

# Central Carolina Radio Control Modelers

## On the Fly!



Happy Easter!

April 2017

Editor in Chief: Marc Wentnick

**Club Meetings are  
held at the ~~field~~ the 2<sup>nd</sup>. Tuesday  
of every month unless otherwise  
noted**

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



Board  
of Directors

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

**Please contact:**

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336.508.5596**

**[hollandt@triad.rr.com](mailto:hollandt@triad.rr.com)**

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**NOW WHAT?!**  
**New FCC Rules**



It now seems that the 2.4 MHz

frequency we fly on just happens to be the most  
stable for radio controlling. We all know that but now  
so does the govt. and they are taking it for drone

use. Good? Well here's the rub, once classified for  
military use we modelers will **no longer have**  
**access** to it. **Chapter 12 Article xi; 16-65**

*"As technology advances it is becoming clear that  
any use of it for national defense it foremost  
paramount." says, marine Col. James P. Harrison  
liaison of military civilian affairs he adds "Drones and  
other autonomic weaponry is becoming the fastest  
growing segment of our arsenal today."*

Congress was set to vote on this FCC change but  
since we are in fact at war, the military is taking it  
without congress voting starting **May 1<sup>st</sup>**. So where  
does that leave us?

Harrison adds, *"A surrender program for transmitters  
will be implemented on the local level. Non-  
compliance is a federal offense and punishable with  
a first time notice, second time \$1500.00 fine and  
finally the third time will get you a mandatory 2  
years and /or up to a \$25000.00 fine."*

So the real question is what if anything can we do  
about this?

**See below!**

**Mark your  
calendar!**



**9<sup>th</sup>. Palm Sunday  
11<sup>th</sup>. Passover  
14<sup>th</sup>. Good Friday  
18<sup>th</sup>. Taxes due  
22<sup>nd</sup>. Earth day  
28<sup>th</sup>. Arbor day**

**NOTHING!**





**DUH!**



**I inadvertently  
charged this  
LIPO on NiCD!  
Don't do that!**



Wanna send me something?

**DO IT!**

**Click Here**

If God had really intended men to fly,  
he'd make it easier to get to the airport.

**March's**

## **AVIATION HISTORY**



**In 1794...** The world's first air force, the Aerostatic Corps of the Artillery Service is formed in France following a demonstration ascent from the gardens of the Chalais-Meudon on the outskirts of Paris in the hydrogen balloon L'Entreprenant, the first used for military tests.

**In 1918...** The United Kingdom's Royal Air Force is born. It is formed out the army's Royal Flying Corps and the Royal Naval Air Service.

**In 1924...** The first successful flight around the world starts as four Douglas World Cruisers leave from Seattle, Washington. Of the four, only two complete the circumnavigation as they each fly 27,553 miles (44,340 km) in 175 days, and return to Seattle on September 28. The actual flying time is 371 hours, 11 minutes, and the successful pilots are Lt. Lowell H. Smith and Lt. Erik Nelson.

**In 1940...** The U.S. Navy places a contract with Grumman for two prototypes of the XTBF-1, later named Avenger, a chunky mid-wing monoplane that would become the U.S. Navy's standard carrier torpedo bomber of World War II.

**In 1962...** In utmost secrecy at the remote airfield in Groom Dry Lake, Nevada, the first Lockheed A-12 makes its first flight. It is the first of a family of top-secret spyplanes.

**In 1988...** The U.S. government's ban on smoking on flights of two hours or less goes into effect. "No Smoking" signs remain lit on 80% of domestic airline flights. Flight attendants are to be armed with gum and candy for those in anguish.

**Wrinkles should be  
for old people & Shar pei's**



**How to iron Monokote  
into tight spaces**



**In** my building days oh so long ago I used to have a lot of trouble ironing Monokote into cockpits and other small places where a standard iron will not fit. *Sound familiar?*

**You** can buy a tiny iron called a "trim sealing tool".

**But I have a cheaper & better way!**

**A** simple butter knife. Heat it on your iron for about 30 seconds and use it like an iron. It could also be heated with a heat gun, but it takes a bit longer. Heat is transferred a lot better by contact with the metal iron.

**The** knife will fit into tiny spaces where an iron won't, and it will reach a lot farther than the trim irons that you find in the hobby store.

**You** can try the same trick with a spoon for ironing fillets and other concave surfaces.

*Spoons have to be heated with a  
heat gun rather than an iron, usually.*



**Got an  
idea?!**

**Submit**



# Land of the *Giants!*



HEHE!

