



Balsa Dust

Editor: Glenn Crocker
21 Highview Trail
Pittsford, NY 14534

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

Max Says

Toledo and Back...

Eric, Jim and I went out to Toledo for the RC show last month. This was the second year for Eric and me, but it was the first year for Jim since it has been at its current location. I think Jim was very impressed. After the auction he wanted to know how many planes he could bring out to sell next year. Things were going for very good prices!

The show had all the major players there with all their new stuff. Hobby Lobby was selling stuff like crazy. Eric and Jim both bought one of the little e-flight helicopters for indoor flying. I was "testing" Eric's in our hotel room Saturday night. These things are easy to fly. I expect to see a bunch of them at the indoor flying meets next winter.

I spent most of my money on new receivers for my 2.4 radio. I got three Futaba R617FS receivers so now I have four of these for my big planes. They were \$75 each with no sales tax or shipping charges. That's about \$25 each less than Towers price so that paid for the trip. I also just ordered a pack of three of the park flyer receivers for my electrics so no more channel pins at the field for me. Anyone want a good deal on some slightly used radio equipment?

The whole show was great, the display competition models were all top notch. I wish I could build half that good. I think my favorite part is the swap meet. It's huge and has everything you might be looking for. I usually go through it two or three times because I miss things the first time. There is everything from individuals selling stuff to collectors to small dealers. If you need it, it's there somewhere; you just have to find it.

I'll see you at the field, it's flyin' time!

Max

Multiblade Propellers

Originally from Hooked-on-rc-aprilanes.com

Three-bladed model airplane propellers are less efficient than two-bladed propellers. In fact, the more blades that are added, the less efficient the propeller becomes. The only advantage of a multiblade propeller is a smaller diameter.

Multiblade propellers are used with full-scale airplanes when ground clearance is an issue. World War II fighter planes are a good example. For this reason, many pilots use multiblade propellers on their scale model airplanes to make it look more like the full-scale airplane.

Twin-engine airplanes often use multiblade propellers because the smaller diameter is needed for the propeller to clear the fuselage. This is true of full-scale airplanes and often the case with twin-engine model airplanes as well.

Evolution Engines offers a three-blade propeller to be used with a trainer. The inefficiency of the propeller “tames” the engine a bit for the beginner by allowing the airplane to fly slower while maintaining the thrust needed for easy takeoffs and climbs. The extra blade also helps to slow the airplane down when landing. After the beginner becomes comfortable flying the airplane, he or she can tap into the rest of the engine’s power by changing to a more efficient two-bladed propeller.

From the Suffolk Aeromodelers, Long Island, New York

Tips and Tricks

Cooling Your Engine

If your engine is running hotter than you would like, how can you cool it down? Most people make the mistake of thinking more is better when it comes to the air inlet at the front of the cowl. This is a common error and, while it seems logical, the reverse is actually true. To properly cool your engine, you need more outlet, not more inlet. You want at least 2:1—preferably 3:1—air out to air in ratio. Otherwise, it makes a dam and the air cannot come into the cowl because it has nowhere to go out of

the cowl. If your engine is not cooling properly, try blocking off the other air inlet or opening the belly of the cowl further.

Soldering Advisories

Someone suggested that the use of a soldering gun was safer than other types because it would not roll off the workbench and burn you. It should also be mentioned over and over that soldering guns have a very strong alternating current magnetic field around the tip. When brought in proximity to electric motors and servos, this magnetic field de-gausses (demagnetizes) the magnets inside the motors and servos and causes permanent damage.

I have seen several people come to the flying field with a new electric-powered airplane that does not have enough power for flight. When asked if they soldered the wires to the motor with a soldering gun, the answer is usually “yes.”

Also you should never stick the tip of a soldering gun into the airplane’s radio compartment while soldering pushrods and etc. as it will presently damage the motors inside the servos.

If you must use a soldering gun, you should stay well away from electric motors and servos, meaning at least 24 inches just to be safe

From the Rogue Eagles RC Club, Medford, Oregon

Gluing on Canopies

Before gluing on your airplane’s canopy, put a small hole in some obscure place to allow air circulation under the canopy. This will keep your canopy from popping off in the summer when the air inside expands or from collapsing in the winter when the air shrinks.

Soldering Wires

Unless you have nerves of steel, it’s difficult to hold two wires still while you solder them together, even if one is clamped to your workbench. An easy solution to this problem is to glue two wooden clothespins to a wooden base, about an inch apart. Now, slip the wires to be soldered into the clamping part of the clothes pins, and they will be held together without jiggling. You can put the clothespins

side by side rather than nose to nose. This keeps them from Interfering with longer wires. You will probably have to sand the gripping part to create a larger grip area

Both from the Beachmasters RC Club newsletter, Ocean Park, Washington Q

At The Field

Well it is officially 2010 flying season. The mowing activity has begun, the shelters are up, the field has been rolled twice and the boat is waiting patiently at the lake for the float flyers. There is a new lock on the frequency box. This lock has four tumblers and larger numbers for the older eyes. The combination is the same as the old lock except the first number is a 0.

You will see some new chairs this year. They are complete with cup holders. John Miller constructed them this past Winter/Spring. We have been giving them a regular workout. Thank you John!

The regulars have been at the field pretty much since the snow has been gone and the rest are straggling in as the weather has improved. I still have my heavy clothes in the van just in case.

Our two new members, Doug Goldberg (aka. Farmington Doug) and Doug VanDeroef (aka. Naples Doug) have been at the field already this year. Doug VanDeroef is a neighbor of Bill Borgeest and Bill was with him to give his Kadet Sr. some flying time. Doug had a very nice high wing cabin electric which flew very well. Bill had a couple of good flights as well. Doug Goldberg and Max both have RV4s. Maybe they will fly formation later this summer.

Keep in mind that by the time you read this the Titusville Terror will be back in NYS and the noise level at the field will have increased. We still have an APB out for Joe the pizza king. He has only made one appearance this year. We will have a pizza delivered when the wind is blowing his direction and I know that will get his attention.

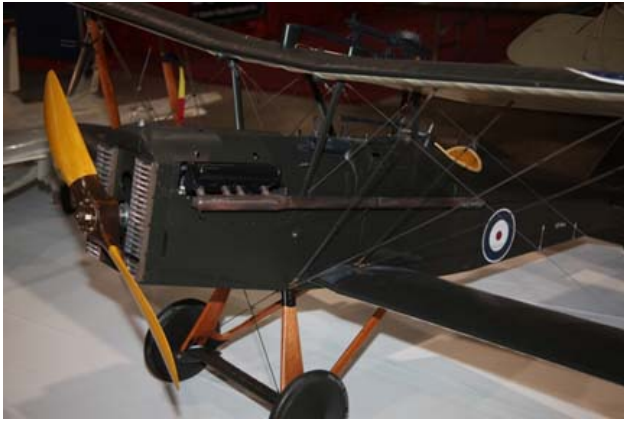
The field is in great shape. Come out and enjoy it. See you at the field.

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
- 8/8** GVAM Family picnic. Rain date is **8/15**
- 7/24, 25** Sky Rovers Air Show
- 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



Toledo Scale Biplane



My kind of plane! I don't know if the covering is metal or not.



Toledo Sport plane. Looks like a McBride covering job.



Another outstanding plane at Toledo...



Toledo. A nice Tri Motor.



This one is for Mark and Tom.



John is cleaning up, not praying.



Max is making sure he didn't lose the touch over the winter.



New member, Doug Goldberg getting ready to fly.



Jim entering a down wind turn..



Doug is assembling the RV 4.



Beautiful A10. Some people have way too much time on their hand