

Central Carolina Radio Control Modelers



On the Fly!



December 2016

Editor in Chief: Marc Wentnick

Club Meetings are held at the **Sir Pizza in Randleman** the **2nd. Tuesday** of every month unless otherwise noted

Order food at 6:00
Meeting start at 7:00

Annual X-mas Party!



Saturday December 10th.
Hillsville Community Center
9078 Hillsville rd.
Trinity, NC

\$15.00 adults \$5.00 children*



Board
of Directors

Board meetings are *tentatively* held every 1st. Tuesday. Time and location to be announced.

Please contact:

Tim Holland
336.508.5596
hollandt@triad.rr.com

Ronnie Garris
336.906.0565
rgarris@aol.com

RSVP Soon!

**Make reservations:
336.847.2828**

deucebrinson@northstate.net

Raffles!

50/50

*kids under 12

BBQ Joe's Buffet



Buying?

www.ccrcm.com

Selling?

Were you naughty
or nice?!

From the Round File



This month in aviation history

1783... J. A. C. Charles and another man make the first trip in a hydrogen balloon, flying 27 miles from Paris to Nesle, France. After landing, Charles goes up again by himself, achieving the first solo balloon flight.

1903... Wilbur Wright makes the first and unsuccessful attempt at powered flight at Kill Devil Hills, North Carolina. His aircraft stalls after 3 ½ seconds in the air and crash-lands 105 feet away. He then tried it a week later and makes the first sustained, controlled, powered flight in the Flyer airplane at Kill Devil Hills, North Carolina. The historic first flight lasts 12 seconds and covers 120 feet.

1934... The first airway traffic control center is opened in Newark, N.J.,

operated by staff of Eastern Air Lines, United Air Lines, American Airlines and TWA.

1944... The people of the Philippines receive a surprise when airplanes of 43rd Bombing Group flew over to drop a million Christmas cards; each one contains the words: "Merry Christmas and Happy New Year 1944 – General Douglas MacArthur."

1945... A de Havilland Sea Vampire fighter becomes the first purely jet-powered airplane to operate from an aircraft carrier, when Lieutenant-Commander E. M. "Winkle" Brown lands his aircraft on the HMS Ocean in England.

1976... The Boeing 747 SCA, an ex-American Airlines airliner which has been adapted to carry the US reusable space shuttle, makes its flight.

1946... December 25 is nicknamed "Black Christmas" as three airlines crash trying to land in bad weather, killing 72 people. It is the worst day so far in the history of Chinese civil aviation.

1991... Pan Am World Airways goes out of business after 64 years of service. The sudden shutdown of this aviation pioneer strands many passengers and leaves about 9,000 employees out of work.



LOOK FAMILIAR?

Famous Quotes

The exhilaration of flying is too keen, the pleasure too great, for it to be neglected as a sport.

Orville Wright

I fly because it releases my mind from the tyranny of petty things ...

Antoine de Saint-Exupéry

Scene at the Field

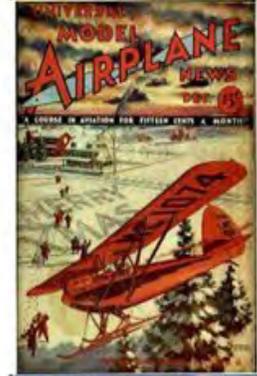
Sheeba my dog found 2 doe carcasses after the shoot!



Keep long term storage of batteries at 50%!



DO YOU REMEMBER?



Peenemunde

When we last left our hero Capt. Frank Collins he received his orders to escort the third wave of bombers to Peenemunde.



Today I'm uneasy. Flying into Germany has become somewhat dare I say, routine. I've done this many times and have luckily come back unharmed. I can't say the same for some.

Its 20:30 and the ground crews are making their final checks. These boys are the true unsung heroes. It's their job to insure the planes are in tip top condition. Those guys treat their assigned ships as if it were *their* lives that depended on success and in a way it is.

I suit up. I put on my flight suit nervously while bantering with my fellow pilots. It's a strange dance we perform with every mission. The air is thick with tension but we joke

and try to suppress the fear we all feel.

As I walk towards *Heaven's Hope* it almost seems as if she is grinning at me as if to try to dispel my anxiety. She is anxious to go. Her silver skin proudly shines in the late afternoon hot August sun. Jimmy my number one crew chief checks my flight suit and helps me climb aboard.

I step on the wing as if HH is giving me a boost and nestle in. It's funny not in a joking way but in an observational manner that once I become one with HH my anxiety and fears seems to abate. This they don't teach you in flight school. Jimmy tells me we are golden.



Jimmy is a typical southern boy. Being from North Carolina in someplace called Archdale he is laid back. He's always smiling and always ribbing on what he says is

my accent. *My accent?* If he asks me to say *DOG* or *BASTARD* again I'm gonna deck him! You gotta see how he tortures the limeys. They reply, "well *DOG ol' boy!*"

There are many differences between us. He uses words that are alien to me, *yonder*, *y'all* and *piddle* to name a few. He asked me if I like grits. Grits? As in grit my teeth? Grits in my underwear after a day on the beach? Apparently it's a form of edible wallpaper paste the southerners got used to eating after the civil war when food was scare. Wanna laugh? He never had pastrami! Go figure Pastrami!

But with a pat on the back and a hand shake we are the same in this moment.

With a thump of the canopy I'm committed. The feeling of isolation is inescapable at this moment. As far as I can see there are planes. Some with their props spinning some not. Aircraft have been lifting off the runway for 50 minutes now. Others jockey for takeoff position. There is a collective hum that increases with every engine start. The sound

reminds me of angry bees ready to sting. This mission is immense with over 500 bombers and 200 fighters on the ready. I start to feel not so alone anymore but part of something bigger way bigger than myself almost juggernaut in size and power.