2.4 MHz?



PLEASE CHECK  
THE COFFEE MACHINE  
IF YOU ARE LAST OUT  
Thank you!



## CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER



# RC, WWII & Kennedys?

**I**t seems those pesky Nazi's had developed what Hitler called, V weapons or *Vengeance* weapons. The V-1 and V-2 were in operation and the V-3 was just released. The V-3 was an artillery barrage that was pointed right at England and buried along a small section of French coastline.

**T**here were 5 giant barrels each firing 5 smaller barrels. The guns fired 300 shells per hour 24/7. It was housed in a infrastructure that housed 1200 troops with train tracks into the complex. Built by slave labor the concrete structure was massive and 350 meters underground. The barrels were well obscured in the brush.

**A**t this time the rockets it fired only had a range of 40 miles, London being 100 miles was safe until the Nazi scientists furthered the range. Now the rockets were landing near a coastal village in England known to the locals as 'Hellfire Corner'.

**T**he British recon agents noticed a curious set of railway tracks extending into the side of a hill. Further investigation would prove this was the V-3 launch site a massive underground military complex called the *Fortress of Mimoyecques*. The British and the Americans had to take it out. Time was running short for the fear developing a longer

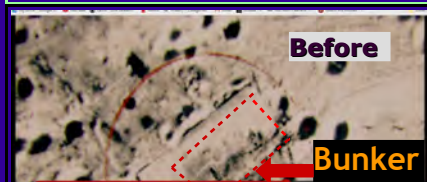
range rocket could be achieved at any time putting London with it's heavy population in harms way.

**T**his site had to go so the first choice was to bomb it but since it was 350 meters underground surface bombing would be ineffective. Designing a bomb that could bury itself into the ground then explode was the answer.

**B**ritain turned to their top head engineer Barnes Wallace. Wallace gained a ton of credibility coming off the success of the "*Bouncing Betty*" dam busting bomb. He had also designed the Wellington bomber a stalwart of the RAF.

**W**allace did design a bomb he called a Blockbuster. It would do exactly what was needed. The bomb would ferret into the earth and once it met a depth set it would cause a mini earthquake. Earlier tests showed that a bomb under the ground can be devastating due to the energy shock waves. In fact, 10 times more effective than a surface explosion where the energy is quickly dispersed.

**F**our Lancaster's took off and dropped their payload on the V-3 site. Unfortunately recon photos showed a cluster of wide deep holes near and about the bunker but none actually hit it.



**O**ne just missed it glancing off a corner. Now what to do, there was no way of ascertaining whether the bombs had any effect on the complex and there was no more time to make more bombs now that the German's knew the allies knew their position.



**A**nother plan was hatched where B-24's and B-17's no longer fit for service were laden with 12 tons of Torpex, an



explosive, would be flown by remote control after being piloted from takeoff.

**O**nce the operator in a different main plane took control of the flying bomb at 2000 ft. the pilots would parachute down to safety. The code they had decided on to take control of the plane remotely was "*Spay Flush Decide*"

**T**he plane was fitted with many cameras. Cameras were pointed at the dash gauges, at the explosives, one at pilot, one at the copilot as well as all the circuitry that made this work. It was quite simple, after the pilots jumped the operator would guide the bomb to it's target. He would carefully watch the gauges and fly it from a FPV.

**O**nce he was ready to dive



the plane he would send a signal to a solenoid that would pull a safety pin attached to a solenoid to allow a mechanical arm to move and complete an electrical circuit that armed the Torpex.

**T**WO volunteers were needed for the mission. Kennedy and Lieutenant Wilford John Willy. Joe Kennedy Jr. was due to return to the states after completing 50 missions looking for U boats. In his whole tour he found none. When he caught wind of a special mission he stepped right up much to the chagrin of his father Joe Kennedy Sr. who was grooming his son to be the first catholic president.



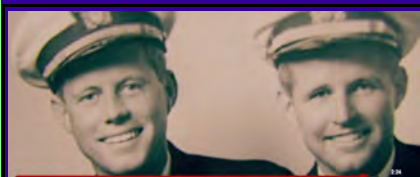
**E**arl Olsen was a minor engineer on the development of the remote system. He wasn't an officer nor was he college educated. He was self taught in electronics and noticed a flaw in the system. He noticed that if the receiver picked up a rogue signal from the main plane the arm would try to actuate arming the bomb. But if the pin is in the arm it can't move as designed but the heat created from the solenoid trying to move the arm would overheat the solenoid, short it and sent the signal to arm the bomb anyway. Olsen told everyone he could but it fell on deaf ears. He told Kennedy not to go. He did all he could to keep him from flying but Kennedy said, "I'll take my chances."

