

Mid Hudson Radio Control Society

# *Pilot Briefing*

Volume 7 Issue 3

March 2015

Officers:    President Warren Batson                      Vice President Peter Jagich  
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                 Safety Officer Jerry Rohling                          Flight Instructor Warren Batson  
                 News Editor J e r

Thank you all for helping us investigate our distribution problem.  
We are trying to improve club communications.

32 responses were received and 37 members did not respond. That's only  
46% responders, not a good number.

We will continue to look for a solution. If you have a suggestion,  
let Flavio or Jer know, an informed member is our best member.

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## **When 2 or more airplanes are in the air, Fly the pattern**

The pattern is like a race course in the sky and all the  
airplanes have to go either clockwise or counter clockwise around the  
course to avoid mid-air. What determines the direction is the wind.  
Always takeoff upwind ( INTO the wind).

The CARDINAL RULE for R/C is: the first turn after takeoff must  
be away from the pit area. You always fly with your back to the pits  
therefore if you takeoff from your left to right, your first turn must  
be a left turn. You want to turn your aircraft 180 degrees so it  
doesn't fly out of sight. To do that you can make a large half circle

or 2- 90 degree turns to the left. Continue flying right to left the length of the field, keeping the airplane 250 feet parallel to the runway, and make another 180 left turn to bring the airplane back no closer than the center of the runway. You have just completed the first lap of a Left Pattern. Notice all your turns are to the left.

A Right Pattern starts with a right to left takeoff followed by a 180 degree right turn. Again, keep your downwind leg at least 250 further out than the upwind leg.

Fly the pattern and avoid mid-air, its the smart thing to do.

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## Hats

Every pilot needs a hat and we have hats with the MHRCS logo you can purchase. Ask any club officer.

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## PreSeason Checks

2014 was a good year. Our goals for 2015 should be to improve our proficiency and reliability. Your first flight of the season should be with an old reliable plane from last year. Fly it until you've regained your "air legs" then wait for a perfect day to maiden that beauty you've worked on all winter.

Before your first flight this season perform a walk around check of your air craft. Inspect all the screws, nuts & bolts on your servos, control linkages and motor. Don't forget the wing hold downs.

Gas & glo craft need fuel lines & filters checked. Replace them if they are old, stiff or loose on the fitting. Air in the line will drive you nuts and a leaky line in the fuse is a mess to clean. How's the glo plug or spark plug?

ePower guys should inspect the electrical connectors. Are they dirty, black or pitted? Every pilot, gas, glo and electric, needs to check the flight packs and transmitter batteries. If your batteries are 2 years old or more, its time to check their capacity. Last year you may have been good for 4 flights before charging. Now they are a year older and have more cycles on them. Chances are they will have less capacity and might not last for that 4th flight. Are you feeling lucky? Do you want to risk that airplane that served you so well last year on an old battery? You can buy a new flight pack or transmitter pack for \$20. That's cheap insurance for that expensive ship that took you months to build.

After you've completed the walk around and checked the batteries, charge both batteries to full capacity, plug'em in and turn on the system. If you fly 2.4ghz, check the bind, receivers are known to forget and its been sitting all winter. Keeping a bind plug in your field box is a good idea. ePilots, take the prop off while performing this test. Now sit back and "fly that thing like you stole it." Watch and listen to the control surfaces and servos, they should be quiet and smooth. If you see a surface jittering you've got a problem. Put a little stress on the servo by holding the control surface. Listen to the servo, if it continuously runs while you hold the surface steady, your servo has a stripped gear. Don't be in a hurry, take a half hour for this test and continually stir the sticks. If you need help, get your grandkids to run the transmitter.

If you run an ignition system, check its battery the same way you checked your system. I'm not a gas guy but from what I read, the ignition system draws more from its battery than your transmitter. Maybe even more than your flight pack. Better know how many flights it'll last before it needs a charge. No sense having an ignition pack that lasts 3 flights when you want 4.

How's your wheels? Do they rotate freely? Need an alignment? How about tire pressure? Check that tail wheel, its nice to go straight on takeoff.

Prop OK? On tight? Balanced? Clean the grass stains from last year.

Spinner

While you have it assembled on the bench, check for warps. Its been a long hard winter and they tend to creep in with temp and humidity variations.

While you are sitting around, make up a check list of things you should bring to the field. Keep it close to your favorite chair cuz you will add to it tomorrow. This helps combatting CRS. Biplane pilots, don't forget the rigging.

Your last check before travelling an hour to the field should be a full run up in your driveway or yard. Nothing is more frustrating than finding a problem at the field that prevents you flying specially if you could have caught it at home. It cost you 2 hours travel time plus gas and wear and tear on your car.

### ***THINK RELIABILITY AND RELIABILITY***

Nothing beats a day at the field when you take your airplane home in the same number of pieces you brought it.

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Beware of ticks, the carrier if lyme disease, when you are at the field.

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You can read previous issues of the newsletter by clicking on this link AND then select and click on the desired issue:

<http://www.mhracs.com/pages/flightline.htm>

Minutes of meetings are available at:

<http://www.mhracs.com/pages/minutes.htm>

Neither site requires a log in.

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For Cub pilots <https://www.youtube.com/watch?v=TlNDPm9q69o>

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Glo plug for running gas

<http://www3.towerhobbies.com/cgi-bin/wti0001p?&I=LXEJRG&P=ML>

See <http://www.rcuniverse.com/forum/rc-pattern-flying-101/8176941-new-pentathlon-evolution-7.html> page 7 for pictures of an installation.

The advantage is no ignition module is required.

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## **Upcoming events**

The Taconic float fly is pending approval from the park officials.

For the latest information contact:

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Otto Loorents [maiott62@gmail.com](mailto:maiott62@gmail.com)

## **Aerodrome fun fly**

5/30/2015 - 5/31/2015 -- Rhinebeck, NY (C) OLD RHINEBECK AERODROME  
SPRING FUNFLY.

Site: Old Rhinebeck Aerodrome Museum. Warren Batson CD

Visit: [mhracs.com](http://mhracs.com). 15/1003. C)Old Rhinebeck Aerodrome Spring Fun Fly.  
Warren Batson CD, PH: 845-266-3862, [batson.warren@gmail.com](mailto:batson.warren@gmail.com).

Visit MHRCS.com for more details. All models should be in keeping with the ORA theme. Early aviation to 1939.

Sponsor: MID HUDSON RC SOC

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Making your own decals using your PC printer

[http://www.rcscalebuilder.com/forum/forum\\_posts.asp?TID=16463&TPN=495&get=last#504706](http://www.rcscalebuilder.com/forum/forum_posts.asp?TID=16463&TPN=495&get=last#504706)