

Charter number 434, March, 1968

Officers

President: Norm Berger 732 536-1411

V. President: Milton Silverstein 732-390-5496

Secretary: Rich Dvorin 732-254-2679 Treasurer: George Vetrecin 732-247-7722

Trustee: Bob Mackey 732-938-2632

Editor John Donnelly 973-838-7367 or johnmarl@optonline.net

December, 2006

Web Master webmaster@trcnj.com.

www.tricountyrc.com

| Coming Events | |
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| Wednesday, December 6, 8:00 p.m. | Club Meeting, Election of 2007 Officers |
| Saturday, December 9 th , 7:00 p.m. | Annual Dinner, O'Connor's |
| Tuesday, January 23, 2007 8:00 p.m. | Club Meeting |
| Thursday, February 22, 2007 8:00 p.m. | Club Meeting |
| February 23-25, 2007 | WRAM show |

V.P. Mike Forbes
 Secretary Joe Plotnick
 Treasurer Bill Binder
 Trustee Milt Silverstein

Nominations for office are open until the voting starts at the December meeting. IF you would like to run for office contact Alex Szemere (TCRCY2K@aol.com) (732-821-5644) or Milton Silverstein (MiltSilver@verizon.net) (732-390-5496).

Annual Dinner by Mike Forbes

Reservations for the dinner are now closed. Gifts, awards, and other goodies are on order or purchased. So, all that is left is to show up and enjoy the evening.

O'Connors is located at 1719 Amwell Rd., Somerset, NJ 08873. Their phone # is 732-873-3990.

Their website is www.oconnorsbeef.com

Directions are at the end of the newsletter.

AMA Renewal

Have you renewed your AMA membership yet? If not hurry up. Besides missing out on the Model Aviation Magazine, you will not be allowed to fly

Reminder

The December meeting will be on Wednesday, December 6th at 8:00 p.m. in the East Brunswick Library.

Elections

We will be holding elections for 2007 officers at our December meeting.

As of this writing we have the following members running for office.

President Arthur Goldstein

at any field, and you will put your club membership in jeopardy.

You should have received a renewal notice at the end of September or early October. IF not you can renew on line at

www.modelaircraft.org/preapp.aspx or by calling 800-435-9262.

“From the Leader of Your Pack!”

From The Leader of Your Pack!

John Donnelly tells me it is time for my “Swan Song” since I will be leaving office at the end of this year.

The dictionary has ‘Swan Song’ defined.

Main Entry: **swan song**

Function: *noun*

1: a song of great sweetness said to be sung by a dying swan

2: a farewell appearance or final act or pronouncement

Well I’m neither dying nor a swan! This is not a farewell or final act either!

I would say this is more like ‘Let’s see what new blood can do!’”

I am not going away anytime soon and plan to remain very active in TCRC club business.

I must tell you that I have really enjoyed being president of this club for these past 6 years. I do appreciate all the support extended by the membership and step down somewhat reluctantly; however, I really do feel it is time for a change.

I have been downright amazed at how this group continues to stick together and how we continue to engage in our activities even though we lost our own field some time ago. I think it is a credit to all of you that we are able to keep our band of brothers together under these conditions.

This club is entering the 39th year of our existence. I have been in the club since August 1971 – almost 36 years now. My hair is waning, but my interest in the hobby is stronger than ever!

Over the years I have made some lasting friendships – we have our rituals (things we do every year) so to speak that we look forward to. I often feel that our diner visits after the meetings

are as important as the meetings themselves. No, we don’t conduct club business at the diner – we just get together as friends and talk through our experiences in the hobby, our new projects, and our families.

I will remain available to assist the new leadership as needed and will continue to put my two cents in when I have a strong opinion on some goings on. My support remains committed to the continuation of our club.

Again, thank all of you for your support and interest in our club!

During the past month my hobby escapades have been somewhat subdued due to commitments at work and a recent vacation.

I attended the Delaware RC Flea Market and Auction in Newark, DE in early November. This is the one that ran opposite our traditional date, and I wanted to see what it was all about. Frankly, it was a lot of nothing; attendance was low, Flea Market stuff scarce, auction stuff scarce. The part I found most disturbing was a bunch of old men with worn out ‘stuff’ – I look in the mirror and I think I’m still 27, but these definitely represent my future and I’m in no rush!

While on vacation in Las Vegas, NV recently, I took the Yellow Pages, mapped out a good number of hobby shops, and Gail and I made the rounds one afternoon. If you go to Las Vegas, I would suggest not wasting your time, as I found nothing special really. The only place that was halfway decent was Hobby People (a chain), but even here there was a very limited assortment of things.

