

Pilot Briefing

September 2014

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Upcoming Events– September 2014

See MHRCS website

President's Corner

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Hi Members,

MHRCS has not usually had a September meeting due to it falling on the Monday after our event most years. However this year we there is a planned general meeting on Monday Sept 15th,. Usual time of 7:30.

The 48th MHRCS annual Jamboree event has already come and gone. It was a great year compared to the previous 3 years, we either had hurricanes, major storms or heavy rains. No rain this year but we did have some strong winds Friday and Saturday and some oppressive heat Sat. afternoon as well. There was still plenty of flying to be had. Sunday was the best day with temperatures in the mid to upper 70's and steady wind of about 6-8 down the runway. The 6 flight stations were packed most of the day.

Many great comments about how well the event was run. This in thanks to the many MHRCS members that helped run the event from the field setup, to running the event the 3 days and the great job MHRCS members did on controlling the traffic for teardown and loading of the modelers.

Great job to all MHRCS members who helped make this another successful event.

I will have some number for the Jamboree and some preliminary numbers on how well we did.

Hope to see you at the meeting on Monday.

Warren Batson
MHRCS president

The 48th Annual Rhinebeck Jamboree is now history!

Those who attended the event could not have asked for a more beautifully prepared field and setup. Despite threatening weather, the only challenge at times was some wind. That slowed things a bit for periods of time, but all in all there was lots of flying. As usual, there were many fantastic models to be seen. On crossing the entrance bridge pilots and crew members were greeted by two familiar faces! Bill and Catherine Lederer took care of the all important registration. They spent all three days at a location that provided literally no view of the flying action. I might add that the registration location did not benefit much from the wind that helped make Saturday's heat a bit more tolerable.



A very special thank you to Bill and Cathy. The folks behind them just stood around and watched.

After registering, a quick view of the field revealed how well it had manicured in preparation for the event by hard working club members. It could not have looked any better. It was impressive. And then, there was the collection of planes ready to participate in the Jamboree.





Another sample of the collection of planes making an appearance at Rhinebeck 2014.



Bill, the pilot and owner of number 22, transports the aircraft on top of his car in the open. He and his wife had their tent next to the editor's tent. Bill's son, Paul, flew at Rhinebeck a couple of years ago. This year he is flying an F-16 for the United States Air Force. During the weekend, Paul sent his parents a photo of him wearing his newly received leather flight jacket. Who built that beautiful BUSA Sopwith Pup...oh, yes...it was me....See Jer, you can do stuff like that as editor!



Like most "far superior" engines, this one was quite demanding to start. In fact, it never ran well enough to fly the aircraft. Getting at the prop to start it is not something I would enjoy doing.



The owner and pilot of the shipwell,tried everything to get the engine to run. It was a bit of a challenging weekend for the pilot, because when I arrived on Thursday, he was changing the serpentine belt on his tow vehicle;. It came off upon arriving at his parking place.



The son of a very early Rhinebeck Jamboree pilot, Nick Zirolli arrived in this beautiful ship.



Behind the fence were some interesting items.....I have never seen a Coleman lantern run on that kind of fuel.



And if you are tired of getting down on the ground to start your engine, here is a solution. Saves the knees, Whit. Keith's beautiful 50%er flew a number of times and at a very realistic speed.

To prove the point.....Who would guess that this is a model flying at Rhinebeck?





Adam Lilly and Ken Hall, regular attendees at Rhinebeck and other Warbird events put on and excellent exhibition on Sat. and Sunday. .



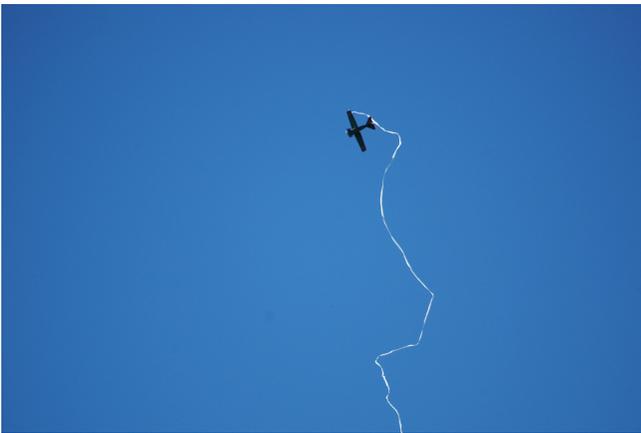
Adam’s cub trying to lose a wheel during his flying farmer routine. It worked beautifully on Sat. He even dropped an aileron. What a show. And what great depth perception and piloting skills were demonstrated by Adam. On Sunday, the stubborn wheel would not part company with the plane. A suggestion that Adam talk with our Rob V. and Kevin B. since they seem to have mastered the “drop a wheel” technique. Couldn’t resist that guys... At one of our weekday flying get togethers, Rob took his DR1 off and quickly jettisoned a wheel. After taking some ribbing from Kevin and others, Kevin took his Sopwith Pup off and duplicated the trick...



