An Owl cannot fly without ...

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Flight Feathers

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NEXT MEETING

DEC. 6TH
@ 11:00 AM

FIELD CLOSED FOR SOARING CHAMPIONSHIP

NOV. 21ST ~ 23RD

WISE OWLS

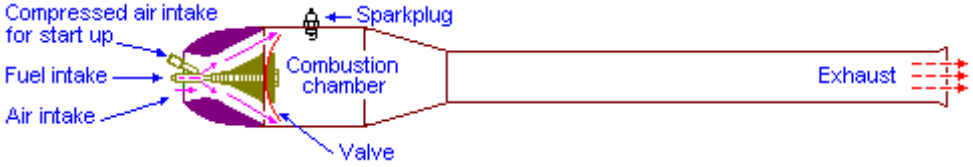
SHAUN ELMORE
PRESIDENT
~
MIKE FLICK
VICE PRES.
~
RON SANDERS
SEC./TREAS.
~
ROB GRANT
SAFETY OFFICER
~
GALE MOORE
CONTEST DIRECTOR

Pulse Jet Engines… from Model Aircraft Website

Aircraft model builders have always strived to emulate the full-sized aircraft, as well as their propulsion systems. The word "pulse" engine may be tracked back to around 1880 ï 1890, and it is claimed that a Frenchman built a pulsejet engine in the beginning of 1900 however, it's unknown whether he was successful.

The Germans used this type of engine during WWII to power the well-known V-1 flying bomb. This power concept was eventually proven to be relatively inefficient, terribly noisy and also having a very short lifetime.

The valves on the V-1 engine lasted no longer than 30 minutes continuous use. The pulsejet was therefore abandoned as a full-size aircraft propulsion system. Nevertheless, it has been used on model aircraft by some enthusiasts until now.



A model pulsejet engine is basically made of a tube consisting of a head with a venturi shaped air-intake, a diffuser, a combustion chamber, reed valve plates, a spark plug and an exhaust. In order to start the engine, compressed air from an external pump or air bottle is fed to the angled pipe located near the diffuser while a pulsed high voltage supply is applied to the sparkplug. The air/fuel mixture is pushed through the valve into the combustion chamber and ignited, which causes a noisy explosion that closes the valve plates while the expanding gasses escape trough the exhaust. This produces a low pressure inside the combustion chamber that opens the valves and new air/fuel mixture enters the chamber again, which is ignited by the residual heat and gasses from the previous explosion. The high temperature developed keeps the motor running without the spark plug and compressed air, which are only needed at the start moment.

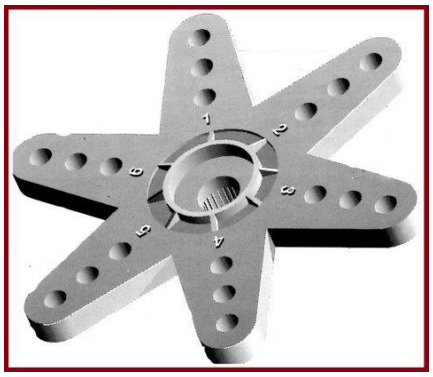
Some types have no sparkplug attached. The initial ignition is then obtained by introducing external sparking wires through the exhaust. The pipe has an acoustic resonant frequency depending on its length, which must be close to the valvesô working frequency in order to get a reliable operation.

The extreme heat developed means that this engine needs a lot of air cooling and cannot stand static running on a test-bench for longer period than about 10 seconds. It must also be mounted outside the model to prevent burning damage to the structure. Due to the extreme noise and the high temperature involved, this engine is absolutely not recommended for beginners and should not be used near residential areas.

For more information, visit Model Aircraft at http://adamone.rchomepage.com/guide6.htm

PLANE TALK

Loose Feathers…



Did You Know?

The numbers at the base of the multiple-horn servo-output arms correspond to *degrees-from-zero* allowing you to position the servo wheel on the servo spline where it most closely approaches the desired position with respect to your control rod. This allows for a perfect perpendicular angle to the control rod to take advantage of maximum servo throw.

Oldie-But-Goodie… by George Favor

George Favor just recently found this 32-year-old, never been used, new in the box oldie-but-goodie on eBay and installed it on his new Avistar.

George explains: The engine is a Saito FA-45 Four-Stroke Cycle glow-engine of 7.5cc displacement. I bought my first one in June of 1982 and flew it in a Bipe Stik, which was one of the Stik series of models. Fell in love with the engine's realistic sound, ability to idle at such low rpm's, reliability, and miserly fuel consumption.

This is one of the first four-strokes that became available to modelers. Others at the time were OS and Enya. They were heavier than today's engines and the power output was equal to a two-stroke approx. half their size.

Today's four-stroke engines are much lighter and more powerful and close to equal to the power of a two-stroke of the same displacement.