In the past year the very best hobby shops I have visited are Sheldon’s in San Jose, CA, which I think is what RC Heaven would be all about. A definite runner up was Hobby Bench in Phoenix, AZ. Hobby Bench folks seem to build and equip one of each ARF, then fly them, and then hang them in their stores (note plural stores!) for sale. Imagine 200+ ARF RTF in one large shop! These two are worth a stop if you are anywhere nearby.

My shop has been quiet these past weeks. Given travel, a brief severe cold, and laziness, I have not gotten much done of late. I keep meaning to go down to my cave and start working, but it is

getting to be more and more like starting a new diet tomorrow. Lately, my efforts come in waves, and right now I am more on the beach than in the thick of it.

I hope to see you at the upcoming meeting and the annual club dinner in early December.

If I miss you, I wish you all the best for the holiday season. Merry Christmas, Happy Hanukah, Happy Kwanza, and certainly Happy New Year.

Norm

R/C Flight Instruction Season by Alex Szemere

The 2006 R/C flight instruction season successfully landed before the daylight savings time change.

Our team of enthusiastic flight instructors was able to assist in getting our new member novice pilots to experience real stick time. There were twelve student pilots this past season that worked relentlessly toward earning their wings.

Congratulations to the following club members who have qualified as solo pilots: Bill Binder, Ricky Camacho, and Dave DeLeo.

Several others are almost ready to qualify, maybe even this year if flying weather holds up. But of course... they are ready for next year!

It was a very good flying season. We thank all who participated, students and instructors alike.

Happy and Safe Landings!
Alex

This Month's Classic Mystery Ship by Bill Keller

Our Mystery Ship this month was manufactured by a contemporary/competitor of Orville and Wilbur. The planes were built in the USA and Canada in large numbers to train WWI pilots and continued to be popular (due to their military production numbers) even into the late 20's. Barnstormers

used them (and used them up) in their daredevil acts.Whatzit???

October's Mystery Ship by Bill Keller



Our Mystery Ship last month was the WWII Hawker "Typhoon." Mr. Sydney Camm initiated it in 1937. Two prototypes were built: One with a Rolls Royce "Vulture" engine and one with a Napier "Sabre" engine. Power plant development problems with each had to be overcome: Rolls Royce was too busy with the famous "Merlin" to stay with the program, and Napier improved the Sabre engine successfully. First flight was February 1940. However, the 2180 HP (!) Sabre, although giving spectacular performance, uncovered severe airframe structural problems (like losing all the tail feathers). The program was almost canceled; too many pilots were lost. By the end of 1942 all the major problems had been solved, to the delight of its pilots. The Gloster Aircraft Company built 3,330 units. Armament was heavy and varied: machine guns, cannon, bombs, and/or rockets. Continued low level ground support was a critical contribution on D-Day. Max speed was 405 MPH; payload was 2600 lbs. consisting of four 20-mm cannons, eight 60-lb rockets, or two 1000 lb. under slung bombs... Some of the above data was taken from The Complete Encyclopedia of World Aircraft.....Bill Keller

New Member

Ricky Camacho was voted in at our October meeting. Along with becoming a new member, Ricky has also earned his pilot's wings. Congratulations, Ricky.

New Museum to Open

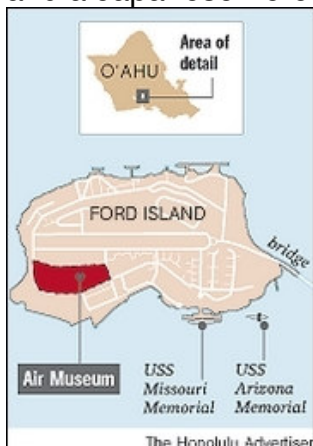
The Pacific Aviation Museum at Pearl Harbor is slated to open on December 7th, 2006. I received a mailing from the museum informing me of the same and was asked to be a on the "Founder's Roster." Their web site is www.pacificaviationmuseum.org.

The following is an excerpt from the local newspaper *Honolulu Advertiser*.

The museum site on Ford Island will occupy 16 acres of the 450-acre island, as well as three historic hangars and the familiar barber pole tower that was built as a submarine escape training tower and converted to an airfield control tower after the attack.

A total of \$11.5 million has been raised and the museum is expected to open in a 46,000-square-foot hangar on Dec. 7, 2006, with a focus on the attack on Pearl Harbor and beginning of World War II up through Jimmy Doolittle's audacious bomber raid on Tokyo.

