

Flight Feathers

The official publication of OneWingLowSquadron.org

INSIDE THIS ISSUE:

| | |
|----------------------|---|
| President's Message | 2 |
| OWLS Nest: Last Word | 3 |

MEETINGS

FIRST
SATURDAY OF
THE MONTH

NO MEETINGS
JULY/AUGUST

NEXT MEETING:
SEPTEMBER 7TH

EMERGENCY
CALLS FROM
OUR FIELD

352-485-5111

WISE OWLS

FERNANDO MESA
PRESIDENT

VICE PRES.

RON SANDERS
SEC./TREAS.

ART SCHEURER
SAFETY
COORDINATOR

BRET MARTIN
AMA INTRO PILOT
INSTRUCTOR

Debatable ... Tandem Seating

Last month's *Flight Feathers*' newest feature "Ask Bret" generated a little controversy with the question about why pilots sat in the rear seat on the *old* tandem seated airplanes; generally thought to do with balancing the CG. George Favor brought up the configuration of the Aeronca 7AC Champ causing this editor to do a little more research. (I love research!)

The Aeronca Model 7 Champion, commonly known as the "Champ" or "Airknocker", is a single-engine light airplane with a high wing, generally configured with fixed conventional landing. Like the Piper J-3 Cub with which it competed, the Champ features tandem seating.

However, while the J-3 model of the Cub is flown solo from the rear seat, the Champ can be soloed from the front, giving improved forward visibility, particularly on the ground and during takeoffs, landings, and climbs. The Champ offers far better visibility than the Cub, allowing 300 degrees of visibility to a front-seated pilot, and has a wider cabin than the Cub. Additionally, an uncommon Champ variant—the 7HC—was produced with an enlarged rear seat allowing 2 passengers to be carried.

Source: https://en.wikipedia.org/wiki/Aeronca_Champion



Club Supporter ... DV Diesel

Fernando brought his high school buddy and our club supporter Adolfo "Luis" Gonzalez to the field last month. Luis is the owner of DV Diesel LLC and while not an "RC Guy", he is an avid boater and salt-water fisherman. Luis helped sponsor our Spring Fly-In.



Upcoming Events



No Meetings July or August

onewinglowsquadron.org/all-events/

Ask Bret... a New *Flight Feathers* Feature

See page #3 for Bret's answer.

What is the best rate to charge batteries?

A Message from Our President

AMA updated their website around the beginning of the year. At the time we noticed several glitches with their club search tool. One problem was that our club was not in the search results and another was the number of club members was not accurate. These problems hindered our club in several ways. New RC pilots in our area could not find us and those that did were left with the impression that our club had fewer members than we actually have. Looks like AMA has made progress with their website and those problems have been addressed.

Our club currently has 29 AMA members and one MAAC member for a total of 30 members. MAAC represents Canada. We also welcomed 6 new members in 2019 so far. Nice!

I am sure you are aware of the AMA National Model Aircraft Safety Code. Either you received a copy when you joined AMA or you have seen it posted on our club's shelter. AMA also recommends that each club has its own custom rules. A club exclusively for gliders will not have the same rules as a club intended for RC jets. In agreement with AMA, we will soon post our club specific rules. We will inform you when the rules are posted. We will also include them on our website for easier access. Our club rules are simple, easy to understand, and you have probably seen them with other clubs. Please feel free to contact a club board member if you are concerned with any of our new rules.

Our current home page shows "No flying before 8:30am." The members agreed to change that to "No fuel models should be flown before 8:30 AM. Early AM flyers need to be respectful and keep noise levels to a minimum."

Mike is recovering from shoulder surgery. He looks forward to being back in the winter and sends his regards to all the members. He should be in therapy this month. **David** suffered a minor stroke last week and is on the mend at home.

Ron will be having spinal surgery to fix his chronic back issues this month. Let's keep them all in our thoughts and prayers and wish them a speedy recovery!

| Name | Number | Members | Contact |
|--|--------|---------|---------------------------|
| One Wing Low Squadron-Owls Club Details 6.84 Miles | 2811 | 29 | Arthur (352)5 Email |
| Nature Coast R/Cers Club Details 13.05 Miles | 3361 | 16 | Ronald (352)5 Email |
| Otaw R/C Car Club Club Details 13.05 Miles | 5268 | 40 | Linda (352)8 Email |

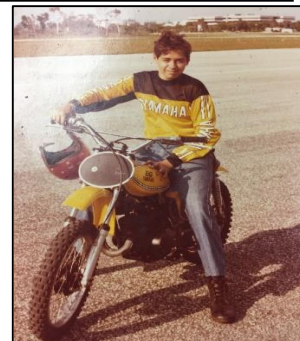
Congratulations to David for his appearance in Model Aviation magazine, page 60! We look forward to seeing his Snow White model at our field someday.

Lastly, do you have any old photos of you? Can we have a copy? Please share your throwback photos with us. We will show them in our future newsletters. I'll start with this one. That's me in 1979. The bike is a 1976 Yamaha YZ 80. My first hobby was dirt bikes.

Back to the Future...

Fernando is using the latest drone technology to improve fuel efficiency in cars.