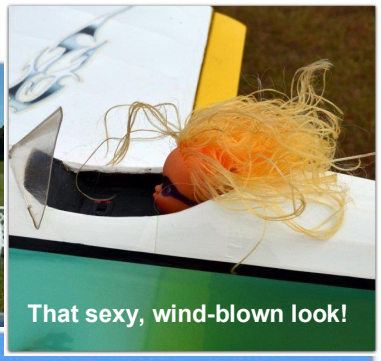
This Saito Hemi-Head FA-45 can turn a larger prop and run twice as long as a 2-stroke.

Dead Stick: Two of these can be found on your transmitter after failing to properly charge your batteries.

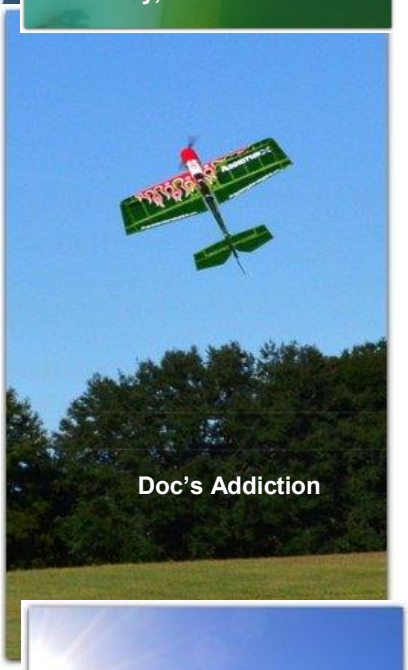
The OWLS Nest Gallery

Time for new benches

Maiden flight of George's Avistar



That sexy, wind-blown look!



Doc's Addiction

Our old model benches have finally given out. They were built by Jerry Flick and Kenny Goodwin way back when and served the club well.

Six new benches, 2 standard & 4 quarter scale – slightly lower, built by Mike Flick, Art Scheurer, & Bill Brooks (in a marathon 8.5 hours at Mike's shop) are in use at the field with adjustable rear leg and custom wheels made by Mike.

Kite's aren't just for kids

Got Photos? Catch me at a meeting or send a copy to: keukadiver@gmail.com

October's "Name the Plane" was Snoopy's Sopwith Camel.

More Loose Feathers…

A warm welcome to our snow OWLS! Be sure to come to our meetings!

1st Saturday of the Month @ 11AM

KennyWorld R/C Field

CR 464 west of SR 41
17150 SE 60th Street
Morriston, FL 32668
352-528-3744

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We're on the Web!
Onewinglowsquadron.org

And Facebook!
https://m.facebook.com/profile.php?id=857602174259072

Tower Talk…

Unknown Aircraft: "I'm f...ing bored!".
Air Traffic Control: "Last aircraft transmitting, identify yourself immediately!!"
Unknown Aircraft: "I said I was f...ing bored, not f...ing stupid!" ✈

(Transmission as a DC-10 rolls out long after a fast landing...)

San Jose Tower: American 751, turn right at end of runway if able. If not able, take the Guadalupe exit off of Highway 101 back to the airport. ✈

Name This Plane for a Chance to be Revered by Your Fellow Owls.

[Sorry! No Prize This Month]

1. Identify This Plane.
(Preferably from the wealth of useless information stored under your hat.)

2. E-mail Entry to Editor at:
keukadiver@gmail.com

If more than one correct answer is received, winner's name will be drawn from a hat by Editor's wife.

All members will be notified of winner and correct answer.

Snoopy's Nemesis: The Red Baron

Manfred von Richthofen was not quite 26 years old when he was killed on 21 April 1918. At that time he had 80 "victories" and brought down 123 men. He was a legend; yet exactly how he died remains a mystery to this day. Thanks to the determination of a reader from Australia (code named "Steiner"), I took another look at this controversy. In a book named "Under The Guns Of The Red Baron" by Franks, Giblin, and McCrery, published in 1999, the considered opinion of these respected authors was Baron von Richthofen was shot down by Roy Brown in a Sopwith Camel. The English government awarded Brown a medal for this feat. However, in searching the internet, I found the majority of papers support the theory that the Red Baron was shot down by ground fire-- and the gunner was Sgt. Cedric Bassett Popkin (an Australian). I leave it to you to decide.

Excerpt from Fred Sgrosso's website at: http://air.sgrosso.net/air_.htm

The Quad(rant) …from the Editor's Desk

Lost at Sea: The Last Great Adventure

My ego says it was a technical glitch. In reality, it was probably pilot error. Either way itôs gone.

I was flying my quad near the coast again on the bike trail in Inglis taking photos of the area. The first flight was perfect. Brought it down to change batteries, got GPS acquisition, all systems ñgoò. Lifted off, positioned it over the Withlacoochee River and watched helplessly as it headed westward toward the Coast totally unresponsive to the Tx. Granted the wind had picked up some, and I may have misjudged the intensity over the river inlet; but by now it is half way to Mexico or snapping photos of fishes in the Gulf (the camera is/was waterproof).
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