

Laurel Highlands Model Airplane Club - AMA #557

2780 Rte 981, Mt Pleasant, PA 15666

www.lhmac.org



Wing Tips

April 2018

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MEMBERSHIP FORM
available on our website

Officers for 2018

President: Jim Andrews	(724) 837-4111	president@lhmac.org
Vice President: Dave Oswald	(724) 454-3180	vicepresident@lhmac.org
Treasurer: Rene Marquis	(724) 523-3320	treasurer@lhmac.org
Secretary: Steve Mickel	(724) 953-5933	secretary@lhmac.org
Field Control: Mark Yothers	(724) 423-4725	fieldcontrol@lhmac.org
Editor: Linda Pollock	(724) 532-0210	newsletter@lhmac.org
Website Admin: Vishal Jariwala	(734) 272-7029	admin@lhmac.org

Correspondences - Events, Other RC Club info, etc. – **PLEASE** send to the club **Vice President** (above)

Membership – Applications, Dues Forms, AMA information – **PLEASE** contact the club **Treasurer** (above)

Events and Times

Regular Meeting April 13, 2018 at 7:00 PM at the St. Paul Lutheran Church, Trauger.

This Month's Breakfasts will be at IHOP, 5159 Route 30 E, Greensburg

8:30 AM, April 11, 2018

8:30 AM, April 25, 2018

Winds, Wheels & Wiffs -

April 21, 2018 at the Ridgeview Golf Club, 1076 Gravel Hill Rd, Ligonier, PA
A day of Model Aircraft Flying, Car Cruise & Show, and Golfing.

Golf Course opens at 9:00 AM (9 holes w/cart \$7).

Flying to begin @ 11:00 AM (Landing fee of \$3).

Car Cruise @ 10:30 AM (leave from Dunham's in Latrobe).

Lunch between 12:00 - 1:00 PM (Please bring a side, salad, or dessert).

RSVP to Don Gilbert @ 724-433-9119

Thursday Night Training - April 5, 12, 19, & 26, 2018 at the field (weather permitting). Don't forget, if the weather is bad, we meet at Westmoreland Mall Food Court about 7:00 PM - venue & times could change and will appear in a notification via email.

The Prez Says

I had hoped to report on the great flying weather we should be having by now but as I write this it is 35 degrees, snow flurries, and 30mph winds gusting to 45. I have flown twice since Jan. 1st. This is the time of year that really tests our patience, we know good weather is coming but we just can't wait for it to get here! Come rain or shine Don Gilbert is having his Golf fly on Saturday, April 21st. Don mixes a day of golfing, car show, and flying. Participate in 1, 2, or all 3 if you like. The food is great also. Ridgeview Golf Course is in Ligonier. Opening Day Picnic and Fun Fly is scheduled for Sunday, May 27th. To prepare the field we will have a cleanup day on Saturday, May 19th. Please bring your weed trimmers, pruners, and rakes. The seasons' first foamy warbird pylon race will be held Sunday May 6th along with

the trainer races. Even if you don't participate they are great fun to watch.

Hobbico has been purchased out of bankruptcy by Horizon Hobby. We shall see what that means for our hobby as more details are announced. Horizon and Hobbico are listed as being beside one another at the Toledo Show and one of the goals of my visit to Toledo this year is to see if Horizon is serious about making



sure the builders in this hobby are served. It should be interesting.

See you in the skies above Mammoth Park.

Jim

Minutes of the Meeting of March 9th, 2018

17 members present.

Meeting brought to order by President Jim Andrew with the pledge of Allegiance

There were no new members or guest present

Officers Reports.....

