

# Pilot Briefing

Volume 2 Issue 2

February 2010



## Upcoming Events!!!

Next Meeting– Feb.1 Regular Meeting. 7:00 PM, Poughkeepsie United Methodist Church

Feb.14 NCRCC Auction and Swap Shop. Vernon, CT

Feb. 15 Board Meeting. 7:00 PM, Magee's

Feb. 19-21 WRAM Show. Westchester Civic Center

## Officers:

President :  
Warren Batson

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Vic Horton

Secretary:  
Flavio Ambrosini

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Whitney Philbrick

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Bob Magee

Directors at Large  
Bob Allen  
Rick Knight  
John Philbrick

Pilot Briefing  
Ron Revelle

## President's Corner

Hello everyone,

Well January is almost over and we are 1 month closer to the new flying season. I have seen some yahoo group video about some of our brave pilots flying in the warmer winter weather. I understand it was colder than it looked on a few of those days.

In the coming months a few of the board members will be meeting with the Town of Lagrange recreation dept to discuss how the sports & MHRCS flying will be integrated together this coming season at the Red Wing field.

As soon as we learn something I will pass it along.

If you have not had a chance to get to the Hopewell field recently you will notice some big changes when you do. A big drainage pond was made between the 2 hills that were on either side of our entrance road. . So right now there is no way to get into the Hopewell field. The lock has been removed from the gate because it was found unlocked and dangling from the gate several times

At this point MHRCS has no permission to be on the Hopewell property. So please remember that if you go snooping around. There also is no AMA insurance on this field at this time. If we are fortunate enough to get new permission to use this field, MHRCS will reapply for AMA insurance.

I want to thank all the members that came to the January meeting and voted on the now 2010 budget. The board appreciated the large turnout which allowed the budget to be approved on time for membership renewals.

Don't forget that club membership renewals are due by the March meeting. New membership forms were e-mailed to everyone and are also on our web site.

I hope everyone is well and look to see you at the next meeting.

Warren Batson  
MHRCS president

## A Note From the Treasurer

We had an unusual year 2009-2010 in that the loss of Hopewell caused a rethink of the budget and of course the dues. We dropped the amount that a working MHRCS member will pay to \$100 from \$125. Non-working members will pay less as well.

Since not all MHRCS members can make our meetings I thought a brief note about the budget and the dues is in order.

First, we still have two fields to operate either year-round or during the peak flying season. Second, about 85% of the budget is “non-discretionary” items. Things like field rentals, mowing, Porta Potty rental, taxes and the like. The rest goes for things like this newsletter, some small activities that while then can be cut, are enjoyed by many if not all and are useful in building and maintaining a healthy club.

It might interest you to know that this year’s budget, even before the recent reduction, even in inflated 2010 dollars, was less than the 1992 club budget when we had only Hopewell to maintain! We have trimmed the fat, and worked hard to keep dues down.

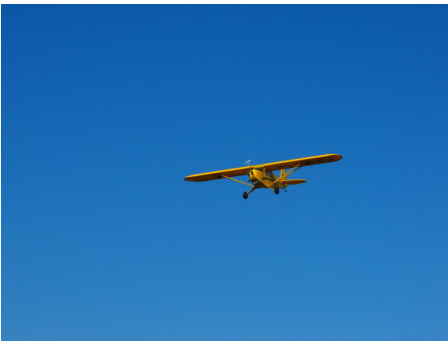
The question is often asked what can be done to lower the dues? There are two general answers of course, raise more outside of dues and spend less. There’s also the fact that the more members we have, the less each members dues can be, subject to the desire to maintain a healthy number of local fliers who are active in the club. We have no interest in being a “commuter” club.

So anything you can do to make Rhinebeck more profitable, like doing a job we might have to spend money on, or bringing in sponsors or making the show run more smoothly, helps. Anything you can do to prevent the club from having to buy an item or spend money on labor, helps. In future years the deduction for being a working member is likely to increase further, so now is a good time to learn how to pitch in and help the club, and help yourself in the process.

Feel free to ask Warren, Jim Rangtisch or myself anytime for opportunities to make your work hours, there’s almost always something to do! Also, if you take the time to do something for the club, make sure the club leadership knows about it, we want to ensure each hour worked is fairly credited.

Lastly, each year, about a month or so into the club calendar, we get a few requests for refunds. These will no longer be granted. We make long-term commitments to field owners, contractors and club members that can not be turned on and off. We’d love to have you, but decide to join once. Keep your number of landings equal to your number of take-offs!

