

# Pilot Briefing

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## Upcoming Events– September

3-4 -Central CT Giant Squadron, Giant Scale Fly-In. Bloomfield, CT

9-11 MHRCS Rhinebeck Jamboree. Old Rhinebeck Aerodrome

16-18– NEAT Fair

19– Board Meeting-7 PM PUMC

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## President's Corner

Hi Everyone,

Well it is fast approaching Jamboree weekend at the old Rhinebeck Aerodrome. I encourage you to sign up with one of the Committee chair persons. We can use your help. If you cannot stay all day but can work some hours please see the chair people or myself.

The Grass cutting / Field preparation will be done Wed Sept 7<sup>th</sup> at 9 am, rain date of Thursday same time.

Tools needed that day are, push mowers, weed wackers, and leaf rakes to rake the grass from the field once it is cut.

Friday Sept 9 will be setup of equipment starting at 9 am. Flying starts at 1 pm.

Sat. and Sunday. Flying starts at 8 am to 1:30 pm.

Well, I received many good comments about the Summer meetings being held on the weekend. So next year we will plan on the weekend meetings and flying schedule. I am glad everyone had a good time and I would like to thank Dave Simons, Rick Rizza and Warren Batson for arranging for the food at each of the events. They did a great job.

I have not been at the fields the last few weeks due to family commitments and away flying events but I hear that everything is going well. I am looking for a few new Flight instructors so if you have good flying skills and would like to help in flight instruction please contact me.

I am also in need of some one to run the club Holiday Dinner event this year. I know it is early to think about this but it is never too early to start looking for a place to hold the event. We still have the option of holding the event at the Church where we have our meetings but need someone to chair this event. This event is always the year end highlight of the clubs activities.

## FAA Model Rule Making

While at the Johnstown IMAA event this past weekend I had the opportunity to listen to Gary Fitch, District 2 AMA VP, who talked about the upcoming FAA model ruling. The ruling has not been made public as of yet, However a FAA spokesperson made the

following comments to AMA staff at a recent meeting. The comment went something like this, "The FAA has listened to many of the comments presented by the AMA and has removed many of the early rules, however there are some rules that the modeling community will not like". HUMMMMM

Once the law is made public the Model community will have 1 year to submit comments. The law is not expected to be passed before the end of 2013. The AMA will be asking us to once again do a letter writing campaign. Details will come when the ruling is announced and there has been time to digest it. More details can be found on the AMA web site under the "Government" ruling folder.

Gary Fitch is running for the position of AMA Executive Vice President (EVP), and is asking District 2 members to support Bob Brown for the Position of AMA President.

Bob is presently the District III VP. Bob is the most experienced of all the candidates.

Hope everyone is getting lots of flying.

Warren Batson

President



41" 3D Hobby Edge 540 by Glenn Stubbs Jr.

FINALLY! I got a maiden flight on my 41" 3DHobby Edge 540.

Let me preface this by saying:

1. I have never (successfully) flown a 3D plane before.
2. I had no idea the Omega 72G developed so much thrust!

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3D Hobby Edge 540 by Glenn Stubbs Jr. Continued

My first 45 seconds of flight were, ummm, errr, ahhhh, very exciting.

The plane jumped off the ground and rocketed away from me at eyeball level, trying to roll to the right and pitch down. I started out flying 25 yards behind the plane and lost ground with each turn of the prop. The crowd behind me kept going ahh! uh oh! ahh! uh oh! ahh! uh oh! each time the plane pitched down or rolled to the right when I went for the trim tabs. I finally had the presence of mind to just pull back on the stick and let it zoom to altitude.

I'm still flying 100 yards behind the plane at this point, but I'm starting to catch up. It's at this point I make my first (intelligible) utterance. "I can't crash this airplane, I forgot to take a picture before I took off!"

I level off. I back off the throttle. I crank in some left aileron. I let go of the stick, it pitches down, so I crank in some up elevator. It's flying straight and level at about 1/3 throttle, and it seems a little nose heavy.

Did I mention the wind?

The wind is blowing 15 to 20 mph and it's blowing from a different direction every 30 seconds.

This was a really, really stupid idea.

I'm now only 20 yards behind the airplane. I need to catch up. I know! I'll do a loop. It worked, because when it came out of the loop I was only a few feet behind the plane. I do a roll to the right, a roll to the left, and now we're even. If only my hands would stop shaking, this could be fun.

More throttle, more altitude, throttle back, pull back, pull back, pull back on the stick. OK she broke to the right on the stall. Or was that a wind change? No sweat. it was small and instantly correctable. Throttle up, inside loop, roll out at the bottom, outside loop. They were ugly, but that's OK. Around the field at 10 feet of altitude.

The wind is bouncing the plane +/- 4 feet in altitude. Let's not do this anymore. Throttle up, standard rate turn to the left, level out, pull back on the throttle, Standard rate turn to the left, one last turn to the left, 80 feet out and 8 feet up, hold a little throttle into the wind, sinking, sinking, up elevator, up elevator, full up elevator just as the wheels touch. A little right rudder and it rolls to a stop. I make my second intelligent utterance: "It counts! It counts! It counts!"

I look at the timer. It's only been in the air 5 minutes. (Are you kidding me? I'm sure I took off an hour ago!)

The next flight won't happen until the winds get much calmer.

BTW I was using a Rhino 2350 MAH battery. I'm glad I did. I think the extra weight may have saved my bacon, and my pride. The extra weight made it steadier and slowed it down a little.

Postscript:

Today's three flights of the Edge 540 were uneventful.. She flies like a dream.

sigh... I can't say the same for my Yak foamie. It got halfway across the field and started shedding parts, like the engine, the battery, the rudder. Easy come, easy go.

Glenn

**August Meeting at Red Wing.....** Sept. 6. Lots of flying activity and plenty of food.  
.....Next Page for Photo coverage.



The quiet man still has a few powered birds!



Ready for to take to the air!



And it flew very well!



That's an older bird. The plane you guys...stop it!



It flew very well! Looks great in the air.



A picture perfect landing!



Sean gets ready to start his brand new P-51 after it was carefully checked over by Pres. Warren



It took to the air nicely....and then proceeded to flame out!



Warren was able to bring it in safely —just slightly over the hill....the plane....not a subliminal comment about our president!



Sean flew it well under the watchful eyes of Warren on the other end of the buddy box.



And....as the P-51 was cruising height above the field the sound of the engine changed drastically! The multi- bladed prop threw one of its blades. Warren immediately announced, “**coming down!!!**” He then made a beautiful landing and prevented what would have been a short career for a new P-51. Great Job, Warren. Besides being an outstanding flying instructor, Warren has shown the stuff of an excellent test pilot!

# On the Road Again! MHRCS members at the Johnstown IMMA Fly In. Photos courtesy of Ron Knapp!



Top right, the clipped wing piper cub scale model airplane belonging to Warren Batson of Poughkeepsie, Dutchess County, flies overhead during the Lazy 8 RC Club's 25th annual Charity Air Show in Johnstown on Saturday. The event, which will benefit the James A. Brennan Humane Society, continues today.

Top left, Nicholas Batson, left, watches as his dad Warren Batson, right, operates the remote control as he flies his model airplane.



That's all folks! See you all at Rhinebeck. Let's make it one of the best ever. Special thanks to Glenn and Ron for their contributions to the newsletter. Much appreciated guys.

CAVU, Ron Revelle