A. Secretary's minutes for February meeting were accepted as printed in the March Newsletter.

B. Treasurer's report was approved by members 1st by Mark Yothers and 2nd by Bill Cline.

C. Vice Presidents report raffle prize for tonight is a Tower Hobbies F6F Hellcat.

D. Newsletter Editor wasn't present.

F. Field Control Officer.....

1 Field in good shape

2 Field will be rolled this spring. Not sure if county will do it or if we will need to get a lawn tractor to do it.

3 County has ok'd textured runway but want more information before we proceed

4 Lipo buckets will be on the field soon

5 Portable stand . Mark downloaded plans and will make one for himself and then the can decide if they want to build more

6 You are going to be doing a lot of flying so i would like you to think about safety

A Make sure your planes are air worthy. Like glue joints, firewalls, servo mounts, servo connections, props, spinners, etc.....

B At the field preflight your plane before you start it, do you have the right plane selected on you transmitter?, with electric airplanes when plugging batteries keep everything you don't want damaged away from the arc of the prop and in front of the prop, glow and gasser (and some case electric) secure airplanes so it can't lunge forward and slice and dice valuable flesh. That is another reason to have your plane facing away from the benches. Once your engine has started get out the way, don't stand in front of the prop at high RPM'S. If it lets go it will be over before you know it. Adjust your needle valve from behind the prop. Should the plane surge it will pull away from your fingers. Plus if you goof and put a digit in the arc of the prop it will tend to kick it away from the prop do to the pitch on the back of the prop.

C Take-off - if you lose directional control on take-off and your plane is headed for the pits,

immediately abort and try your take off again.

D Fly only within the field boundaries and in front of the flight line

E Landing and taxiing back. Land at least 30 feet in front of the flight line. When taxiing back DO NOT, DO NOT taxi back to your field box. There is no inbound taxiing in the pits. Stop and carry or roll your plane back to your pit. I don't care if you have been flying for 60 years or 6 minutes, if i see this activity you will receive a visit from me.

Remember a lack of respect for safety and you will lose your flying privileges. That is one thing i never want to enforce.

F Benches are for peoples butt and not your radio equipment or batteries etc. Now if there are only a few people at the field not a problem. But once 5 or 6 people are there take your stuff to another bench or better to the impound area or your pit.

Jim has made an application for a grant for field improvements

Old Business

1 Museum nothing to report

2 Fuel Bill Cecchetti stated there is 40 gallons of fuel on hand

3 Portable benches and Lipo buckets were address previously in the minutes

4 Solar panels - no discussion on this topic no one was present

5 Runway also was address previously in the minutes

New Business

1 Float Fly's 3 separate dates were applied for at a cost of 120.00 1st Don Accorsi, 2nd by Jerimiah Ulishney.

2 People who haven't paid their dues have till March 31st to do so , Beginning April 1st you will be required to pay initiation fee and regular dues and be revoted into club.

Show N Tell

1 Curt Hughes brought a beautiful F7F Tigercat made by FMS 67" wing span, weighs 11bs, CNC aluminum landing gear very scale like.



Minutes continued:

2
Jeremiah Ulishney brought his new Spektrum Radio Has all the bells and whistles you should talk to him about it very nice.



Finally tentative dates for warbird racing is as follows -May 6 and 20, June 3 and 17, July 8 and 22, August 5 and 19, September 9 and 23.

Meeting Adjourned

Steve Mickel

Your Roving Reporter

From: The Roving Reporter

Hi again everyone – another month has gone, and the relentless cold, wet, and windy weather is still hanging on, as we enter the 2nd week of April. I went back to previous newsletters and saw that we have had an unusually long spell of winter weather starting the last 2 weeks of October 2017, and here we are, in the 7th month of this crap. We have had a few sporadic decent flying days in February, and March, but those can be counted on one hand. Hopefully spring will get here, so we can get out to the field. February had a record amount of rain, braking any historical record. I know I have “cabin fever”, and can’t wait to get out and spend a day flying.

On one of those recent March days, Mark Yothers brought out a little electric Piper Vagabond that he scratch built, and enjoyed flying it.



Tim Bartlow was also there with his EP Aeronca Champ and enjoyed some flight time.



Your Roving Reporter
continued



Rene Marquis brought out his electric Waco, as Joe Leonatti, Mark Yothers, and Lester Faroux check it out.