Great job, Adam. Having Adam at any RC event adds an exponential level of fun and entertainment. Thanks, Adam.



And Ken Hall always puts on a great show with his aggressive and flaunting monoplane. Get in a dogfight with it and it mockingly wags its tale at you. In the air in the ribbon cutting exercise, Ken almost turns the plane inside out going after the ribbon. Thanks Ken. He is one of the good guys and he knows what I mean by that.



This pup was part of the show as well.

Appreciation to the other pilots that participated in the RC demonstration. This German captured Pup spent a lot of time in the air during the weekend.

Prize Winning Aircraft

Despite the many outstanding models, the judges have the challenging job of deciding which planes are top in the various categories. This year the results are as follows:

Spirit of Rhinebeck– SE-5A Roy Vaillancourt

Roy’s plane was there one day and then it went back to Long Island. It was viewed by the judges, but no photos are available. It looks great.

Best of Show– SE-5A Brian Perkins



Best WWI-Sopwith Pup Tom Kosewski



Best Civilian –Tiger Moth Jack Buckley



Look, I know that is not Tom’s Pup. But Tom brought two planes deserving to win a top prize. He brought this to the winner’s circle not the Pup. Flavio will post a photo of Tom’s pup on our club site.

And Now, A Word About A Very Special Group of People.....

BALSA USA



The beautiful Albatross shown above was presented for auction by the people at BUSA to raise funds for the Old Rhinebeck Aerodrome. This is not the first time that they have thrown their generous support toward the Aerodrome. It seems that a partnership has been established among the Aerodrome, the Mid Hudson Radio Control Society and Balsa USA. The importance of BUSA in the modeling community is huge. If you have not built one of their planes, you should be ashamed. Everybody knows their planes fly great. You can build it straight from the plans or embellish it till your heart is content. Personally, the editor has built four of their kits and every plane is a pleasure to build and fly. Most of the kits are within the building skills of a first time scale builder. This year at Rhinebeck, I noticed a BUSA 1/4 scale DR-1 built by a young man who is entering his senior year in high school. It was his first scale project. He had even scaled out the cockpit for a full pilot figure. It was a beautiful build. I asked Jack Robinson, one of our judges, to come over meet the young man and take a look at his plane. I hope that next year our club will offer an award for the best scale aircraft built and flown by someone eighteen or younger. No question in my mind, this young man would have won such an award this year. His plans for the future— He plans to attend the Air Force Academy. If you have been holding back on building and have just been collecting ARFs, you are missing out on a large part of the hobby. The building season is just about to begin. Make a call to BUSA if you have not already picked up a kit from them at Rhinebeck. The women who handle the phone calls are very helpful and if you have questions during the construction, someone is always standing by to answer questions. Along with the answer, you will likely get some words of positive encouragement.



BUSA team preparing for a flight.



Lots of interest at the BUSA trailer.

The late Pete Seeger, a resident of Dutchess County, wrote a song using lyrics, which for the most part, came from the Bible book of Ecclesiastics. The 60's rock band the Byrds recorded it as Turn Turn Turn. The words include: "to every thing there is a season, and a time to every purpose under the heaven." Besides being a Bible and Byrds fan, I have come to truly appreciate the wisdom of the words above. Six years ago, I assumed the responsibility of producing a club newsletter. Not knowing how it would work out, I decided to call it Pilot Briefing instead of Flightline. At the time, there was no club newsletter. So, I decided that something would be, at least, better than nothing. I asked Warren about getting something going again and he gave me the green light. It wasn't going to be anything fancy, just as the title said, a Pilot Briefing. It has been fun. But like the lyrics state above, "to everything there is a season." As editor, I have sensed that the season of my serving in this capacity is changing. Accordingly, this will be my last issue of Pilot Briefing as editor.

I feel the need to shift my efforts toward club service in a different direction. As you know, we just finished sponsoring the 48th Rhinebeck Jamboree. Before we know it, the 50th anniversary of the Jamboree will be upon us. I guess it is because my affiliation with the club goes back to the late 1960's, I feel a burden to see that the 50th is something very special. For the Jamboree itself? Yes and no. I guess it is a toss up between recognizing the significance of the event and even more of a responsibility to pay tribute to the its founding fathers like, George Buso, Dick Allen, Cole Palen, etc. This all started when proportional RC was just an infant. Yet, these men, and a few others, planted the idea of an RC Warbird event focusing on WWI aircraft. Before long, the Rhinebeck Jamboree was on the front cover of every model aircraft magazine being published. Since then it has attracted some of the finest RC builders and pilots around. So, I think it is time for us all to start thinking big about how we can work together to make the 50th anniversary of the Rhinebeck something very, very special. I suspect that a Rhinebeck 50th Anniversary committee may be in order to begin planning for the event.

I am stepping up to the plate to serve on such a committee if one is deemed worth while. Meanwhile, I am signing off as editor of the Pilot Briefing. I am delighted to turn the reigns over to the capable hands of my good friend, Jer Milosek. Please support him with photos and other submissions for the newsletter.

Dit dit dit da dit da CAVU Ron Revelle