

Pilot Briefing

Volume 3 Issue vii

August 2011



Upcoming Events

Aug 5 Field 6 PM Food, & 7 PM Meeting– Redwing Field

Aug 15 Board Meeting- 7 PM- PUMC

Aug 27 Funfly– 9 AM Redwing Field

Officers:

President :
Warren Batson

Vice President:
Vic Horton

Secretary:
Flavio Ambrosini

Treasurer
Whitney Philbrick

Membership:
Rob Stubbs

Field Director-Walkill
Rick Rizza

Field Director– Red Wing
Rob Shulze

Flight Instructor
Walt Ericson

Safety Officer
Jerry Rohling

News Editor
Ron Revelle

Directors at Large
Bob Allen
Rick Knight
John Philbrick

President's Corner

Hello everyone,

I am happy to report that the Walkill field meeting went off very well on the Sunday after being cancelled last minute due to Rain. There were about 22 members that came out and helped eat the food and do some flying. I would like to Thank Rick Rizza for pulling this together and doing all the cooking and serving the Day of the event. A few other members helped the day of the event and I thank them also.

Many members had a chance to get in some good flying, in fact the 5 flight stations were all filled many time during the day.

Because of the success of this weekend meeting event, the Aug field meeting at Red Wing will be Sat Aug, 6th at 9 AM instead of Friday Aug 5th. Food will be served around noon. There will be a short meeting and flying. Hope you can make it.

A list of Jamboree chairpersons will be sent out soon and I encourage you to sign up to help run the 44th Rhinebeck Jamboree event. Sept 9, 10, 11.

We can use all the help we can get. For new members this is a funfly event that MHRCS holds each year in conjunction with the Aerodrome. We usually have about 130 pilots and about 175 model aircraft.

New Member flight training is at the Red Wing Field Thursday nights at 6 PM. There are only 2 new trainees so come on out and fly with us. There are usually about 12-15 members in attendance.

Football at the Red wing Field

The organized football season will start approx. the middle of August. The men lining the field this week said they will be using our field Sun, Mon, Tues and Wed evenings starting at 5 PM for approx 7 weeks. There will be no sports usage during the day hours. When I get the exact schedule I will send it out.

Both fields are in great shape and I hope everyone can get the time to enjoy them.

Warren Batson
MHRCS President

Airmail item enroute to delivery!



Klingberg Wing Revisited– by Tom Smith



I built his model from a kit over 20 years ago and first flew it with a Cox .049 reed valve engine on it. It flew pretty well, but keeping that pesky little engine running was a nightmare. Most often, right after launch, it would richen up and loaf along not having enough power to climb, but having too much power to land, or, it would simply lean out and quit, which was the lesser of two evils. Mind you, there was no throttle, ya just flew the tank out and after 2 + minutes (if you were lucky), drifted back to earth.

Klingberg Continued

I think I may have gotten two or three flights that lasted that long, and when I did it was really neat to fly. But, most often it would richen up and I would be hedge-hopping for several minutes praying for it to quit so I could land. After more crashes in the bushes and trees than I care to remember, I retired the model. It was a very difficult build that used part of the kit box to make a jig to assemble it on so the correct progressive washout was built in to the wing panels thus making it very stable in flight. Rather than eventually wreck it I decided to just hang it up for later consideration. Back then, electric flight stunk out loud, so I never even considered it.. I have been wanting to convert it to electric for quite some time now so when I had this spare 150 watt motor lying around, I went for it.

It is now powered by an AXI 2212-26 brushless outrunner electric motor swinging a 10 x 8 folding prop. I have a 3s 2200mah lipo in the nose and two full size JR servos in there for the elevons. A Spectrum AR600 full range 2.4GHz receiver rounds out the ensemble. All up weight is 22 ounces. It's pretty light for it's size. It's all balsa and covered with Monokote.

Today at the field it was pretty windy, about 12 to 15 mph, but I was hell bent and determined she would fly so I plugged in the LiPo, screwed on the hatch, and walked out onto the runway. With the little Cox motor on there it swung a 6x4 prop and I was never worried about being hit by the prop when launching. Now, with a 10" prop on there I was having second thoughts so I simply gave it a hand toss with power off and then immediately added power, and up she went. With a little trimming she was flying straight and true. Twice I cut power to soar and she did pretty well staying up for several minutes before starting to descend, and this was in very windy conditions where I am sure there were no thermals. I was probably riding a wave of air coming over the tree line ..

After 10 minutes of flying and with a few loops and rolls thrown in for good measure, it was time to bring her in. I came in over the end of the runway and chopped the power, the prop blades folded, and it slid in for a perfect landing. Flying wings are not as effected by winds as conventional models are, so the landing was not difficult at all in those gusty conditions (thank God).