Whitney Philbrick  
MHRCS Treasurer



"The 3 Incarnations of Lily's Plane"  
by Rick Rizza

The Editor's Cub thought it was going to "settle down to long winter's nap"  
But last week it found CAVU and moderate temperatures so off we go into the wild blue yonder! No snow on the ground....but lots of mud!  
The Cub and the Gentle Lady both saw good air time along with an Arrow flown by Neil Hunt from Hancock, NY. The photo is by Neil.  
I do believe the Cub got on the Arrow's 6 more times than vice versa! A little dog fighting is always fun!  
And Neil, remember never argue with the Editor!

This is the story of one remarkable plane. As I progressed into this great hobby of ours, I discovered the many RC related listings on eBay, and became a somewhat out of control bidder. One day as I browsed, I saw a listing for a sad little yellow plane, with accessories, offered for sale by a seller who went by the name of "Lily." What interested me was the low price and the fact that the location was Schenectady, NY, which happened to be where my UPS route took me on a daily basis, therefore, no shipping charges. The plane was basically intact, and although the description was scanty, the pictures showed a glow motor, a receiver and 3 servos. Long story short, my winning bid of 53 dollars was made and followed by arrangements to pick up my new plane.

Ebay is a "buyer beware" market, so I was not too surprised when I got my model to find it needed some fixing. Holes in the covering were simply taped over with clear tape. The rudder/vertical stab was broken. I simply held it straight and squeezed in some thin CA. The receiver turned out to be an AM receiver on channel 24, but stroke of luck, I happened to own an AM transmitter on channel 24. The battery took a charge. The fuel tank didn't leak. The motor, an OS LA 25 was frozen, but a bit of fuel into the glow plug port and some manual tweaking freed it up. I put the glow plug back in place and applied the starter and she runs like a champ!

At this point, I still had no idea that this plane was a Goldberg Eaglet 20, but I took it to the field. No ailerons, it was a 3 channel on tricycle gear with a 48 inch wing. I fired it up and sent it down the runway and short story long, she flew great! That little OS had enough power to hover this plane. She would loop and stall turn all day long. I can even roll it. It was a good purchase. A terrific flyer and she helped me master takeoffs and landings and gave me confidence to move into bigger and more sophisticated models, and gradually, Lily's plane started to sit and gather dust. But that was just the first incarnation.

I like to fly year round. The second incarnation began when I equipped Lily's plane with a set of Du-bro skis and proceeded to enjoy the heck out of her. If there was snow on the runway and I wanted to fly, Lily's plane got the call. And she always came back. I remember one particular scare she gave me though. I was flying her one day when suddenly she started to corkscrew without any input from me. I knew I had lost control and thought this was the end. It's always good to cut the throttle if you are going in, and that is what I did. Miracle of miracles, as soon as I cut the throttle, the corkscrew stopped and I had control back, sort of. The elevator worked and steering, though poor, was there. I was in a good position and managed to get her on the runway in one piece. I discovered my vertical stab repair had let go, and the stab/rudder assembly was laid over. I promise you I took her home and made a proper repair this time, and Lily's plane was again flying as good as ever.

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Years passed and I always had Lily's plane on skis ready to hit the snow at a battery's charge notice. Last winter my eBay browsing bought me two sets of floats. I had never flown off water before and I wanted to give it a try. Thinking it over, I decided Lily's plane should be my test subject. One of the float sets looked perfectly sized for her. And the thought of not having her on skis ready for snow wasn't a problem either, because floats work great on snow. And so began the third incarnation of Lily's plane. It wasn't hard. I just checked and noted the CG before I began my modifications, and made sure it was still there when I was done. I was able to work with the main gear mounting block for the rear float support, and had to install a plywood support just behind the firewall for the front support. Her water maiden came in early spring 2009 at a float fly held by the Wyoming Valley RC Flyers out near Wilkes Barre. It was a great event, and when I was finally able to get Lily's plane off the water (I had not yet installed a water rudder so control on the water in the goodly breeze that was blowing was not easy!) she did what Lily's plane has always done-flew great! I flew her tank dry, and the following dead stick landing was smooth. Rescue boat to the rescue!! I have since installed a water rudder and some side to side bracing, and New Years day was the first time I flew her since her water maiden, and it was off snow. I took the water rudder off. She needs a lot of room to turn on the ground, but she handled the snow runway well and I hope she has a long and graceful third incarnation. For anyone considering a Goldberg Eaglet, I have nothing but good things to say about mine!

[OBJ]

### Binghamton Aeros Mall Show.- Photos by Neil Hunt



A great to promote the hobby!

CAVU till next time....