**T**he day came when on August 12, 1944, Kennedy and Lieutenant Wilford John Willy took off in a converted B-24 Liberator (the drone versions were designated BQ-8) from Royal Air Force Station Fersfield, near Norwich. He took his plane called, *Zoot Suit Black* off without incident. The plane slowly lumbered up and away out of site.

**S**everal minutes short of the planned bail out, an electrical fault in the Liberator caused the Torpex to detonate. In a thunderous instant, the plane and both men flying it simply ceased to exist. The plane exploded killing Joe Kennedy Jr. & Lieutenant Willy.

**H**ad Olsen's theory come true? Who knows there wasn't too much to recreate to find an answer.

**A** Canadian division came upon the bunker weeks later to find the blockbusters had destroyed the complex after all.



**U**nfortunately, Operation: Aphrodite was a complete disaster. Of more than a dozen missions, only one plane caused damage to the intended target, and that was only because it happened to crash somewhat close to the target purely by chance. More American airmen were killed than Nazis, and more damage was done to the British countryside than to Germany.

For more information:  
**[CLICK HERE](#)**

*Check out our new website!*

[www.ccrsm.com](http://www.ccrsm.com)

**YOU'RE ONLY  
AS OLD AS  
YOU REMEMBER  
YOU ARE**

**SPEAKING ABOUT WHILE  
WE'RE REMEMBERING...**





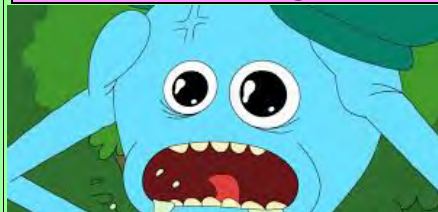
# CONSTRUCTION ZONE

THE MAKING OF THE  
BOEING 737 FROM  
BEGINNING TO END

[CLICK HERE!](#)



Thank you goes out to  
brother Norman Samet  
who send me  
this fascinating link.



**Weird & Wacky**



World's  
smallest  
biplane!



Chitty Bang  
Bang!

**Scene**

At the

**FIELD**



Plumber?

## LAST ONE OUT

**Please...**

**LOCK THE GATE**

make sure the lock is a link

**CHECK KITCHEN**

door, lights and coffee machine

**CHAIRS**

Stack, return to kitchen area

Thank You!



Did  
you  
know?

We have bald  
eagle's that often  
fly overhead?



**WHEN PEOPLE TELL ME  
"YOU'RE GONNA REGRET  
THAT IN THE MORNING"  
I SLEEP IN UNTIL NOON  
BECAUSE I'M A PROBLEM  
SOLVER.**

**Some  
things in  
life  
you may  
be doing wrong**



**W**hen you were taught to drive you were instructed to hold the steering wheel at the 10 & 2 position. This was due to cars that didn't have power steering and in that position you have maximum leverage to move the wheel. Today's cars all have power steering but more importantly airbags.

**I**t is now suggested to hold the wheel at the 9 & 3 with your thumbs on the rim of the wheel. This allows the airbag once deployed to release with out hitting your arms causing injury. The NTSB say's many injuries are reported due to holding the wheel the wrong way.

**Dangerous criminals  
infiltrate CCRCM!**



**I**t seems two of our respected members Al Mills and Bill Garner were off on a mission to find a residence. They used GPS for navigation but as they were near the house they were unsure of this particular address. While looking they kept

driving up and down the street. It seemed a neighbor who was afraid that these dangerous looking suspects were casing the neighborhood called the police.

**T**he police arrived with two officers. A male who stayed with the patrol car and a young woman who investigated these two by interviewing our hardened criminals.

**O**f coarse once the the boys explained the situation there was no problem although Al Mills later said...

*" I never wanted to  
be frisked so  
much in my life!"*



**AT THE  
MOVIES**



**Sterling Hayden**

**Richard Carlson**

During the Korean War, aboard the U.S.S. Princeton, Navy Commander Dan Collier reminisces about his first assignment on the same aircraft carrier in the war against Japan.

A great depiction of life aboard a carrier and what it takes to get a crew working as one. The action scenes are good and who doesn't love watching vintage jets!

For more information  
[CLICK HERE](#)



**BUILDING TIP**

*Joe Walton. says...*

Know your wood. Be familiar with wood types. Use hardwoods for structural purposes. Also knowing grain patterns are very important. Match grains. When you build a fuselage mirror the grain on the sides. Be aware of the direction of the grain too.



**Until we read again!  
Chef Marc**