

Pilot Briefing

Mid Hudson Radio Control Society



Volume 7, Issue 10

October 2015

Upcoming Events

Nov 2
Regular Meeting

Nov 16
Board Meeting

Club Officers

President
Warren Batson

Vice President
Peter Jagich

Secretary
Flavio Ambrosini

Treasurer
Fred Dimaria

Membership
Rob Stubbs

Directors at Large
Bob Allen
Ron Revelle
Otto Loorents

Field Dir-Wallkill
Ron Revelle

Field Dir-Redwing
Rob Schulze

Safety Officer
Jerry Rohling

Flight Instructor
Warren Batson

News Editor
Jer Milosek

President's Corner

Hi members,

November is once again the time to vote on the budget, and the board of trustees for the New Year. Both will be presented at the November meeting for the club to review and vote on.

I have included a listing of people that are running for the board positions. Please note that we have 2 positions open. One is Activities director and the other is a Director at Large. We are also looking for a safety director as Jerry Rohling is not getting to the fields as much as he would like. He has offered to hold the position until such time we have a new candidate available.

Safety officer is one of the primary officers required by the AMA to have a functioning club. If anyone would be interested in taking on this role please contact Warren Batson.

The 2016 Jamboree will be its 50th consecutive year for this long running event. Because this is a special milestone for AMA events MHRCS will be planning some special activities for this 50th event. This is going to require some more participation from the members than normal. This is a one time special event and I encourage members that have not helped out in the past to mark their calendars and sign up to help run the 2016 Jamboree event which has worldwide recognition. Two well know model publications AMA's, Model aviation and Model Airplane News have committed to be on site for great event coverage.

Stepping down and Leadership change

You will notice that I will be stepping down from the President position for 2016. It is with very mixed emotions that I make this change.

I have been in the driver's seat through some trying club times and also what I think is the best the club has functioned in years. These changes were made at the request of many members and from the many comments I get I think they have been for the betterment of all club members.

This year has been my 8th year as president and due to family obligations (new granddaughter) and other organizational commitments, I find I just do not have the time to run the club at the quality level I have in the past. Peter Jagich will be taking over and I think he will be a good replacement for this position. I will still hold many club positions but no longer wish to be the lead person. As president I do not get to enjoy the club like a general member does. Every time I am present at any club activity I am constantly bombarded with info or requests on the club behalf. I think turning this club around and an 8 year run is deserving of some time to "Smell the Roses" and enjoy the club and get more flying time.

I have been in the MHRCS club for 35+ years and I have to say that the club is running and getting along the best it has in a very long time. MHRCS has a great group of members and I hope this change of leadership will not change anything. It has been a great pleasure to run this club the last 4 or 5 years. I will continue to be on the board and provide leadership as needed but very much looking to just being a member and enjoying the club for a change. I would like to thank every member for all their support as this club has transformed to what it is today. I hope to get in more flying in 2016 than I did this year and looking forward to a great 2016 season.

Warren Batson
MHRCS President

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Slate of Board members for 2016

<i>President</i>	Peter Jagich
<i>Vice President</i>	Warren Batson
<i>Secretary</i>	Flavio Ambrosini
<i>Treasurer</i>	Fred DiMaria
<i>Membership</i>	Rob Stubbs
<i>Field Director - Redwing</i>	Rob Schulze
<i>Field Director - Walkkill</i>	Ron Revelle
<i>Lead Flight Instructor</i>	Warren Batson
<i>Safety Officer</i>	Jerry Rohling
<i>News Editor</i>	Jer Milosek
<i>Activities Director</i>	(open)
<i>Directors at Large</i>	Year Ron Revelle
	1 Otto Loorents
	Year 2 (open)
	Year 3

MHRCS Needs You!

The upcoming year will be very eventful for our club with the 50th Rhinebeck Jamboree. Please volunteer your services now, don't wait to be asked.

By volunteering early you can select the position you'd like to fill and partake in planning the event. You could also inform the club of your expertise(s) and work experience so that MHRCS can best utilize your talents.

As an old Navy lieutenant once said, "Ask not what the club can do for you, ask what you can do for the club."

Thank you.