*Fernando Mesa,
President*



To my fellow club members:

As a new member I need to express my thanks and gratitude to the warm welcome extended to me at last month's meeting during which help was given to keep me upright. I hope I did not offend anyone who may have a family member suffering from a debilitating illness when I mentioned joining the geriatrics club. It was more of a reflective view of me.

FYI I was flying a glider, but I do fly other models; all electric. Just had to add that! I have a Lanzo Bomber 80 span and a Snow White 80 span. These models are SAM eligible. A Thermic 100 glider and a Yellow Jacket F3RES glider; both require bungee launch. If any member has a similar interest in bungee launching and needs a partner just give me a call 352-351-0310 and I'll gladly come out and join you.

Finally, from time to time the club, like any other, will request volunteers for a specific task. If you notice an absence from my hand going up, it is not that I will not help, but the club probably would be better off for me not to. I will however offer my experience as a builder of scale models, planes, boats, cars, doll houses, and low relief model buildings. I have a lathe/mill (I eyeball turn), a Jet 16/20 horizontal sander, drill press, band saw and shop tools that I can help you out with if you have a problem perhaps.

One last thing, I am currently building a 1/3 scale Moswey III, a vintage glider from the early 40s. It is for aero tow. I will be looking for the assistance of a tug man down the road. If you have a tug and know how to tow, you're my man!

David AKA Da Glider Guy

You can follow David's build log of his Moswey III at RC Groups by following this link:
<https://www.rcgroups.com/forums/showthread.php?3197543-Moswey-III>



THE OWLS NEST: LAST WORD

Page 3

Flight Feathers

Ask Bret...

The **C charge** rating is a number you multiply times the Amp rating of the battery. If a battery is a 1500 mah, it is a 1.5 Amp hour. If the manufacturer recommends 3 C then it would be 3 (C) x 1.5 (A) or 4.5 Amp charge. If they recommend 5 C then it would be 5 (C) x 1.5 (A) or 7.5 Amp charge. Some batteries still recommend 1 C, so it would be 1.5 Amp charge. The C charge rating is usually on the battery or in the spec sheet. Not to be confused with the **discharge** rating. You might have a 40 C battery and that means it can discharge 40 times the amp capacity or 40 x 1.5 = 60 Amp discharge. Take that with a grain of salt, as it is usually much lower. Companies exaggerate their C ratings to sell batteries.

Got a Question? Ask Bret!

Invasion Stripes...

Source: https://en.wikipedia.org/wiki/Invasion_stripes

Charles enlightened me as to the black & white stripes on war planes. He stated that invasion stripes on Red Tail P-51 models are not legitimate since their missions were deep behind enemy lines and the P-51s were not used until *after* the D-Day Invasion.

Invasion stripes were alternating black and white bands painted on the fuselages and wings of Allied aircraft during World War II to reduce the chance that they would be attacked by friendly forces during and after the Normandy Landings. Three white and two black bands were wrapped around the rear of a fuselage just in front of the empennage (tail) and from front to back around the upper and lower wing surfaces.

After a study concluded that the thousands of aircraft involved in the invasion would saturate and break down the IFF system, the marking scheme was approved on May 17, 1944, by Air Chief Marshal Sir Trafford Leigh-Mallory, commanding the Allied Expeditionary Air Force. A small-scale test exercise was flown over the OVERLORD invasion fleet on June 1, to familiarize the ships' crews with the markings, but for security reasons, orders to paint the stripes were not issued to the troop carrier units until June 3 and to the fighter and bomber units until June 4.

Stripes were applied to fighters, photo-reconnaissance aircraft, troop carriers, twin-engine medium and light bombers, and some special duty aircraft, but were not painted on four-engine heavy bombers of the U.S. Eighth Air Force or RAF Bomber Command, as there was little chance of mistaken identity — few such bombers existed in the Luftwaffe and were already quite familiar to the Allies. The order affected all aircraft of the Allied Expeditionary Air Force, the Air Defense of Great Britain, gliders, and support aircraft such as Coastal Command air-sea rescue aircraft whose duties might entail their overflying Allied anti-aircraft defenses.

One month after D-Day, the stripes were ordered removed from planes' upper surfaces to make them more difficult to spot on the ground at forward bases in France. They were completely removed by the end of 1944 after achieving total air supremacy over France.



A British-captured He 177 German heavy bomber bearing Allied invasion stripes in 1945.

In most cases the stripes were painted on by the ground crews; with only a few hours' notice, few of the stripes were "masked". As a result, depending on the abilities of the "erks" (RAF nickname for ground crew), the stripes were often far from neat and tidy.

Over 9,000 lives were lost in Operation Overlord, 4,000 of those on D-Day. Although no Tuskegee Airmen took part in this invasion, their work and that of other squadrons of the U.S. Army Air Forces, would play an important role in the success of this epic mission.

"When working on any part that may have a tendency to let fly a small spring or "C" clip, put the part in a clear plastic bag before releasing/replacing the spring or clip."

...Words of Wisdom from Bret



Not a great month for gliders! There were a couple more mishaps but, alas, no photos.