On another half decent day, Jim Andrews fuels up his Rapier II for some flying time.



Other than that, we are all waiting with great anticipation for better flying weather. Hopefully it will come before the month of April runs out. Since we haven't had any Thursday's worth flying, a bunch of us have a Thursday "Mall Gang" get together to enjoy some quality "BS" sessions, and chat about our activities, projects, and any worthwhile news of importance. We enjoy a few hours at the Food Court at Westmoreland Mall, Thursdays, 7:00PM - 9:00PM. If you're not doing anything on a crummy Thursday, please do join us. Our calendar of events is being worked on, and a lot of tentative dates have yet to be set, so please volunteer to help make these events a success. I don't have much else to report on, so if you have any projects, or items of interest, or anything "For Sale", please let us know here at the newsletter.

Your Roving Reporter
Dean Pollock

MESSAGE FROM MARK YOTHERS

"For Sale at April Meeting. Long time LHMAC Member and friend John Hathaway has decided to liquidate his remaining modeling items and tools. Included are two sailplanes, a Corsair, a Super Cub all electric powered. Other items such as, plans, servoes, transmitters, batteries, tools, and work benches. The work benches are too large to bring to the meeting, if you are interested let me know and I can arrange for you to view them at John's New Stanton home."

Mark



Project 90mm EDF Venom

by Curt Hughes

Curt's 90mm EDF Venom finished!



Larry from the Largo FL RC Club. Notice the black rubber floor. I think it's the same stuff we're looking at.

From Jim Zamerski

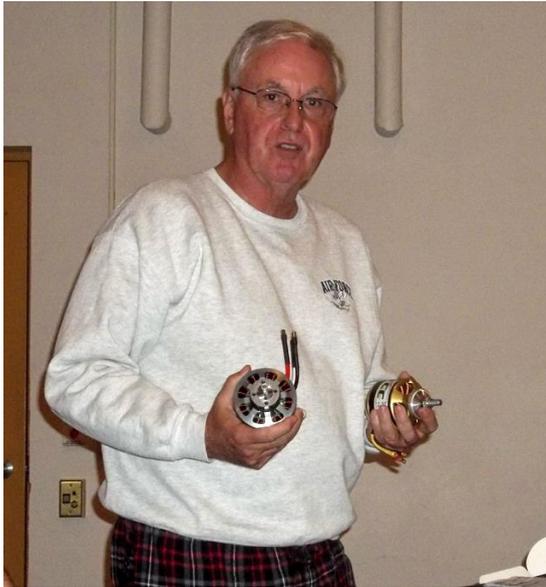
February 28, 2018 while visiting Florida.

Electric Flight Fundamentals Series -

Part 4

by Curt Hughes

Understanding the Charging Process



When you press the start button and the charger starts its job, what can you expect over the next hour or so? Well let me give you the basics of the average charge cycle (assuming you are using a smart charger at a 1C charge rate, taking approx. 1 hour).

First, the ramp up...

Many chargers do not immediately jump to the specified charge rate when you start the charge cycle. Instead they ramp up slowly. Some chargers will do this over a minute and others will do it over just a few seconds. Assuming the charger can output the specified charge rate, it should settle pretty closely to this chosen rate and hold steady.

Phase 1/2 - The CC (constant current) phase

Once the charger has settled at the specified amperage it will hold this amperage for the entire phase, approx 45min for a 1C charge. If the charger is set to always balance then it will be working to balance all the cells during this phase. If you look at the individual cell info you should see the cells start off around 3.7-3.8V each (assuming an 80% discharged pack) and slowly raise until one cell, or all cells depending on the settings, is at 4.2V.

Important: The CC phase puts the most strain on your equipment, so this is the time to monitor how everything is handling their respective task. Many chargers will display the input voltage and charger temp, so don't be afraid to check these numbers to make sure everything is as expected.

