

Pilot Briefing

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Upcoming Events

July 8 Field 6 PM Food, & PM Meeting– Walkkill Field

July 13-17 Warbirds over Delaware

July 18 Board Meeting 7 PM PUMC

July 30 Cole and Rita Palen Free Flight Memorial Meet Red Hook, NY

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President's Corner

Hi everyone,

This past weekend was the clubs Fun fly event. I was very much looking forward to attending but was sick with some kind of 48hr bug that kicked my butt. I have been in contact with a few members that attend and they all say the event was very well attended and the planned events turned out to be fun for everyone.

I would like to thank Jonathan Elie for organizing this great event. Special thanks need to go to Lynda Elie for all the work that went on before and the day of the event. From all accounts Lynda did much of the cooking and running around the day of the event.

So I would like to ask that MHRCS members take a moment to thank Lynda the next time they get a chance.

Lynda, Many, many thanks from me for a job Very well done.

I would also like to thank a few MHRCS members that also pitched in to help the day of the event.

I would like to shift gears now and talk a little about SAFETY. Yeah, I am gonna get on that band wagon!!!!

We are well into the flying season and I have not heard of any mishaps, which is a good thing. I would like to talk about a few things that I have seen while at the fields or from the many club video's that are posted.

Four (4) items stand out loud and clear to me.

First item is the flight line. That invisible **NO FLY ZONE** line that starts at the pilots stations and goes out to infinitely on both sides of the pilots stations. In general MHRCS is getting very lax on maintaining the no fly zone behind the flight line. There are many consistently flying behind the flight line immediately past the pit area. There are about 10- 15 members in the club that constantly take off and are behind the flight line. We all can get a little off track on take off from time to time and cross that invisible line but those that are doing it consistently need to change their flying habits. Some one is going to get hurt eventually.

Second item is pilots that walk out past the established flight line to fly their aircraft. There are a handful of members that do this every time I see them fly. When approached about this subject I am told they cannot see their aircraft. I think the cause of this is flying too close to the flight line. This leads me into the 3rd item.

Third item is, Yes, you guessed it. **Flying too close to the flight line.**

There is plenty of blue sky in front of the flight lines at both our fields to be flying within the first 25ft of the flight line. In some cases flying planes within 10 ft of the flight line. This can be very unnerving to a fellow pilot to suddenly have an aircraft buzz past you about 10 ft from you head. This one is my personal pet peeve.

Last item is landing aircraft towards the flight line instead of parallel to the flight line. Many of the guys flying small electrics think this is appropriate because they do not have to walk too far to retrieve the aircraft, and "oh it's only a little electric" comment. This habit should not be considered normal safety practice. All it would take is the momentary hit of the throttle stick to send that plane into the flight line or pit area. To make my point, how would you feel if I landed my ¼ scale aircraft towards the flight line? I think the entire pit area would be diving for cover. Hope you understand my point. This is not good safety practice.

Ok, I will get off this SAFETY band wagon but not before asking every member to take a look at their flying habits. If these 4 items continue, I will be having a conversation with you when I am at the field. It is not just my observations as several members have asked that something be done about one or more of the 4 items.

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A Pizza Box F-14 by Tom Smith



As some of you know, jets aren't my cup of tea. That said, while perusing the E Zone www.ezonemag.com a few weeks ago I came across this pizza box F14 for sale. Some guy started making these Depron laser cut kits back in 2007. This one had not been built yet and was for sale, so I picked it up for \$35, shipped to my door, in it's original pizza box. Again, not being a jet jock, I wasn't too familiar with what jet did what, but learning that the F14 Tomcat had swing wings in flight, and so did this little profile foam pusher, I just had to give it a try. No plans were ever available for this kit but there was a build thread on the E Zone from back in 2007 so I followed those photos and instructions and built the model. It took a few weeks to assemble because the glue I use is slow drying. At the local Michael's Craft Store they sell a glue called Aileen's Tacky Glue. It dries slowly, but it penetrates the foam as it sets up and is quite strong, yet remains somewhat flexible, which is good with a foam airplane.

