

An Owl cannot fly without....

Flight Feathers

The official publication of OneWingLowSquadron.org

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Thoughts on Aerobatics ...by John Entwistle

I'm stealing this excerpt from the *Flight Feathers* Dec. 09 issue by then editor John Entwistle. (I warned you that I might.) John had a good wit, and besides, there are only a few owls who might remember it. ~Ed.

Thoughts on Aerobatics

The very first aerobatic maneuver was performed by Orville Wright on Dec. 17, 1903, and it was called a "Take Off". Just 12 seconds later, he performed the next logical maneuver -- "Landing" (Wilber actually flew first on Dec. 11, but he tip stalled and pegged it in after 3 1/2 seconds so they didn't count that one.) *Did you know, neither Wright brother ever held a pilot's license!*

We have come a long way since that first powered flight in 1903, but the most challenging maneuver for many of us is still the "Rolling Landing".

In the early days of aviation, aerobatic maneuvers were mostly accidental. The first spin had to be very exciting to the pilot who survived it. He probably used the recovery technique of "let go of

everything and shut your eyes." This is not the recommended procedure, but it must have worked for him.

Then came loops, rolls, the split S, and various combinations of same. These maneuvers were mostly the direct result of WWI, WWII and the simple fact that someone was shooting bullets at you and you wanted to get out of the way!

Aerobatics have now evolved into some really unlikely applications that test the structural integrity of both machine and pilot. We as model aircraft fliers have an advantage over full scale fliers.

Our models are structurally stronger, we have much more available power, and our pilots are safe and sound on the ground!

While I admire the ability and skill of both full scale and model pilots, I can't help but think as I watch them, "thanks goodness I'm not sitting in that airplane!"+

~John Entwistle

NEXT MEETING

OCT. 4TH
@ 11:00 AM

OWLS' ALL ELECTRIC FLY-IN

JUNE 14TH & 15TH

WISE OWLS

SHAUN ELMORE
PRESIDENT

~
MIKE FLICK
VICE PRES.

~
RON SANDERS
SEC./TREAS.

~
ROB GRANT
SAFETY OFFICER

~
GALE MOORE
CONTEST DIRECTOR

Loose Feathers

"Could be my new favorite..."

Doc was flying a lightweight Chief Aircraft Fusion 3D the other day in some pretty high winds. It performed well, and Doc declared that he may have found a new favorite.

During a visit to Jack Noell's Hobbies, he saw this little beauty hanging from the ceiling. Jack said it was built by a guy who likes to build more than fly. So it was RTF with servos sans receiver and battery.





Great Planes: U-Can-Do... by Mike Flick, V.P.



I was looking for an entry level 3-D pattern plane for electric flight. After reviewing a few on YouTube, I determined this to be a good airframe and purchased it from Jacks Hobbies. *(Spreading the love.)* I also purchased an E-flight power .52, as I was assured this would be a good match.

The plane's specifications, however, call for a Rim Fire .80 and a 60 amp ESC. So, after some thought (not too long though) I pulled the Power .52 and installed the Rime Fire .80, along with an 80 amp E-flight ESC with BEC.

The rest of the ARF build was smooth. This is a very nice kit. The only areas for concern were the 6s battery tray, which is small and requires an odd pack, and the canopy catch-clip gaps, which are a hair too narrow for the receiving slots. They needed to be opened up a bit to engage securely so you don't lose the canopy as Rob Grant and I did on the maiden flight.

Otherwise, the maiden flight went well. It trimmed out well, and the CG was spot on. It was very windy that after noon, and we had a

little concern with the aileron servos not returning to center causing the plane to hunt or not-track a line. I did use cheap servos so if this continues the 5Yö will get swapped out.

I flew the U-Can-Do again Saturday, the 10th, for the third and fourth flight. Still windy, **but it flew very well.**

I love this plane so far and would build a second if it was offered in another color scheme. ~Mike



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Lithium Polymer (LiPo) Batteries

How do you charge and store your Li-Po batteries?

We all know LiPo's can be unstable and volatile and should never be left unattended while charging. When these babies decide to let go, they can spew sparks and hot magma all over your shop. (Can you spell -fire extinguisher?)