The nonprofit museum's collection includes 14 aircraft so far, including a B-25 bomber, a Stearman bi-plane that President George H.W. Bush trained in during World War II, and a Japanese Zero fighter.



In future years, a tram is expected to transport visitors to the other hangars, which will follow Pacific aviation through Korea, Vietnam and the present.

Replicas of burned-out PBY seaplanes are planned to give a sense of the attack at Ford Island, and a visit to the top of the red-and-white control tower will be part of the experience.

October Drawings

The 50-50 was split three ways by John English, George Vetrecin, and Norm Berger.

Pete Treantafellou won the fuel drawing.

For Sale

New In Box

Hangar 9 Ultra Stick .60 with Saito 100 4C Engine. A perfect combination for \$400.00 - Unlimited flight capabilities.

- Covered in genuine UltraKote®
- Quad flaps
- Extremely lightweight construction



(Photos not to scale)

All necessary hardware needed for finishing assembly is included. It's covered in a dazzling transparent yellow UltraKote® trim scheme that shows off the structure's fine workmanship. Completely built for a Saito 100 four-stroke Super-Size Power for this .60-Size Plane to be bolted onto the nose. The model comes in at a fit-and-trim 6 3/4 pounds.

Contact: Alex 732.816.1810 or TCRCY2K@aol.com

Non-Club Events

February 23-25, 2007 WRAMS Show, Westchester County Center, White Plains, NY. Admission \$12.00 per day for adults.

www.wram.org

April 13th, 14th, & 15th, 2007. Toledo Show
SeaGate Centre, 401 Jefferson Avenue Toledo,
Ohio 43604 www.toledoshow.com

Did You Know?

Norm sent these tidbits to me and I thought I would pass them on. They may help someone else. Thanks, Norm.

- 1.) Did you know that many of the JR computer transmitters have a battery soldered in that keeps the memory of the setup that needs to be replaced periodically. When the battery goes, so does your setup as it goes back to default and the display goes dead!
- 2.) Did you ever experience a Hitec receiver stop working over the winter? Well, they need to be 'retuned' according to Hitec! They do it for free, but boy is that a shocker!
- 3.) Would you believe that if you store your rubber bands between front and back dowels on a Hobby Lobby foam Chipmunk that the fuselage will wind up in a permanent 90 turn at the middle of the fuselage? The good news is that when I reported same to H-L they just replaced the kit no questions asked!

FLIGHT OF THE DRAGON LADY

U2 Forwarded by Bill Keller

(A while back Bill Keller sent this story as a forward (actually many forwards) to an email. I thought it was good enough to keep. Even though it is long, I thought at some time I would put it in the newsletter. That sometime is now, and January of 2007. The whole story is six pages long – too long to print all at once. So, this is sort of a serial – some of us can still remember those- that will run at least two months and maybe three, depending on space. Thank you Bill for this. – The editor.)

INTRODUCTION BY AN ANONYMOUS USAF PILOT

I remember hearing this transmission on the radio as a very young pilot flying into Beale AFB:

- Pogo 22: "Oakland Center, Pogo 22, 020 degrees, 60 DME with Charlie (ATIS), requesting FL850." (Note:

FL850 means altitude 85,000 feet.)

- Oakland Center: "Pogo 22. If you can get there it is all yours. Altimeter 30.02"

- Pogo 22: "Roger, Pogo 22 descending to FL850, 30.02."

FLIGHT OF THE DRAGON LADY

Maj. Dean Neeley is in the forward, lower cockpit of the Lockheed U-2ST, a two-place version of the U-2S, a high-altitude reconnaissance aircraft that the Air Force calls "Dragon Lady." His voice on the intercom breaks the silence. "Do you know that you're the highest person in the world?" He explains that I am in the higher of the two cockpits and that there are no other U-2s airborne right now. "Astronauts don't count," he says, "They're out of this world."

We are above 70,000 feet and still climbing slowly as the aircraft becomes lighter. The throttle has been at its mechanical limit since takeoff, and the single General Electric F118-GE-101 turbofan engine sips fuel so slowly at this altitude that consumption is less than when idling on the ground. Although true airspeed is that of a typical jetliner, indicated airspeed registers only in double digits.

I cannot detect the curvature of the Earth, although some U-2 pilots claim that they can. The sky at the horizon is hazy white but transitions to midnight blue at our zenith. It seems that if we were much higher, the sky would become black enough to see stars at noon. The Sierra Nevada, the mountainous spine of California, has lost its glory, a mere corrugation on the Earth. Lake Tahoe looks like a fishing hole, and rivers have become rivulets. Far below, "high flying" jetliners etch contrails over Reno, Nevada, but we are so high above these aircraft that they cannot be seen.