Phase 2/2 - The CV (constant voltage) phase

Once the cells get to 4.2V each during the CC phase, the charger will switch to the CV phase and hold the voltage at 4.2V for the remainder of the charge cycle. If your charger is set to CV Balance Only, then it will begin to balance during this phase and bring all the cells up to 4.2V. If you watch the amperage during this phase it should start off at the specified amperage and slowly drop off. The charger will stop the charge when 2 things happen. The first is that all the cells are balanced and second is that the charge amperage has dropped to a predetermined value. This predetermined value is decided by both the charger and the user settings, and can be anywhere from 0.1A to 1A. In other words, when your battery pack reaches this pre-determined voltage cutoff, it will end the charge process.

The beeping phase :-)

Depending on your charger and user settings, the next phase will very likely be an annoying beeping with the screen displaying charge completed. This marks the completion of the charge cycle.

Once finished

Here's a tip: Don't immediately unplug the pack or press any buttons after the charge cycle has completed. Instead examine the charger's display and note a few handy pieces of information. This info can include total charge time, mAh replaced and even the pack and cell internal resistances (on some chargers). This is also a good time to make any notes about the pack if you are keeping a battery log (a very good idea)!

AVIATION HISTORY

A Concise History of Air Racing

By Don Berliner

(The beginning of this article was in the February, March, April & June Newsletters of year 2016)

Chapter II – The Post-World War One Era (continued)

Part 3 – 1922

The Seventh Aerial Derby

This year, it was held on August 10-12 over a new course: two laps of a 100-mile loop around London, starting at Waddon Aerodrome, Croydon, south of the city. The winner of the Speed Division, in poor weather, was Jimmy James in the Gloster Mars 1 at 177.85 mph. Second was Flt. Lt. De Haga Haig in the Bristol Bullet at 144.97 mph. The winner of the Handicap Division was Larry Carter in a Bristol M.1D.

The Sixth Schneider Cup Race

The site was Naples, Italy, and the course 13 laps, each of 17.7 miles; it was held on August 10-12. Only the British entry was to challenge the Italians, as an Italian railroad strike delayed the French entries until it was too late.

The winner was Henry Biard, flying the newly-built Supermarine Sea Lion II, in which he completed the course in 1:34:51.6 (145.721 mph), barely a minute ahead of Allesandro Passaleva, in a Savoia S.51 at 142.949 mph, finishing with a split propeller.

The First King's Cup Race

The start of what would become the world's longest-running major air race series was on September 8 from Croydon Aerodrome, south of London. It was run on a purely handicapped basis. The 810-mile race included an overnight stop in Glasgow, Scotland, and a return the next day. The winner, in 6:32:50, was Frank Barnard, chief pilot of the pioneering Instone Air Line, in one of the line's passenger-carrying deH.4's. In second was Frederick Raynham, in a little Martinsyde F.6. While the 21 competitors were working their way north and then back, an impromptu handicap race was held at Croydon "to pass the time".

The Coupe Deutsch Race

It was held September 30 at Etampes, France, for three laps around the 100-km. course. Entries included World War I ace Charles Nungesser, who withdrew. Four pilots started, but only one finished: Fernand Lasne, in a Nieuport-Delage 29V, who completed the course in 1:02:11.8 for a speed of 179.83 mph, a record for the event. The only foreign pilot to start was Jimmy James, who could not complete his first lap because his maps blew out of the cockpit.

The Curtiss Marine Trophy Race

This event was limited to U.S. Navy pilots flying seaplanes, and was held October 8, on the Detroit (Michigan) River, for 8 laps of a 20-mile course. Eight started, but only two finished. First was Lt. A.W. Gorton in a Naval Aircraft Factory TR-1, at 112.65 mph. Second was Lt. H.A. Elliott in a Vought VE-7H at 108.71 mph. 1st Lt Sandy Sanderson might have won in his Curtiss 18-T-1, but ran out of fuel just short of the finish line.

