



Balsa Dust

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***** **NEXT MEETING** *****
DATE: *Thursday October 14, 2010*
LOCATION: *East Bloomfield Town Hall*
TIME: *7:30 p.m.*

Max Says

As I am writing this the weather has once again turned cold. I could just complain about it but what good would that do. So I decided to pull out one of my projects and do some work on it. That's right, the Sig Astro Hog Biplane that I started two years ago is off the shelf and getting closer to its first flight. I have the fuselage and the two wings covered. I just need to cover the Tail and do the final assembly. For a while I was considering buying another ARF, but that did seem silly with the Hog sitting on the shelf all framed up. With any luck it will be up at the field by the time you are reading this.

On the flying side, I took last Friday off from work and the weather was perfect. Charlie, Glenn and I started out at Canadice Lake. Charlie and I had several nice flights, Glenn had to do some rowing on his last flight but the plane came through fine. Later we all traded our sea planes for land ones and headed up to the field with several more great flights. All in all it was a great RC day.

On a final note, with summer here, the meets at our neighboring clubs are starting. There is a list of some of them in the newsletter. The main three I try to get to every year are the Stars Rally in Olean, the Sky Rovers show in Phelps and the Chiefs Float Fly right here in Honeoye. The float fly has been moved to September this year in hopes of better weather. These are the meets that are attended by several of your fellow club members so come and join us.

See you at the field!

Max

Tips and Tricks

Wires

Get a hold of a junk VCR and take it apart. Quite often there are a lot of wire harnesses in it. While the wire is other colors, as well as black and red, it is high quality and works very well for RC hookups.

Lite Ply Replacement

My favorite material is "doorskins" to use in place of Lite Ply. You can purchase these at your local building supply company for around 5 bucks. The sheets are 36-inches wide by 80-inches high and about 1/8-inch thick. I have used this in place of Lite Ply in fuselage sides, hatches, landing gear mounts, servo mounts, etc., and have never had a failure.

Plywood on the cheap

Also along those lines, cabinet makers have birch- and oak-faced ply pieces in different sizes 1/4-inches thick, that they will sell to you for a reasonable price. I use these for firewalls, gear mounts in bigger airplanes, and you can double them up to make firewalls for gas engines.

—all from the First State R/C Club, Willmington, Delaware

Crash Etiquette

From RIG Report

(Since it is the beginning of the flying season I thought the members could use a little brush up on their crash etiquette.) Balsa Dust editor

We've all been present when someone else crashes, and wondered how to handle the situation. Here's a short course on crash etiquette borrowed from a club newsletter.

While bent over your model tweaking with the needle valve you hear "I ain't got it"...followed by a low frequency thump. Usually several expletives will be inserted about then, and some are used quite imaginatively. A hand crafted masterpiece of airframe miniaturization crammed with state of the art electronic equipment and powered by an exquisitely machined engine... no longer exists! The pilot,

who is frequently the builder and owner, has made an unscheduled landing, or has discovered that the radio in his hands has greater range than the eyes in his head.

Your immediate problem is how to react. Generally it is considered bad form to immediately ask if you may borrow the pilot's glow plug battery. Similarly, you probably shouldn't ask if he's finished with the frequency clip right away! Any equipment related reasons for the crash you hear are by definition reasonable. Pilot error is too rare and far too sensitive to even suggest, so don't say, "That's odd. I haven't had any problems on that frequency today," until at least an hour after the crash.

Offer to help look for the wreckage. Don't say, "It sure sounded like it hit something good and solid!" Note that most lost models are found and returned, so don't ask out loud if he had his name and phone number in it. If it looks like more than enough people have volunteered to help with the search, try to weasel out of going. There are ticks and poison ivy out there, and seeing a grown man cry isn't pleasant anyway. If the pilot takes a plastic bag with him, or if he comes back empty handed to get one, then quietly assume the worst. Actually, in a really bad crash, two hands and a pocket are sometimes enough storage space for everything worth salvaging.

Whatever you do, don't hold a postmortem on the spot. The pilot probably doesn't want to discuss right now, things like battery condition, poor construction, pilot error, used rubber bands, fuel tank capacity, light blue covering, and model selection vs., pilot skill.

Avoid specifics as best you can, sound supportive, and look appropriately grave. You'll want the same consideration some day!