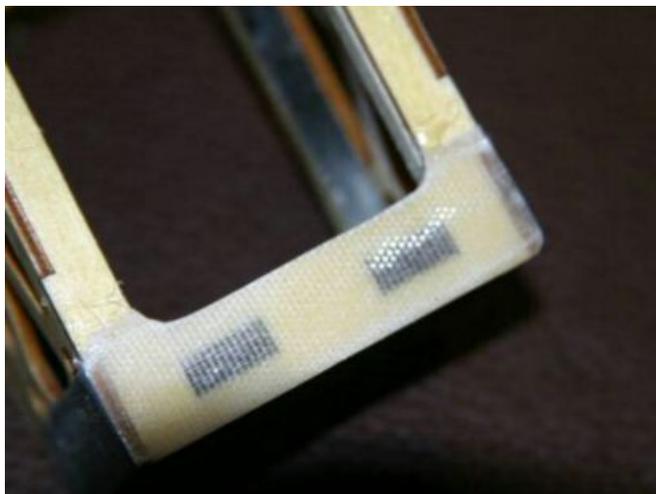
Building Tip

Guaranteed to save you hours of sanding!

For the guys that glass their models. Read: <http://www.cstsales.com/peel-ply.html>

and view:

https://www.youtube.com/results?search_query=peel+ply



This picture shows my motor mount reinforced with fibreglass using the "peel ply" method. NO SANDING ON THE TOP SURFACE. Notice the lack of excess epoxy EXCEPT for the top right corner where you can see the shiny spot of excess epoxy.

"Peel ply" is available from <http://www.cstsales.com/>

Need a strong control horn?

Try these, they come in various lengths and are equipped with ball links.

<http://www3.towerhobbies.com/cgi-bin/wti0095p?FVSEA RCH=robart+control+horn>

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Nostalgia... For the Scale Buffs

This 1967 true story is of an experience by a young 12 year old lad in Kingston, Ontario, Canada. It is about the vivid memory of a privately rebuilt P-51 from WWII and its famous owner/pilot.

In the morning sun, I could not believe my eyes. There, in our little airport, sat a majestic P-51. They said it had flown in during the night from some U.S. Airport, on its way to an air show. The pilot had been tired, so he just happened to choose Kingston for his stop over. It was to take to the air very soon. I marveled at the size of the plane, dwarfing the Pipers and Canucks tied down by her. It was much larger than in the movies. She glistened in the sun like a bulwark of security from days gone by.

The pilot arrived by cab, paid the driver, and then stepped into the pilot's lounge. He was an older man; his wavy hair was gray and tossed. It looked like it might have been combed, say, around the turn of the century. His flight jacket was checked, creased and worn - it smelled old and genuine. Old Glory was prominently sewn to its shoulders. He projected a quiet air of proficiency and pride devoid of arrogance. He filed a quick flight plan to Montreal ("Expo-67 Air Show") then walked across the tarmac.

After taking several minutes to perform his walk-around check, the tall, lanky man returned to the flight lounge to ask if anyone would be available to stand by with fire extinguishers while he "flashed the old bird up, just to be safe." Though only 12 at the time I was allowed to stand by with an extinguisher after brief instruction on its use -- "If you see a fire, point, then pull this lever!", he said. (I later became a firefighter, but that's another story.) The air around the exhaust manifolds shimmered like a mirror from fuel fumes as the huge prop started to rotate. One manifold, then another, and yet another barked -- I stepped back with the others. In moments the Packard-built Merlin engine came to life with a thunderous roar.

Blue flames knifed from her manifolds with an arrogant snarl. I looked at the others' faces; there was no concern. I lowered the bell of my extinguisher. One of the guys signaled to walk back to the lounge. We did.

Several minutes later we could hear the pilot doing his pre-flight run-up. He'd taxied to the end of runway 19, out of sight. All went quiet for several seconds. We ran to the second story deck to see if we could catch a glimpse of the P-51 as she started down the runway. We could not. There we stood, eyes fixed to a spot halfway down 19. Then a roar ripped across the field, much louder than before. Like a furious hell spawn set loose -- something mighty this way was coming. "Listen to that thing!" said the controller.

In seconds the Mustang burst into our line of sight. It's tail was already off the runway and it was moving faster than anything I'd ever seen by that point on 19. Two-thirds the way down 19 the Mustang was airborne with her gear going up. The prop tips were supersonic. We clasped our ears as the Mustang climbed hellishly fast into the circuit to be eaten up by the dog-day haze. We stood for a few moments, in stunned silence, trying to digest what we'd just seen.