I plug in my communication lead and scan the dash. My right hand settles on the stick between my legs while the other grabs the throttle stick on the left. I'm not conscience that I do this it's part training and habit that I do so. It's almost as I am trying her on for size. My one foot steps on the brake. HH fits me like a fine tailored suit.

Jimmy gives me the thumbs up. This means all's clear and start her.

I reach with my right hand and turn the bank switch on this sends juice to the engine. With my left hand I turn the switches that engage the starter while watching the gauge on the dash that confirms I have enough amps to do so. I check fuel pressure to make sure the beast is well feed. Time to set the mixture to rich and with a flip of the switch the high pitch whine of the starter cries out as it engages the main flywheel and the prop starts slowly turning. And then as the prop gains speed the engine starts popping in defiance with snorts of white thick smoke. In an instant the Rolls Royce Merlin evens out and roars to life like a lion. As she settles in at 800 rpm I check that all the control surfaces are operational and flaps are up. I look towards Jimmy and he's beaming like a new father. With a wave of my hand I communicate to Jimmy everything is gonna be all right and have that beer ready for my return. Jimmy lunges forward to pull the chocks from the wheels. He then waves his NY Yankee

baseball cap. I always liked that cap. I release the brake and grab the inverted L-shaped throttle bar while gently easing it forward and step on both rudder pedals. HH responds like a well-trained pet and obeys without hesitation.



As I move I listen to ATC (air traffic control) and watch the ground guys as they maneuver me in position. I flip to another channel and hear the boys that are already in the air make small talk reinforcing the positive outcome of the mission. I want to believe them. *"Come out come out where ever you are", "Come and get it Gerry", "I got your sauerkraut right here!"*



After what seemed eternity taxiing I have finally arrived at the runway. I switch back to ATC

and wait for the go signal. I belly up to the line and watch the runway officer. He is holding a big box with a light in it. It's powered by a generator truck that sits idling. Once he switches on that light that's my signal to go.

To be continued..

To learn more about
V2

[Click here](#)

Operation Crossbow

[Click Here](#)

This months aircraft



Lavochkin -LA-5

The Lavochkin La-5 was a Soviet fighter. It was one of the Soviets most capable type of warplane, able to fight German designs on an equal footing.

The La-5's heritage began even before the outbreak of war, with the LaGG-1 a promising yet under powered aircraft. The LaGG-3 was a modification of that design that attempted to correct this by both lightening the air-frame and fitting a more powerful engine. Nevertheless, this was not enough, and the lack of power remained a significant problem.

In early 1942, two of the LaGG-1 and 3's designers, Semyon Lavochkin and Vladimir Gorbuntov

attempted to correct this deficiency by experimentally fitting a LaGG-3 with the more powerful Shvetsov Ash-82 radial engine. Since the LaGG-3 was powered by an inline engine, they accomplished this by grafting on the nose section of a Sukhoi Su-2(which used this engine). By now, the shortcomings of the LaGG-3 had caused Lavochkin to fall out of Stalin's favor and factories previously assigned to LaGG-3 construction had been turned over to building the rival Yakovlov Yak-1and Yak-7. The design work, which required that the LaGG-3 be adapted to its new engine and still maintain the aircraft's balance, was undertaken by Lavochkin in a small hut beside an airfield over the winter of 1941–1942, all completely unofficially.

Air Force test pilots declared it superior to the Yak-7, and intensive flight tests began in April.

The La-5 was found to have a top speed and acceleration at low altitude that were comparable to Luftwaffe fighters. The La-5FN possessed a slightly higher roll rate than the Bf-109. However, the Bf-109 was slightly faster and had the advantage of a higher rate of climb. The La-5FN

had a slightly better climb rate and smaller turn radius than the Fw 190A-8. However, the Fw-190A-8 was faster at all altitudes and had significantly better dive performance and a superior roll-rate. As a result, Lerche's recommendations for Fw-190 pilots were to attempt to draw the La-5FN to higher altitudes, to escape attacks in a dive followed by a high-speed shallow climb, and to avoid prolonged turning engagements.



The only known La-5 in existence is a wreck in storage at the Military Aviation Museum in Virginia, awaiting restoration.

**Did
you
know?**

Tinsel was invented in Nurenburg around 1610. Tinsel was originally made from strands of silver. It was added to Christmas trees to enhance the flickering of the candles on the tree . Tinsel was used to represent the starry sky over a Nativity scene.



Christmas fun facts

Alabama was the first state to recognize Christmas as an official holiday

St. Nicholas originated in Turkey

The iconic fat jolly Santa Claus was invented by the Coca Cola company



Last person

locks the gate*

closes kitchen door

stacks any remaining chairs



**Make sure the lock is a "link" in the chain. It has come to our attention that the lock has been closed as not to allow others to get their locks off.*

While in the kitchen please take the time to restock soda cans or water bottles.

Sue and Bill Bean do a great job for us and to say thanks we all could give them a hand.

Editor's note:

We all survived another year. This year was a relatively safe one. We endured some cuts and bruised egos but we learned. By taking precautions such as calling out your intentions like "coming out" or "on the field" is extremely important. I recently was taking off and someone forgot to call "landing" although no crash ensued it scared the heck outta me! Let's make next year a perfect one!

I'd like to thank those that told me how much they enjoyed the newsletter. And I would like to also thank Jesse Brinson for his camera work and Mark Willard for his contribution with topics.

Until we read again....

Merry Xmas & Happy Holiday



Have something to say?

SAY IT!

Click here:

Comments



WOW!

