

An Owl cannot fly without ...

Flight Feathers

The official publication of OneWingLowSquadron.org

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Successful Test for Firefighting Helo-Drone

Lockheed Martin and Kaman Aerospace successfully tested an unmanned K-Max helicopter in simulated firefighting exercises. During the demonstration, a small VTOL Indago quad-rotor drone effectively identified hot spots.

The quad then provided data to an operator who directed the unmanned K-Max helicopter to autonomously extinguish the flames. In one hour, the helicopter lifted and dropped more than 24,000 pounds of water onto a fire.



"The unmanned K-Max and Indago aircraft can work [together] to fight fires day and night, in all weather, reaching dangerous areas without risking a life," said Dan Spoor, vice president of aviation and unmanned systems for Lockheed Martin.

The tests were conducted at Griffiss* International Airport in Rome, New York, on Nov. 6. The field is the only FAA-approved drone-test site in the Northeast, operated by the Syracuse-based Northeast UAS Airspace Integration Research Alliance. Kaman Aerospace, which builds the K-Max, has been working with Lockheed since 2007 to develop an autonomous version. The team has flown the autonomous K-Max more than 750 hours, and demonstrated capabilities to lift and deliver 6,000 pounds of cargo in sea-level operations. The goal of the program is to provide battlefield cargo resupply for the U.S. military. ✪

**Editor's Note: Back in the sixties, I first met my sister's then soon-to-be husband at Griffiss, which at the time was a military Air Force base.*

See the video on our website's *Club Info & Links* page: onewinglowsquadron.org/info or watch it on YouTube at:

https://www.youtube.com/watch?feature=player_embedded&v=53cBICfLpZg

41st Annual Tangerine Soaring Championship

This year's 3-day event was fraught with 25 mph winds and on/off rain, yet participants competed vigorously: 14-Fri, 27-Sat, 18-Sun.



NEXT MEETING

JANUARY 3RD
@ 11:00 AM

~ ~ ~ ~ ~

MERRY
CHRISTMAS
&
HAPPY NEW
YEAR!

WISE OWLS

SHAUN ELMORE
PRESIDENT

MIKE FLICK
VICE PRES.

RON SANDERS
SEC./TREAS.

ROB GRANT
SAFETY OFFICER

GALE MOORE
CONTEST DIRECTOR

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Quad(rant)... David Spielman, Charles River R/C Club

When the manufacturers say 2.4 GHz is limited to line of sight, they mean it. When flying first person video (FPV), it's important to stay on the near side of the trees. On a recent FPV expedition, one of the more seasoned quad copter pilots flying FPV visited the far side of the trees on the right side of Davis field (Charles River, MA). The transmitter sounded the lost signal alarm and the copter went into fail safe. Up the copter went to 60 feet and then straight to home. Major problem, the trees were 95 feet tall. There was nothing wrong with the radio, simply a lot of trees interfering with the 2.4 GHz signal. The pilot now runs 433 MHz and has secured a ham license. ✈

Tips & Cautions...

CARBON FIBER HAZARD

The material itself is not hazardous until it is subjected to a fire after a crash. The carbon can cause serious skin and respiratory problems. Since carbon chemically bonds with just about any compound, the hazard lies in the toxic compounds the material picks up during combustion. *Acids, cyanides and other nasty compounds bond with the fibers which are carried by the smoke and flames into the air.*

This poses a serious threat to anyone fighting the fire or handling the wreckage afterwards. The fibers will puncture the skin and release the compounds into the bloodstream. This is compounded by the fact the body does not recognize carbon as a foreign body and will not attempt to shed it.

If you fight a model fire involving carbon fiber structures use a mask or at least a scarf over the nose and exercise extreme caution when handling wreckage. Handle parts with gloves. ✈

EPOXY & LATEX GLOVES

Do NOT use LATEX gloves with epoxy. Latex is good for protection from biological hazards, but some of the hazardous chemicals in epoxy diffuse right through latex. Barrier creams by themselves also do not provide adequate protection.

Use VINYL gloves. These have sufficient resistance to the chemicals involved. Barrier creams on your hands and forearms as a SUPPLEMENT to the vinyl gloves are also a good idea. **Ventilation** is also important. Even though epoxy doesn't smell as bad as other resin systems, some of its relatively odorless components are hazardous in vapor form.

