

# Pilot Briefing

Volume 3 Issue ix

October 2011



## Upcoming Events– October

3 Regular meeting– 7 PM PUMC

15 Foam Electric Warbirds over Walden– Walden, NY

Info: <http://soursrc.wordpress.com/upcoming-events/>

17 Board Meeting– 7 PM PUMC

## Officers:

President :  
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Ron Revelle

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## President's Corner

Hello members,

This year's Rhinebeck Jamboree got off to a very rocky start with the rain from 2 tropical storms. However after getting a late start on the Field prep and setup the MHRCS Jamboree event went off with out a hitch.

This year's event had 115 pilots and helpers signed in through the registration tent. As usual there were about 150+ airplanes on the line for viewing and flying. I received many positive comments from contestants, helpers and spectators. From all accounts MHRCS ran another great event and everyone was talking about their plans for next year already. This year we drew contestants from Texas, Florida, Carolina's, 5 family's form Canada, Ohio, Indiana, and all New England area.

I would like to thank all the members that worked to make this event a great success. It cannot happen without all your combined help. Mid Hudson should be proud of the event and the International recognition it receives.

The flying season is winding down and MHRCS had another great year. Despite the rain and wind there was still lots of flying done at both fields. We still have 2-3 more months of fling until the winter sets in.

MHRCS had a few new members this year and most are well on their way to getting signed off. We could use a few more flight instructors so if you are a seasoned pilot and would like to help out please see me and we will help you in becoming a Flight instructor.

In the next few months we will be talking about Elections and the Annual Holiday Party. If anyone is interested in running the holiday party this year please contact me. We need to make arrangements real soon.

I am also looking for a Vice President that is willing to get involved in running our club. If you think you may be interested in the VP position please contact me. I could really use the assistance in running our club. It does not take too much time if we can spread out the work load. So I hope someone might show some interest.

**Meetings**

Starting in Oct, our meetings will once again be held at the Church on Rt 376 at 7pm. Hope you can join us.

Warren Batson  
MHRCS President

## Rhinebeck 2011! Photo Coverage.....



Can't resist taking shots of the home team.....Especially when the pilot brings the wings along with the fuselage! Great job done as CD, Warren. How many hats did you wear on that weekend- CD, pilot, mowing machine op, etc. etc.



What a beautiful plane.



The famous D7 over Rhinebeck



Whit's engine starting pose resembles a major league umpire-You're safe!



The triplane rolls out for a mission



Returning home after a successful mission!



Bob Allen readies the SE5 for take off.



And it is ready to lift off.



But it takes a little right leg action to turn!



Gerry gets his Cub ready to go.



George Busso, what is that thing you are carrying to Rhinebeck? The editor met George and jokingly asked if he had ever been to the Rhinebeck Aerodrome before and he replied, "is this where they fly those small airplanes?"



George, You are supposed to bring one of these things not a chair! Thanks again for all those years of service to the club and Rhinebeck. We all salute you!



Arnold Wise with his electric powered entry.... Arnold's first receiver was a Lorenz that he built!



Zipitty do da something is on my shoulder! At least it wasn't a mosquito!



The beautiful Nieuport 17 ready to go....with Rev. Glenn's blessing....before the start of the day....When it went down in the trees deep in the woods on the other side of the field, some wondered if Glenn had mistakenly given the plane last rights instead of a blessing....But when it was recovered in one piece with only minor damage, Rev. Glenn may be in much greater demand!



Hank flying his Nieuport 17 right before his hat blew off and in an effort to recover it, his plane went into the trees.



Not everyone works the flight line to make the event successful, Gino DiGregorio worked at the raffle ticket sales booth. Thanks Gino!



A great collection of beautiful planes



Some really beautiful detail work



Wait a minute I think I saw that pilot on Science Fiction Theater



Whit, trying to do some of Warren's tricks?



Another beautiful 17



Gerry knows a lot about planes, but to turn his back on Von Philbrick's triplane with guns a blazing.. Doesn't seem wise!



One beautiful bomber that flew in Top Gun



And it saw a great deal of air time at Rhinebeck



One big Puppie...



From the other side of the fence, onlookers admire the planes



To the left, Graham Jacobs, a Rhinebeck participant in previous years is accompanied by former IBM RC Club member, Jeff Burton. Following the weekend, Jeff ordered a 100" Eindecker kit to build and fly at Rhinebeck next year. Graham already has an SE5 ready to go....why an SE5? If your father flew an SE5 in WWI, what WWI model would you fly?

## Bob Allen's beautiful new Hawker Hurricane



Bob reports: Test flew it earlier this summer and had to correct the balance and finally got time to fly it again. The model is an ESM Warbird ARF with 82" ws. I did have to modify the firewall significantly to wedge in the G-38 engine.

It flies very nice.

## Balsa USA 1/4 Scale Sopwith Pup Experience by Ron Revelle

After being away from building for quite a few years my choice to dive back in was the BUSA Pup. Quarter scale and gasoline engines were all new to me. Even choices of what to use for pushrods posed a question. With a lot more than "a little help from my friends" it finally came together. My choice of engines was a Zenoah 26. The covering choice was Solartex. My last scale plane was a VK Nieuport 17 that was silk covered and flew at Rhinebeck 1975. I found Solartex really nice to work with, even after taking a few decades break from covering anything. The paint was latex from Lowes which was a whole lot easier to work with than whatever I sprayed on the Nieuport. And it was a lot cheaper for sure, though I went through a number of small jars trying to get the color I really wanted. Finally I gave the lady in the paint department my father's WWII cloth flying helmet to scan. That was the color I was looking for. To make a very long story short, things came together. I did take some psychologically imposed breaks probably prompted by the thought of having to send the thing into the air. There were also some actual road blocks. One was setting up a gasoline engine, kill switch etc. The final road block was

of lead into a shape that could be attached to the Pup's firewall to put the CG where it needed to be. An offer from Whitney Philbrick to "come on over" took away my last excuse for holding up the maiden flying of the Pup. I got the experienced, gracious and very much appreciated help from Whitney and John Philbrick and came home with the formed lead piece ready to go on the firewall of the Pup. Before I left Whit's house he asked who would fly my Pup the first flight. I replied without hesitation, "I will."

I would like to say I had no apprehension about doing just that. But I must admit, I thought about pilots of full sized aircraft getting "checked out" in flying bigger and different aircraft. I had never flown a 1/4 scale aircraft. What could I expect in the way of response? Would the plane turn with just ailerons and elevator or would I have to blend in rudder in the combination? What would the torque effect be with a gasoline engine turning an 18 inch prop? As I ran some of these questions by my friend Harry Cahill, he sized it up perfectly. He said, "you're just bring intimidated by the size of the plane. You will have no trouble flying it." With Harry's encouragement and with my wife as my assistant I headed to the Walkill field and took the Pup to the air. And I stepped into a new realm of the hobby. The Pup handled beautifully and with some tuning of the engine a couple of days later with the help of some other friends, the subsequent flights have been even better. Needless to say, I am hooked on gasoline engines and large scale planes.



My pup, above, and I plan to go on the road this weekend to Connecticut for the Biplane Fun Fly. I hope to see some of you there.

Oh, and I hope many of you will come to the Foam Electric Warbirds over Walden Funfly on Oct. 15th and fly off the 4x 16 foot wooden deck of the aircraft carrier USS Hornet. For more info contact me at [rgrevelle@google.com](mailto:rgrevelle@google.com). And no, Jonathan, you will not be allowed to hover vertically over the enemy ship to drop a bomb! See I have your number my fine friend!

CAVU, Ron