The Third Pulitzer Trophy Race

The most impressive line-up in the history of American military air racing greeted the crowd at Selfridge Field, Mt. Clemens, Michigan, on October 14. Among the 15 starters were a dozen military racers: one Verville R-1, three Verville-Sperry R-3's, two Loening R-4's, two Thomas-Morse R-5's, two Curtiss R-6's and two Curtiss CR-2's.

The race, for five laps of a 50-km./31-mile course, was won by 1st Lt. Russell Maughan, in an R-6, who averaged 205.856 mph and broke every closed-course record up to 200 km. In second was 1st Lt. Lester Maitland, in an identical airplane, at 198.850 mph, while in third was Lt. Harold Brow in a CR-2 at 193.695 mph, and in fourth was Lt. Jg Al Williams, in a CR-2 at 187.996 mph. This race established Curtiss' reputation as a designer/builder of advanced airplanes.

Part 4 – 1923

The Second King's Cup Race

The start of the July 14 handicap race was shifted to Hendon Aerodrome, north of London, which cut the distance to 794 miles over the same course as 1922. Seventeen pilots, all flying biplanes, started. The winner was Frank Courtney, a highly successful free-lance test pilot, who averaged 149 mph for 5:25:27 in an Armstrong Whitworth Siskin II pursuit. In second was A.J. Cobham in World War I deHavilland deH.9, followed by future Schneider Race pilot Hubert Broad in a similar airplane.

The Eighth Aerial Derby

The final Derby was held August 6 at Croydon, site of London's first commercial airport, and was for 2 laps of a 100-mile course. Nine of the 12 starters finished, with the winner being Larry Carter in the Gloster I, which had been the Mars I; his speed was 192.359 mph. In second was Walter H. Longton in the Sopwith Rainbow which had wheels

AVIATION HISTORY

continued

instead of the floats it had carried in the 1919 Schneider Race. They were the only two pilots to fly civilian airplanes.

The Royal Aero Club ended the series due to a lack of prize money and new, competitive airplanes.

The Sixth Schneider Cup Race

Flown out of Cowes, on the Isle of Wight, on September 27-28, it was for 5 laps of the 43-mile course. For the first time, a team was fully backed by a national government: the two Curtiss CR-3's comprised the U.S. Navy entry. A very successful effort, for they placed 1st (David Rittenhouse, at a race record 177.279 mph) and 2nd (Rutledge Irvine, 173.347 mph). The only pilot among the other four starters who finished was Henry Biard, in the Supermarine Sea Lion III, who averaged 157.065 mph.

The Fourth Pulitzer Trophy Race

This one was run out of Lambert Field, St. Louis, Missouri, on October 6. It was for 4 laps of a 50-km./31.1-mile course. All seven starting pilots flew military racers, and all six who finished broke the old Pulitzer Race record. The winner was Al Williams, at 243.673 mph in a Curtiss R2C-1, followed by Harold Brow in another R2C-2 at 241.779 mph. The race for third place was the most exciting, Sandy Sanderson edging Steven Calloway—both in Wright F2W-1's—by ½ second: 230.067 mph to 230.002 mph.

Part 5 – 1924

Curtiss Marine Trophy Race

It was held March 8 at Miami, Florida, for 124 miles. The winner was Lt. V.F. Grant in a Vought VE-7H at 116.17 mph.

Coupe Beaumont

An "Unlimited" race on June 23 for 6 laps of a 50 km./31-mile course, starting at Istres, France. Of three pilots prepared to start, only two flew and one finished. The winner, at 193.40 mph, was Sadi Lecointe in a Nieuport-Delage 42.

The Third King's Cup Race

This race on August 12 offered two ways to start: from Martlesham Heath for landplanes, and from Felixstowe for seaplanes. The 950 miles was flown on one day, with everyone finishing at Lee-on-Solent. Among the 10 starters were the winners of the first two races. This time, 1st place was won by Alan Cobham in his deHavilland deH.50 in 8:57:12. Second was Capt. Macmillan in a Fairey IID seaplane, and third was Alan Butler in a deH.37.

