the terms kettle or boil are sometimes used as a nickname for a flock of birds circling in a thermal updraft. The benefits of thermals are not limited to the animal world either as glider pilots often take advantage of them to gain altitude as well.

Thermals form as a result of uneven heating of the air near the ground that is often due to difference in terrain or the presence of buildings. Thermals are particularly common near hills, for example, since the Sun heats one side of the hill while the other is shadowed. As the sunny side of the terrain absorbs the Sun's heat, the air above it is warmed while the air above the shadowed terrain remains cooler. Buildings are also good at absorbing heat and can create similar effects. These differences in temperature create convective currents that cause the air to begin circulating.

Warmer air is lower in density and starts to rise, creating the updrafts that thermals are known for. Air is colder at higher altitudes, however, so this rising mass of air is gradually cooled until it can rise no further. This cooled air then descends back to the ground and falls towards the cooler terrain that has been shadowed from the warmth of sunlight. As additional air is pulled over the warmer terrain to be heated and rise, the process repeats and keeps the convective circulation going. This process is similar to the convective air currents that create and sustain a hurricane.

Thermals are most often found during the morning and early afternoon. These air currents begin to form in the early morning as the Sun rises and starts to heat the cool night air. The thermal air currents intensify as the Sun moves higher in the sky and the heating strengthens. As the Sun begins to descend during late afternoon and evening, the convective currents lose their strength and thermals break down.



Formation of convective air currents that create thermals

There are two main types of thermals that form in similar ways but vary in structure. The columnar type of thermal forms at the ground and consists of a continuous column of rising air that swirls upward into the sky. An observer on the ground may be able to spot this type of thermal if it pulls debris like dust or leaves upward, and it is often visible as a dust devil. Another common method to spot the location of a thermal plume is to observe clouds. The cooling air inside a rising



Effect of types of terrain and clouds on thermal strength

thermal column sometimes causes water vapor within the air mass to condense into a cumulous cloud. A cumulous cloud that is still growing and in the process of forming is a good indication that a thermal is present.

A second type of thermal is referred to as a bubble or vortex-ring thermal. This variety of thermal also forms at the ground but eventually separates to form an independent, self-contained bubble of rising warm air. The bubble grows as it rises into the sky because of decreasing atmospheric pressure, and it will eventually break apart once the pressure differential becomes too great. This type of

thermal is generally difficult to spot once it separates from the ground, but the formation of a new columnar thermal beneath it may be indicative that a ring-vortex is also present.

Read the entire article at: http://www.aerospaceweb.org/question/nature/q0253.shtml



What's a hat sucker? Hat Sucker: A very strong thermal.

Learn sailplane jargon at: https://www.scalesoaring.com/how-to-talk-sailplane



Schematic presentation of a solar updraft tower

By Redrawn and slightly modified by Cryonic07. Original jpgdrawing was made by fr:Utilisateur:Kilohn limahn - original jpg drawingThis vector image was created with Inkscape, and then manually edited., CC BY-SA 3.0, https://commons.wikimedia.org/w/index.php?curid=2765191

Curious!

https://en.wikipedia.org/wiki/Solar_updraft_tower

Solar updraft tower

From Wikipedia, the free encyclopedia

The **solar updraft tower** (SUT) is a design

concept for a renewable-energy power plant for generating electricity from low temperature solar heat. Sunshine heats the air beneath a very wide greenhouselike roofed collector structure surrounding the central base of a very tall chimney tower. The resulting convection causes a hot air updraft in the tower by the chimney effect. This airflow drives wind turbines, placed in the chimney updraft or around the chimney base, to produce electricity.

As of mid 2018, although several prototype models have been built, no full-scale practical units are in operation. Scaled-up versions of demonstration models

are planned to generate significant power. They may also allow development of other applications, such as to agriculture or horticulture, to water extraction or distillation, or to improvement of urban air pollution.

Commercial investment may have been discouraged by the high initial cost of building a very large novel structure, the large land area required and by the risk of investment.[original research?] However, there is renewed interest in solar updraft towers, especially in sunny remote areas.[citation needed] A few prototypes have recently[when?] been built, and projects are proposed for parts of Africa, the US and Australia.

Building a Cheap RC Glider, Part 1: Assembly

BY TERRY DUNN ON JULY 20, 2016 AT 7:53 A.M. Foam "chuck" gliders that you can buy from toy and craft stores can also serve as low-stress trainers for new pilots.

Modifying a chuck glider for RC will probably cost about \$50 for the airborne components. That is still not an insignificant sum, but it certainly relieves a lot of the crash anxiety that most new pilots feel. Furthermore, you can complete the conversion in a single afternoon. So there isn't much sweat equity required to get off the ground.

https://www.tested.com/art/makers/577083-building-cheap-rc-glider-part-1-assembly/



The Air Hogs Titan is a great starting point for creating a DIY RC trainer model.

Building A Cheap RC Glider, Part 2: Flying

BY TERRY DUNN ON JULY 27, 2016 AT 11:37 A.M.

...a few techniques for using a common toy store chuck glider to learn how to fly RC planes.

https://www.tested.com/tech/577849-building-cheap-rc-glider-part-2-flying/

Primary Source Starter: The Wright Brothers' Crumpled Glider

November 15, 2011 by Cheryl Lederle

This is a guest post from Johnathan Abreu of the Library of Congress.

What is the price of success? Inventors often stake their reputations and personal fortunes on their creations, but Orville and Wilbur Wright risked physical harm as well.



