



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

It's hard to believe summer is almost over. Once again I didn't fly as much as I wanted to but isn't that the way it always is? I bet if you asked Glenn and Charlie if they flew enough this summer they would also say no. Oh well, there's always next year.

We did have a very nice picnic this year. It was a little windy but that seems to be the norm for this year. From my count there were about 40 people there and I don't think any one went hungry. Thanks to all that helped with extra tables and stuff.

The two meets I attended this year were both interesting. Olean was very windy and if you have ever gone to the Olean meet that is saying a lot. Even one of the flag poles blew over. Jim and I left our planes on the ground. The Phelps meet was also interesting. The week before there was lots of rain so parking was a problem. They were holding hydroplane races in the parking lot... The weather during most of the day was good and we left just before the next round of rain. Jim and I flew as well as Glenn doing a very nice noon time demonstration flight with his P47.

There is one more meet to go the weekend after Labor Day. This is the float fly at Sandy Bottom in Honeoye. They are trying it in September this year to see if they have any better luck with the weather. We'll see.

See you at the field!

Max

Tips and Tricks

Don't cut that wire!

When your cell count gets too high for your speed control's BEC and you want to disable it, cut the positive (red) wire that runs from the speed control to the receiver. If you cringe at the thought of cutting the wire on your expensive speed control, here is a simple solution: buy a short servo extension and cut its positive wire. Plug the servo extension between the speed control and the receiver; now, if you want to use the BEC in another installation, just omit the extension!

Plugged CA Applicator

The long, thin CA applicator tips work great, except when they're clogged or gummed up with dried glue. After you've finished using them, soak them in acetone; they will be clean and will last forever. This will even work for tips that have dried CA on them, and it works great on spray-can nozzles too.

Prop Balancing

I just read in a post about how a propeller was balanced by removing some of the tip of a blade. The better way to balance a propeller is by sanding the back (flat side) of the heavy side near the tip. You can also balance by applying clear dope, colored dope, or CA to the lighter blade. The CA can be sanded for smoothness.

Quick First Aid

If you cut yourself in the workshop with an X-Acto or a razor blade, use CA to close the cut. (You should have a first-aid kit in the shop anyway.)

Tech Ed writes: As an explanation, model lore has this bit about "invented for medical use;" not so. It was invented in 1942 (Eastman 910) in the Kodak labs when they were looking for a new, clear, and stable substance for gun sights (WW II ref.) Medical use came later. It is dangerous to use this for cuts, rather use it as a cover to seal tissue.

—the above tips are from the newsletter of the Rogue Eagles R.C. Club, Medford, Oregon

Landings: Touch-and-Go or Bounce-and-Go?

by Glynn Mount, from the Cam Journal, Central Arizona Modelers, Inc,

"Touch-and-go" is a great way to practice landings. It's a sure way to rapidly improve your technique. Even the best of us, however, will bring one down a little too hard once in a while, and the inevitable result will be a bounce.

The size of said bounce will be in direct proportion to how enthusiastically your airplane meets the runway. If unattended, of course, the first bounce will be followed by a second, and if the second bounce doesn't break your propeller, you might be lucky enough to dribble to a stop before running off of the runway.

This type of landing often will bring an enthusiastic response from the critics sitting on the sidelines.

There are however, a couple of ways you could recover from a bad bounce and keep your dignity intact. One is to maintain "full back pressure" on the stick (i.e. full up elevator) in the hopes that there is enough flying speed to cushion the second bounce. If the bounce is more of a high-speed skip, this method works well.

The second method is to immediately apply power and return to level flight.

I've tried both methods, and a "bounce-and-go" with quick application of power will usually result in a more positive recovery from a bad bounce. If performed with finesse, you might even make it look as though you did it on purpose.

The best landing procedure is to hold the aircraft off the deck a foot high with idle power and try "not to land." The airplane will slow and "sink in" in spite of you, giving you a smooth transition from air to ground.

From the monthly newsletter of the Mid-Missouri Radio Control Association

At The Field

Where has the summer gone? We are into the wind down of the flying season. Remember we will start having our formal meetings in October.

The weather has been a lot warmer than last year but with the exception of a few days there was always a persistent breeze. We did get to do some float flying and for the most part the planes stayed intact. We usually had a full complement of Trevor, Phil, Joe, Charlie, John, Bill, Jim and me. Tom would make a cameo appearance every now and then to offer constructive criticism. He was usually not allowed out by himself and was accompanied by his grand daughter or the son of his next door neighbor. The water stayed calm until the 10 AM mark and then we would go to the hotdog stand and harass Lee. The summer has sure gone by fast.

Henry got his YAK 54 in action but felt he needed a bit more vertical performance. We are going to take up a collection and get him a V6 Lycoming for it. Mark finally mastered His auto gyro. It got on the ground with the landing gear in place and all the tail feathers in place. Of course when it was up in the air, we as well as he did not know what it was doing or which direction it was going. I managed to feed the trees (controls locked up) and Harve did a perfect "Herman". Mine was a total loss and Harve is reserving decision on his. I guess he is following the three week rule. We even had a Dana Booth sighting this summer. He has been very busy so he has been flying his electrics in his back yard.

I went to Oshkosh again this year and they had the same problem as the Sky Rovers. They had 13" of rain in July with a couple of good storms just prior to Air Venture. A lot of the planes that usually parked on the field had to be diverted to other fields. There were some interesting aircraft at the show. An Osprey made a couple of passes and was on display the rest of the week.. The highlight for me was that there were two P-38s in the air at the same time in formation during the Heritage flight. That was worth the trip just see that. One of the P-38s (Ruff Stuff) on a flyby made a real nice roll. It

was not at a time when they were supposed to be doing aerobatic maneuvers so I don't know if the pilot had to walk home. That maneuver was unusual because P-38s are so rare that they really baby them. To commemorate the 75th anniversary of the C47 and B17 they flew a formation of 21 C47s and 4 B17s during the Warbird portion of the show. If you have a chance you should attend Oshkosh least once.

The Picnic this year was a success. We had at least 40 people attend. The weather was great and the wind was not blowing too hard. Ken did a good job of ordering up the weather. If he was not moving back to Massachusetts we would let him pick the date for next year. Charlie was hovering near the food table most of the afternoon. He felt there was a need for an official taster and food guard. It was good to see John Woodruff again. He was doing very well and I was also glad to see Trevor Ewell and Joe Somers enjoying the picnic.

The trees are like the bears in Alaska and they are in a feeding frenzy getting ready for winter hibernation. Be careful when you fly. See you at the meeting in October.

2010 Mowing Volunteers

The field has been kept in excellent shape this year. Most of the time it has looked like a putting green.

This has been due to the mowing volunteers. Thank you again this year for your efforts and dedication.

Calendar of Events

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|-------|--------------------|
| 10/16 | Ladies Night Out |
| 10/30 | Sky Rovers Auction |



The 2010 GVAM Family Picnic. The food is getting set on the tables and the hungry crowd is gathering.



Ken and Suzy Haenisch enjoying the afternoon.



GVAM 2010 family picnic..



Mark Woodruff and friend must be discussing airfoils.



Bill Kegal's wife and Max and Nancy Wright watching the flying.



Bill Kegal and he is actually smiling.



Max is walking his Tigermoth to the runway to give it some exercise.



Eric and Henry with Charlie and Shirley in the background.



I really love to assemble biplanes !!!!



Jim and Dick letting the food settle.



Jim and Dick Spong getting in some buddy box time.



People getting ready to do some serious eating.