One of our wise owls uses an old refrigerator to keep his cool. Or, how about recycling that defunct microwave (older style with metal interior). Harbor Freight has tool chests reasonably priced that will safely store not only your batteries but most of your spare parts and building supplies, too. The Family Handyman magazine (May 2014) had a tip for using a discarded gas grill ó gutting it out and adding a hinged top where the grills were. Lift it up to store batteries and tools and close it down for a work surface. Hey, sounds good ó and portable.

It doesn't hurt to stay current on LiPo's. I happened across this website that explains everything about LiPo's that your mother never told you. You might want to check it out:

The OWLS Nest Gallery



Picture Perfect Sunday



"Come to Papa."

Saturday: Soaring in the Rain



"C'mon...get over...get over..."
Does 'body English' really help?



Spot On. Well Done! (Not a near collision...just a double exposure. ~Ed)

**Unfortunately,
Saturday's FSS event
had 'less than ideal'
weather!**

In spite of the cool, wet weather Saturday, everyone seemed to be enjoying themselves. Thankfully, Sunday turned out to be picture perfect.

There was some good-natured competition between a few ALES $\text{\$}$ (Altitude Limiting Electric Start) pilots and more traditional winch launchers.

Said one electric pilot, "This is probably the first competition of its kind, at least in Florida, and they are kicking our butts."

Out-of-state competitors were Scott Myers and his son Noah from Charleston, SC and Dave Ford from TN.



OWLS approved and Editor recommended sun hats on Amazon....under \$25.

More Loose Feathers

Ahhh...Summer in Florida

Green grass, sunny blue skies, afternoon showers, sunny skies, oppressive humidity oh, did I mention sunny skies. As we are quickly entering Dante's Inferno, I urge fellow owls to beware the ill-effects of dehydration; heat stress/stroke/exhaustion; and sunburn/poisoning. Old farts like most of us need to be especially careful.

- ✓ Drink plenty of liquids . eight or more 8-oz. glasses per day of water and/or fruit juices.
- ✓ Avoid caffeinated and alcoholic beverages . alcohol, soda, coffee and even tea can leave you dehydrated quickly.
- ✓ Dress appropriately . loose-fitting light colored clothes in natural fabrics like cotton. Hats with broad brims and neck protection.
- ✓ Sunblock . SPF 30 or higher.
- ✓ Air conditioning . feel over-heated? Fire up the A/C in your car and sit for a while.

Signs of heat stroke: flushed face, high body temperature, headache, nausea, rapid pulse, dizziness and confusion. Take immediate action if you feel any of these symptoms coming on.

Get more info at:

<http://associatedhomecare.com/resources/10-summer-health-tips-for-seniors-to-beat-the-heat#sthash.vIzhTdby.dpuf>

That's A Hoot ...from the Editor's Desk

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asks, "What was your last known position?" The reply: "When I was number one for takeoff".

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Instructions for emergency rural night landing for single engine airplane with engine out.

If engine does not re-start, turn off landing lights and look for the darker areas on the ground as they are more likely to be grassy areas and the lighter areas trees.

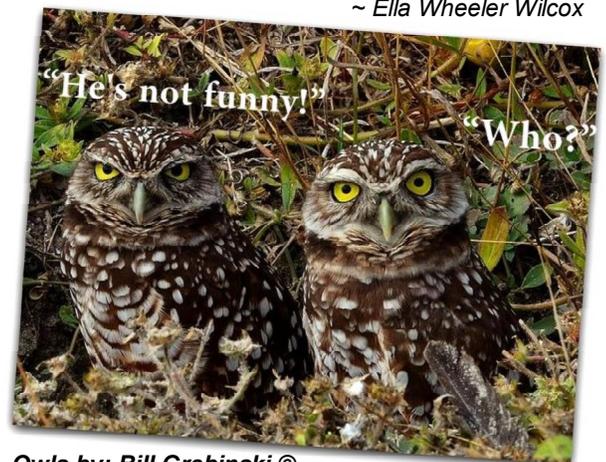
When altitude is down to about

400ft, turn landing lights back on....if you do not like what your see at this point, just turn them back off.

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"Laugh, and the world laughs with you; weep, and you weep alone."

~ Ella Wheeler Wilcox



Owls by: Bill Grabinski ©

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We're on the Web!

Onewinglowsquadron.org