The radio controller rushed by me to the radio. "Kingston tower calling Mustang?" He looked back to us as he waited for an acknowledgment. The radio crackled, "Go ahead, Kingston." "Roger, Mustang. Kingston tower would like to advise the circuit is clear for a low level pass." I stood in shock because the controller had just, more or less, asked the pilot to return for an impromptu air show! The controller looked at us. "Well, What?" He asked. "I can't let that guy go without asking. I couldn't forgive myself!"

The radio crackled once again, "Kingston, do I have permission for a low level pass, east to west, across the field?" "Roger, Mustang, the circuit is clear for an east to west pass." "Roger, Kingston, I'm coming out of 3,000 feet, stand by."

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continued from page 3.....

We rushed back onto the second-story deck, eyes fixed toward the eastern haze. The sound was subtle at first, a high-pitched whine, a muffled screech, a distant scream.

Moments later the P-51 burst through the haze. Her airframe straining against positive G's and gravity. Her wing tips spilling contrails of condensed air, prop-tips again supersonic. The burnished bird blasted across the eastern margin of the field shredding and tearing the air. At about 500 mph and 150 yards from where we stood she passed with the old American pilot saluting. Imagine. A salute! I felt like laughing; I felt like crying; she glistened; she screamed; the building shook; my heart pounded. Then the old pilot pulled her up and rolled, and rolled, and rolled out of sight into the broken clouds and indelible into my memory.

I've never wanted to be an American more than on that day! It was a time when many nations in the world looked to America as their big brother. A steady and even-handed beacon of security who navigated difficult political water with grace and style; not unlike the old American pilot who'd just flown into my memory. He was proud, not arrogant, humble, not a braggart, old and honest, projecting an aura of America at its best.

That America will return one day! I know it will! Until that time, I'll just send off this story. Call it a loving reciprocal salute to a Country, and especially to that old American pilot: the late- JIMMY STEWART (1908-1997), Actor, real WWII Hero (Commander of a US Army Air Force Bomber Wing stationed in England), and a USAF Reserves Brigadier General, who wove a wonderfully fantastic memory for a young Canadian boy that's lasted a lifetime.

It has been brought to my attention..

..that links I provide are not being used to your full benefit.

A link is shown in blue text and is underlined. They look like this: <http://www.mhracs.com/pages/Jamboree.htm>

It may contain more than 1 line. All you need to do is click somewhere on the link and it will automatically take you to its destination. After you get there, you are free to scroll in the site up, down, left and right.

Now try it by clicking on the link above and you should see your screen change to the first page of the 2015 Jamboree showing the checkered Albatross.

Gas Guys

Have you winterized your engine, fuel and fuel system?

This is coming from an e-power guy who didn't use Stabil in his snow blower last year and had to send it to the shop last week for repair. The shop recommends adding Stabil to all gas that contains ethanol, if it is not used within one month. If you mix your fuel in quantities of a gallon or more, add Stabil. I haven't seen any gas guy burn a gallon a month, but I have heard guys cussing at bulky hard to start engines. Just sayin'.

Cad→Cam→p code→CNC cutting→ Finished model

From initial plan of a Northrop Gamma to completed model including building his own belt driven CNC cutter with many pictures. This guy is not only good, he keeps a NEAT workshop....drives me nuts!

http://www.rcscalebuilder.com/forum/forum_posts.asp?TID=17808&PN=1&TPN=1

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How to Repair a Composite Fuselage

by Jer with thanks to Ed Popko

Start by taping the damaged area on the outside of the fuse with shipping tape, clear or tan. Get it as smooth as possible by pushing the inside of the fuse. You can use some 1/4 x 1/4 balsa or spruce stringers on the outside held by tape to help keep it straight.