I feel mild concern about the bailout light on the instrument panel and pray that Neeley does not have reason to turn it on. At this altitude I also feel a sense of insignificance and isolation; earthly concerns seem trivial. This flight is an epiphany, a life-altering experience.

I cannot detect air noise through the helmet of my pressure suit. I hear only my own breathing, the hum of avionics through my headset and, inexplicably, an occasional, shallow moan from the engine, as if it were

gasping for air. Atmospheric pressure is only an inch of mercury, less than 4 percent of sea-level pressure. Air density and engine power are similarly low. The stratospheric wind is predictably light, from the southwest at 5kt, and the outside air temperature is minus 61 degrees Celsius.

Neeley says that he has never experienced weather that could not be topped in a U-2, and I am reminded of the classic transmission made by John Glenn during Earth orbit in a Mercury space capsule: "Another thousand feet, and we'll be on top."

Although not required, we remain in contact with Oakland Center while in the Class E airspace that begins at Flight Level 600. The U-2's Mode C transponder, however, can indicate no higher than FL600. When other U-2s are in the area, pilots report their altitudes, and ATC keeps them separated by 5,000 feet and 10 miles.

Our high-flying living quarters are pressurized to 29,500 feet, but 100-percent oxygen supplied only to our faces lowers our physiological altitude to about 8,000 feet. A pressurization-system failure would cause our suits to instantly inflate to maintain a pressure altitude of 35,000 feet, and the flow of pure oxygen would provide a physiological altitude of 10,000 feet.

The forward and aft cockpits are configured almost identically. A significant difference is the down-looking periscope/driftmeter in the center of the forward instrument panel. It is used to precisely track over specific ground points during reconnaissance, something that otherwise would be impossible from high altitude. The forward cockpit also is equipped with a small side-view mirror extending into the air stream. It is used to determine if the U-2 is generating a telltale contrail when over hostile territory.

Considering its 103-foot wingspan and resultant roll dampening, the U-2 maneuvers surprisingly well at altitude; the controls are light and nicely harmonized. Control wheels (not sticks) are used, however, perhaps because aileron forces are heavy at low altitude. A yaw string (like those used on sailplanes) above each canopy silently admonishes those who allow the aircraft to slip or skid when maneuvering. The U-2 is very much a stick-and-rudder airplane, and I discover that slipping can be avoided by leading turn entry and recovery with slight rudder pressure.

When approaching its service ceiling, the U-2's maximum speed is little more than its minimum. This marginal difference between the onset of stall buffet and Mach buffet is known as coffin corner, an area warranting caution. A stall/spin sequence can cause control loss from which recovery might not be possible when so high, and an excessive Mach number can compromise structural integrity. Thankfully, an autopilot with Mach hold is provided.

The U-2 has a fuel capacity of 2,915 gallons of thermally stable jet fuel distributed among four wing tanks. It is unusual to discuss turbine fuel in gallons instead of pounds, but the 1950s-style fuel gauges in the U-2 indicate in gallons. Most of the other flight instruments seem equally antiquated. (Next month, part 2 - I train at 'The Ranch'.)

Here's wishing you a safe and joyous holiday season and a happy New Year.
See you at the meeting,

John

Directions to O'Conner's

From Rt. 287 South: To exit 10 onto Easton Avenue. Go to the first traffic light and make a right onto Cedar Grove Lane. Go to the fifth traffic light and make a left onto Amwell Road. O'Connor's will be about one mile on your left.

From Rt. 287 North: To exit 10. Follow the signs for New Brunswick onto Easton Avenue. Then follow the directions from Rt. 287 South.

From NJ Turnpike: To exit 9 to Route 18 North. Take Route 18 to Easton Avenue Exit (Just before the John Lynch Bridge). Go to the light (Landing Lane) and make a left. At the next light make a right onto Easton Avenue. Go to the 4th traffic light and make a left onto Demott Lane. Go to the end and make a right onto Amwell Road. O'Connor's is 100 ft on the right side.

From Princeton Area: Take Rt. 206 North. Make a right onto Amwell Road (Rt. 514/Shop Rite Center). O'Connor's is about 6.8 miles on the left side.



The Fly Paper

c/o John Donnelly
4 Cedar Street
Butler, NJ 07405-1329



Academy of Model Aeronautics
Charter # 434

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