



March 2023 Newsletter

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Lease Agreement with Baltimore County



We have finally obtained a Lease Agreement with Baltimore County for use of the property at the Hernwood Landfill. It has taken nearly a year to get all of the required signatures from county officials, but it is finally done. We are now legal tenants of the current flying site. The lease also includes additional property (cell 5 and 6) further back in the landfill. This was done to allow us to move to that location if the county decides to go ahead with the Solar Panel project that would use the area we currently use for our runway. We have been assured that we can continue to use our current location through the end of the year at which time, the Solar Project will be revisited.

I will answer questions about the agreement at the next club meeting (*March 18, 2023*). –

Vic

Lebanon Flea Market



2023 CPAA 42nd ANNUAL RC EXPO

March 11th, 2023

The Central Penn Aeromodelers Association runs an annual event called the Radio Control EXPO. With 41,000 square feet of indoor space, RC hobby enthusiasts from many states come to this largest one day RC Expo in the country. Many of our club members and those from nearby clubs make the pilgrimage to Lebanon Pennsylvania each year to attend this event that is commonly known as the "Lebanon Flea Market". Ninety percent of the items are related to radio controlled airplanes. There are workshop items, new aircraft, used airplanes, and just about anything you can think of that could be added to your fleet of RC equipment. -Victor

First Club Meeting for 2023

CLUB MEETING

We have set the date for the first club meeting for **March 18, 2023** which will be held at the flying field at 12:00 noon. Applications will be available for those who have not submitted their 2023 membership application.

Happy Birthdays



Kirk Adams

Dave Klein

How did they start the SR-71 Blackbird Engines?



Two Buick 401 V8 engines! The two Buick engines were mounted tandem side by side with automatic transmissions on the AG-330 "Start Cart".



The two Buick engines were paired together with a steel woven drive belt to drive a vertical shaft that was inserted into the starter mechanism on the bottom of the SR-71's engine to spin it to 3200 RPM.

The pilot would watch his gauges to determine minimum oil pressure, fuel pressure, and rising RPM. The pilot would then set the jet throttle to idle. At this point, 30cc of TEB was injected into the burner cans. A green flame was emitted, the J58 lit, and then accelerated and started to run on its own. As it accelerated, it unloaded the Buicks. At 3200 RPM, the pilot said, "Buicks out" and the Crew Chief signaled "Cut." The Buick operator hit "Cart Shutdown" and the probe dropped free as the cart throttle automatically returned to idle.

Years later, the big-block Chevy 454 became available and replaced the aging Buick Nailhead engines. The Air Force only went to the Chevy big block 454 after the Buick engines were no longer available. They even went as far as searching all available junkyards to find usable engines to repair or replace existing Buick engines that were blown up during use. The Chevy 454s were a lot of fun, especially with headers. As technology advanced, the college boys came up with a quieter, pneumatic starting system. Although the new system worked great, it wasn't nearly as fun as those V8 engines.

Projects



I am constantly on the lookout for new projects from our club members. I occasionally get a surprise when I see a new model at the flying field. Here is a King Air from Hobbyking that a couple of members have purchased. I am eager to see this 1700mm bird in the air.

Comments



Any comments, suggestions, corrections may be submitted to Victor Madison at <mailto:vemadison@yahoo.com>. All comments are greatly welcomed. If you have information you would like to share with club members in the newsletter please send it to Victor Madison.