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For power I read where one guy used an old Esskay 400XT outrunner motor, once sold by Hobby Lobby for under \$20. I had two of them lying around that were never used so I put one of them on the back of the F 14 swinging an APC 7 X 5 E prop. Liking Castle Creations speed controllers because I can program them on my computer, I put an 18 amp Thunderbird in there and am running a 3s 1350 mah lipo. Spektrum S75 micro digital servos went in for the elevons and a Hitec HS65 Karbonite geared servo for the swing wing mechanism, which is activated by my retract switch. Elevons are mixed via my DX6i transmitter.

Paint also came from Michael's. At 79 cents a bottle for water based acrylic paint, I used 3 of them to do the entire model. Such a deal. Light gray on the bottom, darker gray on the top, and black for the fins. To cheap to order decals, I chose the trim scheme of the Jolly Roger squadron from the USS Nimitz and printed up what I needed on plain old white computer paper, cut them out with scissors, and applied them with thinned RC 56 canopy glue. I then sprayed Krylon Satin Clear over the entire model to protect the "decals" and keep the fingerprints to a minimum.

With paint, "decals", 3 servos, Spektrum AR600 receiver, and 400XT outrunner motor installed, it weighs 11.9 ounces. With the 3s lipo in there it is 15.2 ounces. Maiden flight was going to be this week but the new 3s battery I just bought from my LHS is dead. Only 2 cells will take a charge. Go figure, and it's a Thunder Power LiPo, not an el-cheapo. . Must have been sitting on the shelf for a long long time. So, the maiden will have to be in a few days because the hobby shop is a 50 mile round trip for me. Fear not though, she'll fly, and I'll keep ya posted.

THE REST OF THE STORY!

Just got back from the test flight. I took along my trusty old Albacorde to re acquaint myself with the sight of a delta wing in flight. Haven't flown the Albacorde in almost 4 years. Little bugger flew great, as usual. Now for the F14.

I installed the battery, tested the controls, did a range check, and walked to the flightline. With an underhand toss it was off and flying, and pretty well at that. With a few clicks of right aileron and a few clicks of down elevator it was flying hands off. Mind you, this was with wings out, the preferred way to launch. My worries about that little Esskay 400XT motor were for naught. It has plenty of power for this model, and plenty of speed too. It looks very realistic in flight.

So, let's see how this swing wing thingy works. In a straight and level pass at about 75% power, I flipped the switch on the transmitter, and the wings slowly retracted. I had installed a slow down device for the swing wing because using the retract switch by it's self it was way to fast. The wings would snap in and out. Very unbecoming to an F14 Tomcat. With the slow down device (\$16) it takes a few seconds for the wings to move in or out, and looks very realistic. Now, with the wings folded, this thing is a rocket. Orientation was a bit more difficult, but not unmanageable. Rolls were fast, really fast, and in a loop it looked like the nose would touch the tail. Pretty cool. The designer of this model said it has a particular maneuver he really liked. Some of the guys who built this kit were able to do it, and some were not. Mine does it. With the wings out, power off, and full up elevator, the plane parachutes to the ground. It is so darn cool. It comes down like an elevator, but not very fast. Several feet from the ground I opened the throttle and it was off flying again. This is one really cool model and I am so glad I came across this old kit and built it. It's a keeper for sure. It's my funest airplane ever. Tom

President's Corner continued from page 2.

Ok, this item is safety related but nothing to do with the topics above.

I have been asked by a couple members if it would be OK for them to build their own safety bench and leave it at the field so they can be guaranteed a safety bench when they are at the field. Main reason is "getting too old to work from the ground". Both have indicated they would pay for the bench and that it would be available for the rest of the members to use while they are not at the field.

I do not have a problem with this as I have a person safety bench at the Wallkill field. I have had my own personal safety bench for 3 seasons now, ever since my near disastrous encounter with the break away 42cc powered aircraft. My personal bench is the bench that has the florescent green paint on it in several areas. So if you see a bench that is marked personal property please enjoy using the bench but DO NOT abuse it. You might see a few new benches showing up.

My last topic to talk about is the Rhinebeck Jamboree. Committee people will be calling soon for help. I encourage you to sign up for a committee area that you enjoy working. We can use the help.

Will the rain ever stop.
Great flying to all.

Warren Batson
MHRCS President

MHRCS Fun Fly– On June 18th, thanks to much effort on the behalf of Jonathan and Lynda Elie many club members enjoyed a Fun Fly event at the Wallkill Field. Be sure to check the site provided below to see excellent photo coverage of the event. The photos could not be copied to appear here in the newsletter.