This is one great conversion and I finally got a decent flight on this thing after 20+ years of waiting. Like they say, good things come to those who wait, and man, that was a long wait. Tom Smith



The Parkzone F4U Corsair Experience - By Ron Revelle

A month or so ago my old flying buddy Neil Hunt came down for a visit and brought along his new Parkzone Plug-n-Play Corsair for a maiden flight. At the Wallkill field, Whitney Philbrick offered to be the test pilot since he owns the same plane. After a few minutes of trim flight he handed the transmitter to Neil. The plane looked great in the air. On the second flight, Neil offered me the transmitter as he does all the time. Usually, I decline, but this time I couldn't resist. After flying the Corsair for a few minutes I knew that it was a must have!

So, with money given to me by mother for a birthday gift, I asked Neil to pick up a Corsair for me. On July 23rd, Neil and his wife Maureen came down again to attend the party we held in celebration of my son's graduate school graduation. Neil delivered not only the Corsair but also as a birthday gift to me, a couple of lipos fully charged and ready to use.

When everyone left the party at about midnight, I had an opportunity to open the box holding the Corsair. (See Warren I have some self control- I waited till after the party) I slipped the horizontal stab in place, snapped on the landing gear, attached the supplied aileron y harness and hit the hay!

The next morning before 7 AM, I was in the shop binding a 7 channel Futaba receiver to my transmitter. I plugged in all of the supplied servos and only had to reverse the rudder and throttle servo directions. Not long after, Neil appeared at my door with some sticky sided Velcro to hold my receiver in place. What a friend! We bolted the wing in place and connected the elevator clevis. Horizon says as the box reads, "Assembles in minutes". I can vouch for the claim.

Shortly afterward we headed to the Wallkill field to maiden the plane. We were preceded at the field by Warren Batson and Bob Allen. Neil hand launched my Corsair for me and it took to the air. With a bit of elevator and aileron trimming and it was flying beautifully. All of us got a number of flights before the rain forced us to surrender for the day. But we did have a chance to look over Bob's beautiful Hawker Hurricane that he had in his car. Bob has some really nice modifications on the bird including working lights, etc. Bob reported that the maiden was a bit of a handful, due to CG issues. But it was a successful flight.

I had made arrangements to meet a couple of friends at another field on the morning of July 25th. On the way to the field, it started to rain. When I arrived, both guys were sitting under the raised back window of a vehicle. I backed my truck up toward them and we sat in the back of our vehicles chatting for a while and it began to rain even harder. I decided to call my daughter for a weather update. She has become kind of a sky watch weather expert. In spite of taking care of a three month infant and a two year old, she found time to report that the system was passing quickly and about half of it had already gone by. A bit of a break in the rain should take place in about a half hour. So we stayed and waited. Mary was right on the money. The rain stopped and the Corsair was immediately ready to go and with a hand launch from one of the guys, it was in the air. No fueling up, no hooking up a starter to a battery, no hanging a glow heater on the plug, just forward the throttle stick.

I did a few rolls, Immelmans, reverse Immelmans, four point rolls, very slow flybys, Etc. and the two guys were immediately as impressed with the plane's smooth performance as I was when I first saw the Parkzone Corsair fly. My second flight before the rain resumed was a takeoff from the grass. No problem at all. When it was time to land, the rain was ready to begin again. The landing was a smooth one, rolling to a stop.

There is a You tube video of a guy who programmed flaperons on his Corsair to slow it down for landing. I have no idea of why that would be even thought of. The plane has no bad habits and can be slowed to a point where it only rolls a foot or two at the most after touching down.

Although neither of the two other pilots got a plane in the air that morning due to changing weather conditions, they both headed home to order Parkzone Corsairs and a couple of batteries. Needless to say I give this plane a 10 out of 10. It looks really good in the air and handles beautifully. Electrics and foamies have come a long way baby. I can't wait to take the F4U out tomorrow weather permitting!



Not only in my favorite color, it even had my birthday number on it!

Bob McGee at the Wallkill Field– A photo Essay







That's it for this month gang. Thanks again to Tom Smith (MHRCS South) for his contribution this month. Keep 'em coming Tom! Lots of great pictures have been posted on the internet via the MHRCS Connections and Flickr so they won't be included here.

Thanks to so many of you for your support and encouragement regarding the Pilot Briefing. It was very much appreciated. When I started it a couple of years ago, I deliberately took the liberty of calling it Pilot Briefing not Flightline because I saw it as a communication tool that would be a bit less formal than a traditional newsletter and as such might not really qualify as real newsletter. There seemed to be a need for some line of communication regarding club activities so I offered to make the effort. The MHRCS Connections came into being around the same time at the initiative of Lynda Elie. It has become a very effective way of getting info and videos out on an almost daily basis.

Meanwhile, the Pilot Briefing seems to serve a purpose and allow the club to report to the AMA that we have a newsletter. And most importantly, for me, it has given me an opportunity to get to know many of you much better. Your friendship is a blessing. See you at the field.

CAVU till next time, Ron

Disclaimer: Any misspellings and typos are the sole responsibility of Pres. Bush.