The National Air Races

There is considerable difference of opinion about the beginnings of the American National Air Races, with some insisting the 1924 races at Dayton were the first, while others saying the true beginning was the 1929 races at Cleveland, where civilians first played a major role. The reader should make up his or her own mind.

The Fifth Pulitzer Trophy Race

The air races at Wilbur Wright Field, outside Dayton, Ohio, were highlighted by the Pulitzer. Run for 4 laps of a 50-km./31-mile course on October 4, it drew a much reduced field from the previous year. Three of the four starters flew military racers: two Curtiss R-6/s and one Verville-Sperry R-3, along with an Army Curtiss PW-8A. The winner, in the R-3, was Harry Mills, covering the course in 34:25.93 to average 216.55 mph. Wendell Brookley was second in an R-6, at 214.41 mph, only 21 seconds behind.

Sportsmanship prevailed, as the Schneider Cup Race, scheduled for October 27 at Bay Shore Park, Baltimore, Maryland, was postponed a year because all but the American entries were wrecked or withdrawn. Had it been held, the USA would have easily won its third straight race, and retired the trophy.

Part 7 – 1925

The Fourth King's Cup Race

This was the longest race yet, 1,608 miles in two 804-mile heats to be run on consecutive days—July 2 and 3—from Croydon Aerodrome. Only three of the 15 entrants finished the second day's leg due to wide-spread fog. First in the handicap event was 1922 winner Frank Barnard, flying an Armstrong Whitworth Siskin V at 141.7 mph. In second was H.W.G. Jones in a Siskin VI at 142 mph, and third was H. Hemming in a deHavilland deH.37 at 120 mph.

The Sixth Pulitzer Trophy Race

As part of what later became known as the National Air Races (October 8-13 at Mitchell Field, Long Island, New York), the sixth and last Pulitzer Race was conducted on October 12. It was flown for 4 laps of a 50-km./31-mile course. The winner, at a Pulitzer record 248.975 mph, was Cyrus Bettis in a Curtiss R3C-1. Not far behind him was Al Williams, in an identical racer, at 241.695 mph.

The Coupe Beaumont Race

Only two pilots entered this race, which was run October 18 at Istres, France, for 6 laps of a 50-km./31-mile course. The winner and only finisher was Sadi Lecointe in a Nieuport-Delage 42, at 194.156 mph. The only other starter was G. Ferigoule in a Salmson-Bechereau monoplane, who experienced radiator problems. Due to the poor

AVIATION HISTORY

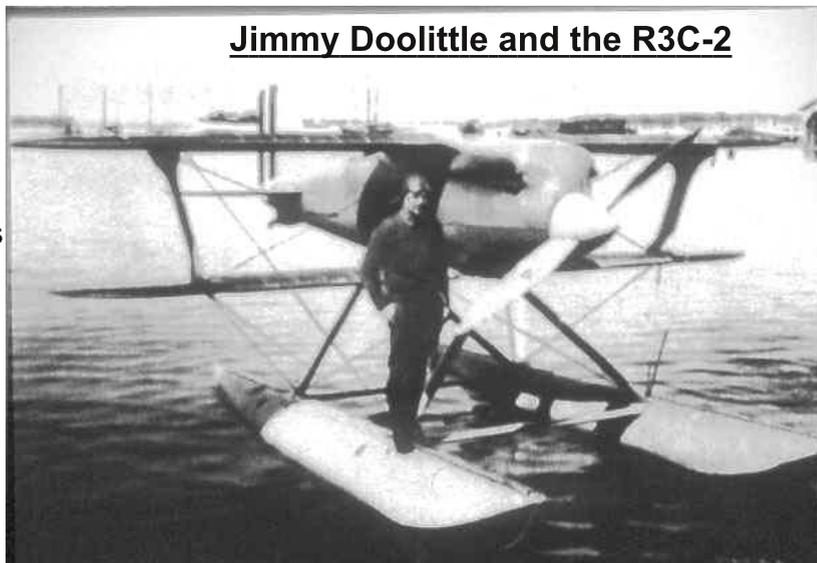
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turn-out, the series was ended.