For some excellent photos of the MHRCS Fun Fly taken by John Philbrick. Click <http://flickr.com/gp/johnp793/0481LT/>

Jim Wood at the Fun Fly. Photo by John Philbrick

Whitney Philbrick's Corsair takes to the air! Photos by John Pilbrick.



Congratulations Whit!

Check out this site for some excellent video of the Corsair in flight. Video by the master himself, Jonathan Eli.

<http://flickr.com/gp/johnp793/0481LT/>

A Pinch Hitter Charger Makes the Lineup– by Ron Revelle



Over the last few weeks, the key pads on my Triton2 became more and more unreliable. So it was nearing the time to send it on a road trip for repair. Meanwhile, after flying with the gang at Wallkill, I happened to see Rick Rizzo charging some batteries in the back of his vehicle. He showed me a charger that he had purchased from HobbyPartz for less than twenty-five dollars. It sure didn't look bad for the price.

When I got home, I checked it out on line and found that it was selling for twenty-three dollars and seventy cents. Shipping for anything twenty-five dollars or more was free, so I placed an order for the charger and a miniature servo for a couple of bucks to bring the total order up to qualify for free shipping. The order was placed on Sunday evening and the charger arrived the following Thursday, the same day my Triton 2 shipped out. The Supermate DC6 arrived with a small DVD that allowed me to print a 22 page operating manual. The manual is very complete and easy to use. The photo on the front of the manual does not exactly match the current appearance of the unit, but instructions, flow charts and diagrams all fit the unit.

Since I received the charger, I have put it through its paces. I did a little cross checking of voltages between the unit and a CellPro 4 with a Beckmen Tech 310 digital multimeter. All fell within a few hundredths of a volt. The Supermate DC6 will charge, cycle and balance packs. It comes with good assortment of connectors including one to charge a glow heater (which I have also used) . It will handle all of the chemistries that we use in RC, including A123 packs. So far I have charged and balanced a few three cell and two cell LiPos, charged and cycled some NiCad's, and put a storage charge on a new four cell 2200 mAh pack to use in my new Sequence. The nice little card used to charge LiPos (shown in the photo of my charging station) has receptacles for plugs from two to six cell packs. After a week of experimenting, and being very happy with its performance, I decided to order another one while they are on sale and shipping is free. I also ordered one for a friend who saw my charger and asked me to get one for him.

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Here is a link to more info on the charger,<http://www.hobbypartz.com/60p-dyc-1004.html>

Here is its name and a list of capabilities;

Dynam Supermate DC6 DC Multi Function Balance Charger/Discharger 1-6 cell Lilo/LiPo/LiFe, 1 to 15 cells NiCd NiMH

And a little more info on the charger: Balance Charger/Discharger

1 to 6 series Lilo/LiPo/LiFe Individual voltage balancing

1 to 15 cells NiCd NiMH, 2 to 20V Lead acid(Pb)

Charge rate: 0.1A...5.0A; Discharge rate: 0.1A...1.0A

Charge/Discharge cycle; 1...5 times

Battery date memory; 5 models

Pretty hard to beat for less than 24 bucks. It is definitely a keeper! At the time of this writing, my Triton 2 arrived home via UPS. It went out to Horizon on June 8th and was home on June 27th. The cost of the repair, parts and labor— 20 bucks plus postage both ways. Kudos to Horizon for a quick and reasonable cost repair. Plus good communication during the process via e-mail.



Photo by Revelle

Bob Allan's beautiful Nieuport 17 in the sky over the Wallkill field. Great plane and great flying, Bob!



Photo by Revelle

Another view of Bob's Nieuport at Wallkill on Sunday June 26. The view is one the enemy would not want to see on his 6. Enjoying the day with Bob was his lovely wife "mother of the bride" and her parents. Bob had a whole squadron of beautiful war birds at the field.

Earlier in the day, Warren and Whitney participated in a flying portable canopy event!

One final note, if you are thinking of putting a remote engine kill on your aircraft, you may want to save your money. It is the editor's understanding that recently an alternative means of killing the engine was demonstrated at Wallkill. When your plane is on the ground, just hit the retract switch. That works!

A special note of appreciation to our friend, Tom Smith for his article on the F-14. Get ready for Tom's newest bird in August! Thanks so much, Tom!

CAVU till the next time..... Ron