EVERYONE will eventually develop an allergy to epoxy, given enough exposure. Some folks will get it in a few exposures, others may take years. The amount of exposure you get with each episode has a lot to do with it & the effects are cumulative. Buy a box of VINYL gloves, and use them EVERY time you do ANY work with epoxy! Credit: Don Stackhouse & djarotec@bright.net ✈

REPLACING A BROKEN WING DOWEL

Many model planes have their wing held in place by dowels that protrude from the leading edge of the wing and into holes in the bulkhead directly in front of the wing. Drill a hole in the leading edge that will accommodate a piece of brass or aluminum tube that slips nicely over the wooden dowel. Epoxy the tube into the wing, slide the dowel into the tube and secure with a small screw or pin. The advantage of this comes during repair when the dowel has been damaged due to a hard landing or crash. Remove the small screw or pin and replace the broken dowel with a new one. ✈

Member's Passing...

A boating accident took the life of former OWL, Joseph Johns, 44. He and Daniel Tingley, 37, left for a fishing trip aboard Johns' 12-foot boat early Saturday morning 11/22/14 near Yankeetown. On Sunday afternoon, when the men hadn't return as expected, Johns' wife called the Coast Guard station in Yankeetown. A Coast Guard helicopter located the capsized boat at 10 p.m. Sunday night. Florida Fish and Wildlife Conservation Commission officers found Johns' body in Waccasassa Bay, north of Yankeetown. As of this writing, Tingley's fate is unknown.

When asked why he was referred to as 'Ace': Because during World War II, I was responsible for the destruction of six aircraft, fortunately three were enemy. — Captain Ray Lancaster, USAAF.

Flight Feathers

The OWLS Nest Gallery



11/14/14
Deland Giants' Fly-In
An unused runway makes it great for the "big" birds. Cool, wet weather on this Friday made for poor turnout, but both improved over the weekend.



41st Tangerine Soaring Championship



All bow to Jerry Flick who entered the only correct answer to November's Name the Plane contest.



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

November's "Name the Plane" was a Parnall Pixie.

In 1923, the Duke of Southerland, Under-Secretary for Air in England held a contest to renew interest in aviation. One of the winners was the Parnall Pixie II, a two-seater semi-cantilever winged monoplane powered by a Bristol Cherub engine, which developed 32hp at maximum revolutions and an average of 76 mph. Besides the two-seat version, there was at least one single seat, clipped wing version, powered with a geared down motorcycle engine that hit speeds of more than 100 mph. The Pixie III had a modified tail with divided elevators and a full length rudder. It could also be converted into a biplane. ✈

Tower Talk & Other Quips...

A smart-alec rookie pilot, fresh out of training, was on his first solo approach to the airstrip during a nighttime landing, and thought he'd try to be cool and amusing in his contact with the tower.

Instead of making the standard official call, he said, "GUESS WHO?" The air traffic controller switched the field lights off and replied, "GUESS WHERE?!!" ✈

I don't like flying because I'm afraid of crashing into a large mountain. I don't think Dramamine is going to help. — Kaffie, in the 1992 movie 'A Few Good Men.' ✈

I never liked riding in helicopters because there's a fair probability that the bottom part will get going around as fast as the top part. — Lt. Col. John Wittenborn, USAFR. ✈

From the Editor's Desk...

Portable Power Pack

Still reeling from the loss of my beloved quad, I was looking for a plane I could fly in our pasture on calm evenings ó rather than driving to the field all the time.

I ordered, from Horizon Hobby, a 29ö UMX Radian motorized glider, which fit the bill. Of course, gliders are new to me, but with some educational tips from Art Scheurer and Shaun Elmore, I have had lots of fun with it, and, for as light as it is, it performs well and takes quite a beating. (Okay, so I had to wrangle it out of a tree or twoí or three.)

Anyway, the teensy little batteries are charged up via a supplied USB adaptor ó normally inserted into a computer port or any of the USB adaptors that plug into a cigarette lighter receptacle or special AC/DC USB ports.

Well, I found a power pack at Radio Shack (\$15) that supplies just the right energy to charge up these batteries on-the-go in about 10 minutes. I can charge up my batteries 6-8 times before having to re-charge the power pack, which is accomplished via my computer's USB port or a 12v USB charger. ✈



Eflite's UMX Radian

12v USB Charger