The Eighth Schneider Cup Race

This race was held October 26 at Bay Shore Park, Baltimore, Maryland, and originally attracted four entries from the USA, four from Great Britain, four from Italy and one (a Curtiss D-12-powered Dornier) from Germany. It was for 7 laps around the 5-km./31-mile course.

Out of just five starters, three finished, with the winner being Jimmy Doolittle in the Curtiss R3C-2, in which he averaged a race record 232.573 mph, thanks to the most advanced streamlining yet seen. Hubert Broad was second in a Gloster III-A at 199.170 mph. Third was Giovanni de Briganti in a Macchi M.33 at 168.444 mph. It was the last time the Schneider was contested by seaplanes from as many as three countries.



Jimmy Doolittle and the R3C-2

Part 8 – 1926

The Curtiss Marine Trophy Race

On May 14, the final race in this series was run on the Potomac River at Haines Point, Washington, DC. It was for 73 ½ miles. Of nine entries, the winner was Thomas P. Jeter in a Curtiss F6C-3, at 130.94 mph.

The Fifth King's Cup Race

The race consisted of four different laps, all starting and finishing at Hendon, flown on two successive days, for a total distance of 1,464 miles. On the first day, 14 started, seven finished and started the second day, and five completed the race. The winner of the handicap event was Hubert Broad in his deHavilland 60 Gypsy Moth at 90.4 mph, second was E.R.C. Scholefield in a Vickers Vixen II at 142 mph, and third was H.W.G. Jones in a Martinsyde A.D.C. 1 at 152 mph.

The National Air Races

There was no headline event for this year's event, held September 4-13 at Model Farms Field, outside Philadelphia, Pennsylvania. The military again dominated, and this time the races would be restricted to standard production types. The Mitchell Trophy Race was for Curtiss P-1 Hawk pursuits, and was won by Lt. L.G. Eliot at 160 mph. The Kansas City Rotary Club Trophy Race was won by Navy Lt. George Cuddihy in a new Boeing FB-3 pursuit at 181 mph.

The Ninth Schneider Cup Race

The race was held November 12-13 at Hampton Roads, Virginia, for 7 laps of a 50-km./31-mile course. Italy and the USA had three-man teams equipped with, respectively, Macchi and Curtiss floatplanes. The easy winner was Mario de Bernardi in a new Macchi M.39 powered by a 700 hp Fiat V-12, who averaged a race record 246.496 mph. In second was Christian Schilt in a Curtiss R3C-2 with a 500 hp Curtiss V-12, who averaged 231.364 mph. In third was Adriano Bacula in an M.39, at 218.006 mph. The Italians were inspired by American streamlining, and had a lot more horsepower.

Part 9 – 1927

The Sixth King's Cup Race

The race was first planned for Bournemouth, then shifted to Nottingham because of local resistance. One-third of the entries pulled out in protest to a new handicapping system. The final group flew three separate courses, for a total of 540 miles on July 30.

It was the first King's Cup Race in which women were entered. The winner was W.L. Hope in a deH. Gypsy Moth at 92.8 mph, second was W.J. McDonough in a Westland Widgeon III at 102.8 mph, and third was E.R.C. Scholefield in a Vickers Vixen III at 141.6 mph.

The Dole Race

On August 16, a cross-country race was held between Oakland, California, and Honolulu, Hawaii, approximately 2,400 miles. It was one of the most poorly thought out schemes in air racing history. Several airplanes crashed during tests or on their way to Oakland. Three others were lost at sea during the race. Only two made it to the finish line. Eight pilots, crew members and passengers were lost.

The winner was Art Goebel in the Travelair 5000 "Woolaroc", completing the trip in 26:19:33. In second was Martin Jensen in the Breese monoplane "Aloha", in 28:16.