Crumpled glider wrecked by the wind on Hill of the Wreck



Kitty Hawk # 30, 1901

We tend to think of Kitty Hawk, North Carolina, as the birthplace of manned flight, but it was also a graveyard for various aircraft test models developed by the Wright brothers. This photograph, taken October 10, 1900, near Kitty Hawk, shows the mangled wreckage of an early glider, torn apart by strong winds on the appropriately named "Hill of the Wreck."

The crumpled glider in the photo illustrates the risk and danger of early aviation. Fellow aeronaut Otto Lilienthal had fallen to his death in 1896 during a trial flight of his own glider, and the Wright Glider employed wing designs based on Lilienthal's previous work on aerodynamic lift. The 1900 and 1901 experiments in Kitty Hawk were not successful, but they demonstrated that the Wright brothers had made significant headway in wing design. While the model shown was tested unmanned under controlled conditions, Wilbur personally made a number of successful manned test flights using another glider.

Wilbur and Orville had tested these concepts rigorously, finally achieving manned, powered, and controlled flight for the first time in human history on December 17, 1903. An excited Orville sent a telegram to his father from Kitty Hawk asking him to inform the press, ending his telegram "home Christmas." Perhaps their earlier failures paved the way to success and added sparkle to their holiday celebrations at home.

Read the entire article at:

https://blogs.loc.gov/teachers/2011/11/primarysource-starter-the-wright-brothers%E2%80%99crumpled-glider-2/

Model of the Month

There was no model shown at the April 2019 Meeting.

Annual Propbusters Flying Field Cleanup, April 14th









Minutes of the April 16th, 2019 RC Propbusters Meeting

The meeting was called to order at 7:30 PM with 17 members present.

Minutes of the March 2019 meeting read and excepted.

Treasury report:

- Opening balance: \$4,754.15 Expe
 - Expenses: \$0Ending balance: \$5243.20

• Savings account: \$28,012.35

Read and accepted

• Income and dues: \$489.05

Events

- Thanks for everybody who participated in the 2-day Sat/Sun event.
- Aero Tow: May 16-19. Volunteers needed to do the cooking.
- Memorial Fun Fly: June 15-16
- E-Fun Fly: July 13 (rain date 14)
- Neighborhood fun fly: Aug 17

All Events are sanctioned - ready to go. We have to check about the extra AMA insurance.

Old Business:

- We have to follow up on the new blue-tooth microphone for the sound system.
- Next month meeting on May 21st will be at the field at 7:30. Rain Date is the following Tuesday at Salem Library.

New Business:

- Shane: Will mount the new first-aid kit on the back side of the memorial board.
- More CDs are needed. Please think about it and step up for the club.
- The lawnmower needs servicing. Ron won't be available till end of June. Tom suggested to award Ron a free membership for the work he is doing for the club. Motion accepted.

Good and Welfare:

- Tolland County model aircraft club requested our help to petition, contact the deputy commissioner of DEP to voice support for their club to not lose their flying field.
- Info: Multiple RC clubs in NE did recently loose their fields to solar farms.
- Tom asked everybody to make sure that your AMA number is on your airplane and visible.

New Members

- Robert C. Hall, John Butler

Show and tell

- N/A

Club Officer attendance:

President	<u> </u>	Vice President	Treasurer	<u>X</u>	Secretary	<u>X</u>	_ Safety Officer	<u>X</u>	Field Marshall
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Adjourned at 8:10 Respectfully submitted by Peter Sylvester.



FW: AMA Club 0187 Needs Your Help

Sat, Apr 13, 2019 at 11:09 AM

From: Richard Pierce <<u>80futura@charter.net</u>> Sent: Friday, April 12, 2019 6:25 PM Subject: AMA Club 0187 Needs Your Help

Hello everyone,

My name is Richard Pierce and I'm the current president of the Tolland County Model Aircraft Club. Some of you may remember us as the Northeastern Drone Society. We changed our name a couple years ago to distance our club from that awful "Drone" word.

The reason I'm reaching out to all of you is because our club needs your help. You see, for the past 30 +/- years we've been flying at 2 locations that are both controlled by the state DEEP. One is a field in Coventry called Truman Meadows and the other is actually 2 locations at the Mansfield Hollow State park. One is a grass runway and the other is an area for float flying. Each location requires that we apply for yearly special use permits with the DEEP. During the last 30 years we've been a responsible neighbor always abiding by the rules but for reasons yet fully given the DEEP has decided they are no longer going to issue us permits for either site after the 2019 season. Last year after we learned that the DEEP was restricting our use of the Coventry field even more than they already did by not allowing any access from May 1st through August 15th, we met with a DEEP representative to find out why. They claim that because of a migratory bird using the field during that time we are not allowed. The biggest problem with that argument is the birds arrived after we did and they are still there today.

See the attached letter for DEEP Deputy Commissioner Susan Whalen regarding the Coventry field.

For the past 2 years we've been actively looking for a new site but the few prospects that we've pursued have end up a dead end.

I'm asking you if you can approach your member ship and ask that each reach out to Ms. Whalen, either by email or snail mail, and voice your support for our club and opposition to them no longer issuing a permit for either site.

We've enlisted the help of our local state representatives and I've even reached out to the Channel 3 News I-Team to see if there is anything they can do. It remains to be seen if either will be of any help. We are also contacting the local newspapers to see if we can get an article written describing our dilemma.

So, if you could share this with you members it would much appreciated. The address to send a letter is on the attached document or if you choose the email route her direct email is <u>Susan.Whalen@CT.gov</u>.

If you have any questions at all please feel free to email me or you can call me at 860-614-3915.

Thanks

See what I'm saying? No but I can hear what you're looking at......

Tolland County Model Aircraft Club Letter April 2019.pdf

NOTE: This sample letter was already forwarded to you on April 15th at 2:40 PM. **FW: AMA Club 0187 Needs Your Help**