1. Layout a piece of 0.5 oz/sq in weight fibreglass on a clean flat surface. I used the same stuff your wing is glassed with. Tape one corner to the surface and gently work out the wrinkles using additional tape as required. Using a camel hair brush helps.
2. Using a roll of wax paper, cut a piece of fiberglass cloth as long as necessary and interleave with the wax paper by rolling them up TOGETHER.
3. Spray a fine coat of contact cement over the piece taped to your work surface using the "fog" method which is to shoot a fine mist over the fibre glass by holding the can 24" horizontally above the cloth and letting the "fog" drop to the cloth. You do not need much, you only want to make the cloth slightly tacky.
4. Now the IMPORTANT part! You want the cloth you rolled up in the wax paper to be applied at 45 degrees to the piece taped to the work surface. The reason is to get multiple strands criss crossing rather than a horizontal and vertical intersection. Starting at one edge of the taped cloth, attach the rolled cloth by laying it on using the roll to keep it wrinkle free. (The wax paper should not be between the pieces of cloth.) Viola! You now have 2 layers of 0.5 oz cloth that can be cut without FRAYING.
5. Cut a piece of the 2 layer cloth that will overlap the repair area. You can measure it on the outside of the fuse and accuracy isn't important, more is better. I run 1/2" to 1" overlap.
6. Place this piece smoothly on the INSIDE of the fuse over the damaged area and hold it in place with tape on the edges.

7. Drip a few drops of thin CA on the cloth, it will seep thru and hold the cloth in place while you spread slow drying epoxy over the cloth. You could now cover the repaired area with peel ply to absorb the excess epoxy. After cleaning up you are done when the epoxy is cured.



Take this to the bank and know I'm 100% sober and in control of all my faculties.

Earlier this month I bought a HH Ultimate 2 BNF. I thought I had a problem with the receiver so I sent it back for repair. It came back NDF (no defect found).

I immediately tried to bind it to my transmitter and IT FAILED. After messing with it for a 1/2 hour I made the call to the HH service center and talked with a rep who walked me thru the bind procedure and it still failed. Finally, after 15 minutes of no success, he had me turn it over and VIOLA! it completed the bind. Turns out these AR636's are pre-programmed via the 3 axis gyro to know which way is up and will not bind if not in that particular orientation.

Now I'll have that beer, I earned it.



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Setting RAE Throws

When setting RAE throws, its best to increase the transmitter EPA settings to 130-150% and then move the servo arm mechanical pivot closer to the center to maintain the deflection you want. This not only increases the mechanical advantage for the servo but aids in resolution, both desirable things.

Simulated Fuselage Tubing

For Scale buffs, simulating a fuselage that made from tubing. He's using dowels for fuselage stringers and a unique way to cut their circular former seat.

http://www.rcscalebuilder.com/forum/forum_posts.asp?TID=24261&PN=1&TPN=1

CA Glue

I bring this up because 3 bottles of my CA are rock solid, unuseable, as I start this build season.

"As a former distributor of CA, even 3 months can be bad. One thing I will say is there is a huge misunderstanding of CA and what is good and bad. If you are using CA over 6 months old, be leary. I cannot tell you how many say it should be good for 2 years or a seller that claims a year or more shelf life, I know what they put in it to achieve that and you don't want it. Buy only enough CA to last you no longer than 6 months and by then it should be thickening. If it is not getting thicker throw it away. Also don't store it in the freezer. A cool dark, low humidity place is ideal. OK CA lesson over "

Jeff



Snaking Servo Leads

Having a problem snaking that servo lead?

Try this tool:

http://www.lowes.com/pd_79041-56005-70396_0

And to locate the servo mounting screw holes accurately

<http://www3.towerhobbies.com/cgi-bin/wti0095p?FVSEARCH=great+planes+%3Cb%3Edead%3C%2Fb%3E+%3Cb%3Ecenter%3C%2Fb%3E>

Assembling an Electric ARF

These 2 videos show the entire sequence and contain good how-to hints along with system setup such as getting equal deflections and end point adjustment.

https://www.youtube.com/watch?feature=player_embedded&v=EH5MnBFcc7k

and

https://www.youtube.com/watch?feature=player_embedded&v=J94MXExDyqU#t=0

If you prefer reading with loads of pictures and a neat technique for installing control horns click on the link below

<http://www.rcgroups.com/forums/showthread.php?t=1738825>

Viewing Assignment

Your viewing assignment for this month:

Kermit's Albatross

<https://m.youtube.com/watch?v=whxYU1nrE-Q>

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Help Wanted

The newsletter needs a how-to on flaps, installation, use and especially transmitter setup for a scale bird. Tell us how you set the deflection rate, mixes, flight modes, interlocks etc. Include the sequence used when deploying i.e. retard throttle, drop gear, drop flaps or is it drop gear, drop flaps, retard throttle?

Too often flaps are overlooked and increase the pilot's workload.

Send your input via email to milosek@localnet.com. Full attribution guaranteed.



"Some of those former control line fans are real die-hards!"