The National Air Races

Air racing was held in Spokane, Washington, from September 19 to 25, with most events being for military pilots

AVIATION HISTORY

continued

and airplanes. In the Spokane Spokesman-Review Trophy Race—10 laps around a 12-mile course—E.C. Batten in a Curtiss XP-6A Hawk beat A.J. Lion in an XP-6 by 201.239 mph to 189.608 mph. The “pre-Bendix” New York-to-Spokane Air Derby was won in a Laird Commercial by future-great Charles “Speed” Holman.

The 10th Schneider Cup Race

The Schneider was run off the Lido Beach, Venice, Italy, on September 26, following a rain delay. The course was 7 laps, each of 50 km./31 mi. The sole American entry—Al Williams, in his Packard-powered Kirkham-Williams—was cancelled due to insufficient testing. The first of the sleek Supermarines, designed by future Spitfire designer Reginald Mitchell, were in the spot light.

And in the winner's circle, as Sidney Webster won at a record 281.656 mph, with Oswald Worsley second at 272.91 mph. The three Macchi M.52's dropped out with fuel or engine problems, while the Gloster IVB, flown by S.M. Kinkead, got as far as lap 6 before spinner unbalance forced it out.

Officials then decided that future races would be held every two years, due to the increasing technical and financial demands being placed on sponsors.

Part 10 – 1928

The Seventh King's Cup Race

The race began at Hendon on July 21, with the first day's flying ending at Glasgow, Scotland; on the second day, the pilots flew back south to Brooklands, for a total of 1,097 miles. Of 36 starters, 23 completed the race, with the winner being W.L. Hope in a Gypsy Moth for the second straight year. Second went to Cyril Uwins in a Bristol 101, and third to Miss Winifred Spooner in another Gypsy Moth.

The National Air Races

Mines Field (later Los Angeles International Airport), September 8-16, was the scene of the major American meet of the year. The future shape of the National Air Races was beginning to appear.

Another step in the direction of the Bendix Transcontinental Derby was the Non-Stop New York to Los Angeles Derby. While none of the 11 starters finished, Dole Race winner Art Goebel got as far as Prescott, Arizona, in his Lockheed Vega. The Transcontinental Race was divided into classes, and stops were permitted. A total of 40 pilots competed, with the top prize of \$7,000 going to John Livingston, another future star.

In the “pre-Thompson Trophy Race” Civilian Unlimited Free-for-All, Robert Cantwell won in a Vega, finishing barely five seconds ahead of Art Goebel. Roscoe Turner placed 8th and last.

The popular success of the National Air Races had been established. What was needed was a permanent home, where it could grow and develop.

FOR SALE - WANTED - SERVICES

THE FOLLOWING ITEMS ARE FOR SALE by Dean Pollock - (724) 532-0210

- | | |
|---|---|
| 1) Great Planes Cub ARF, 1/5 scale, BNIB. This is the original cloth covered cub, 81" W/S - \$200.00 | 6) Saito 72, 4 Stroke, brand new w/muffler - \$150.00 |
| 2) Hangar 9 Cub ARF, 1/5 scale, BNIB, EP/GP, 81" W/S - \$200.00 | 7) Magnum XL 52 Four Stroke - used, low time, exc. - \$75.00 |
| 3) Telemaster 40 RTF, w/OS40 Rcvr ready, 72" W/S - \$150.00 | 8) Great Planes Super Skybolt BiPlane, ARF, BNIB - \$260.00 |
| 4) Magnum XL 52 Four Stroke motor, BNIB - \$100.00 | 9) OS90 four stroke, Pre Surpass, BNIB - \$150.00 |
| 5) OS50SX, 2 Stroke, HI Perf BNIB - \$125.00 | 10) Super Tigre Motors, .51, .61, .75, .90 - Call For Needs. |

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**And anyone else who
needs our Prayers!**

April Birthday Wishes

**WE WOULD LIKE TO EXTEND A HAPPY
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Happy birthday! Happy birthday! Happy birthday!

Happy birthday! Happy birthday!

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