Jim Kitchen ,
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At The Field

We are currently into the swing of things. There is activity at the field ... when the wind isn't blowing and we have had three flying sessions at the lake. We seem to have competition from the fishermen this year. Someone must have caught a fish at the flying spot. Since it is first come first serve Charlie has been going early and holding our spot until the rest of us show up.

The wind has been quite a thing this year. It seems that you fly in the morning with the sun in your eyes or come after lunch and fly in the wind. It seems that as the day progresses the wind increases and it doesn't always drop off in the evening.

One other hazard on the course is the fact that the Titusville Terror (Tom Brown) is back North. Apparently the collection we took was not enough for the Southern folks to keep him there. The noise level has increased along with the "constructive" criticism. Tom is somewhat like the Japanese beetle. You know it is coming each year but it doesn't seem real until it shows up.

Although it has been windy we have had quite a bit of flying with minimal repairs needed. Doug Goldberg lost his RV4, not to the wind but loss of orientation on one of those cloudy evenings. Dick Nowakowski has had a great time with his A10 electric. This is the first jet he has been able to take off the grass. It flies at about Mach 2 but does very well. He tried to fly model 1 on program 2 and the ailerons were reversed and he lost the plane but he has another jet that flies very well. The Pizza King (Joe) has been flying his Cavalier but when he showed up with his LT40 we started questioning him. Under intense questioning and a pizza bribe he finally owned up to a minor mishap. Lou has been a regular in the evening. He has gotten his technique down and makes it look easy. He enjoys evenings rather than fighting with the sun in the morning.

As Max stated on the first page, there are a lot of club activities around the area so go and participate or watch this summer.

The field is in great shape. Come out and enjoy it. See you at the field. Remember the trees are hungry

2010 MOWING SCHEDULE

Date	Volunteer	Date	Volunteer
4/28	Glenn Crocker	7/17	Tom Brown
		7/21	Glenn Crocker
5/1	Jim McBride	7/24	John Miller
5/5	Tex Mantell	7/28	Don Allen
5/8	John Miller	7/31	Max Wright
5/12	Don Allen		
5/15	Max Wright	8/4	Ken Haenisch
5/19	Ken Haenisch	8/7	Joe Faccaglia
5/22	Joe Faccaglia	8/11	Dick Spong
5/26	Dick Spong	8/14	Mark Woodruff
5/29	Jim McBride	8/18	Ned Holmes
		8/21	Jim McBride
6/2	Ned Holmes	8/25	Glenn Crocker
6/5	Tom Brown	8/28	Tom Brown
6/9	Glenn Crocker		
6/12	John Miller	9/1	Tex Mantell
6/16	Tex Mantell	9/4	John Miller
6/19	Max Wright	9/8	Don Allen
6/23	Don Allen	9/11	Max Wright
6/26	Joe Faccaglia	9/15	Ken Haenisch
6/30	Ken Haenisch	9/18	Joe Faccaglia
		9/22	Dick Spong
7/3	Mark Woodruff	9/25	Mark Woodruff
7/7	Dick Spong	9/29	Ned Holmes
7/10	Jim McBride		
7/14	Ned Holmes	10/2	Jim McBride

Calendar of Events

- 6/26, 27** Ray Edmunds Air Show & Fun Fly.
North Hampton Park
- 7/24, 25** Sky Rovers Air Show
- 8/8** GVAM Family picnic. Rain date is **8/15**
- 8/14, 15** Great Electric Fun Fly.
North Hampton Park
- 8/21, 22** RAMS Fun Fly at Macedon
- 8/27-29** NE Helicopter Jamboree at Macedon
- 10/30** Sky Rovers Auction



Charlie found some sun and is warming up.



Henry is off to torment another plane. It did make it back successfully.



Dick is trying to teach his plane to follow him to the runway



John with his small Telemaster. I think it's an electric. I think this is a lifeboat he is planning to strap on to his large Telemaster. ...



Joe is checking his plane prior to putting it in the air. He named it PaPa John.



Ken is blessing his new Skyraider.



Doug is checking out Max's RV4



Tom Sharpe getting his helicopter ready. He is doing quite well with it.



Dicks A10 (Warthog).



Tom, Charlie and Bill at Canadice.



Max is getting his RV4 ready for some air time.



Trevor, Phil and Jim at Canadice.