GENESEE VALLEY AERO MODELERS
HONEOYE NEW YORK
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Balsa Dust

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www.gvam.org
www.facebook.com/gvaero/

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NEXT G.V.A.M. MEETING

Thursday 3/14/19 6:30pm at the Honeoye Public Library
(8708 Main St. Honeoye)

Dues Are Due

The 2019 flying season approaches and that means annual GVAM club dues are due once again. Many members have already paid this year's dues but for any holdouts the time has come. Adult membership remains at $75.00, junior membership (19 and younger) $1.00 and social membership (non-flying) $15.00. Dues can be mailed to:

Glenn Crocker, GVAM Treasurer
21 Highview Trail
Pittsford, NY 14534

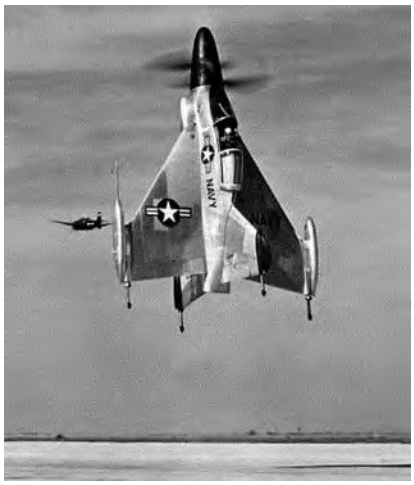
Did You Know?

By Nick Trezza

Alright my brothers of the stick and rudder, it's time for "Did You Know" --- This first item I can't believe but I've read it in several places. After WW1 there was a surplus of airplanes (we all know that). Well, pilots would buy the planes for not that much money and go across the country selling rides to customers for a couple of bucks. Well, when the pilot first arrived in a new town, he would strafe the main street of town to get everyone's attention. Don't forget, powered flight was only about 15 years old and not many people had seen an airplane. After strafing main street, the pilot (to show how safe his flying machine was) would gain a little altitude, fly over the town, leave the cockpit and walk out on the wing or hang from the landing gear. THAT'S NUTS!!! He'd do that for a couple of minutes, get back in the cockpit and when he landed he would sell tons of tickets for a ride.

The next item brings us to the early days of the cold war when the U.S. was trying to develop an airplane that could carry nuclear warheads. Well, the company Convair came up with the B-58 Hustler. It was a sharp and fast plane but because it had very thin wings for speed it couldn't carry that much fuel. So, when this plane was proposed to General Curtiss LeMay (the head of Strategic Air Command), he looked

at it and said, "This is a great plane if you're going to attack Canada." The Air Force bought several but never used them for what they were developed for.



The last item, while speaking of the Convair Company, back in 1954 they were trying to develop a short takeoff and landing (STOL) airplane. They came up with the XFY-1 POGO. First of all, this is an ugly airplane!!! Second of all, if you know anything about aviation, you can look at this plane and list all the things wrong with it. For instance, the Allison engine was very unreliable and if it cut out you could not autorotate like a helicopter (because of its contra-rotating props). Then, the pilot is laying on his back looking up at the sky so he would have to look over his shoulder in order to land the thing and that was very strenuous for long periods of time. Most of all (nobody thought of this when they were developing the plane) if the pilot was on a mission he couldn't land just anywhere. He had to land at the exact location he took off from because he needed the 20' ladder to get out of the cockpit and get to the ground. Oh well! Back to the drawing board…

That's it for me this month. If you look off in the distance, a little bit away, you can see spring coming. Not fast but it's coming!!! Fly On!!! *Nick T. V. P.*

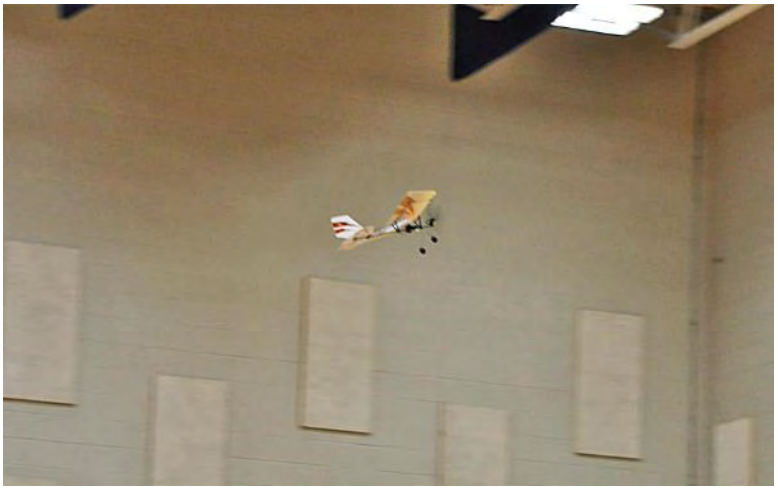
Indoor Flying

Thanks to Glenn once again for sending along these pics from the February indoor flying session.

John and Nick checking out part of Doug's squadron

Jim wringing out his indoor/outdoor plane

The elusive Dana Boothe made a rare appearance



Dana's plane looking good

Doug focusing on the job at hand

Doug making ready with a giant scale biplane

FAA Interim Rule

I will refrain from making any controversial editorial comments other club members may not agree with and simply duplicate the notice exactly as it appears on the FAA website…

The Federal Aviation Administration (FAA) has posted a rule in the Federal Register requiring small drone owners to display the FAA-issued registration number on an outside surface of the aircraft. Owners and operators may no longer place or write registration numbers in an interior compartment. The rule is effective on February 25. The markings must be in place for any flight after that date.

When the FAA first required registration of small drones in 2015, the agency mandated that the registration marking be readily accessible and maintained in readable condition. The rule granted some flexibility by permitting the marking to be placed in an enclosed compartment, such as a battery case, if it could be accessed without the use of tools.

Subsequently, law enforcement officials and the FAA's interagency security partners have expressed concerns about the risk a concealed explosive device might pose to first responders upon opening a compartment to find a drone's registration number. The FAA believes this action will enhance safety and security by allowing a person to view the unique identifier directly without handling the drone.

This interim final rule does not change the original acceptable methods of external marking, nor does it specify a particular external surface on which the registration number must be placed. The requirement is that it can be seen upon visual inspection of the aircraft's exterior.

The FAA has issued this requirement as an Interim Final Rule—a rule that takes effect while also inviting public comment. The FAA issues interim final rules when delaying implementation of the rule would be impractical, unnecessary, or contrary to the public interest. In this case, the agency has determined the importance of mitigating the risk to first responders outweighs the minimal inconvenience this change may impose on small drone owners, and justifies implementation without a prior public comment period.

The FAA will consider comments from the public on this Interim Final Rule, and will then review any submissions to determine if the provisions of the ultimate Final Rule should be changed. The 30-day comment period will end on March 15, 2019. To submit comments, go to http://www.regulations.gov and search for "RIN 2120-AL32."

As Transportation Secretary Elaine Chao promised last month, today the FAA also posted proposed new rules to let drones fly routinely at night and over people, and to further integrate them safely into the nation's airspace. The comment period for these proposals begins tomorrow and will end April 15.

Projects

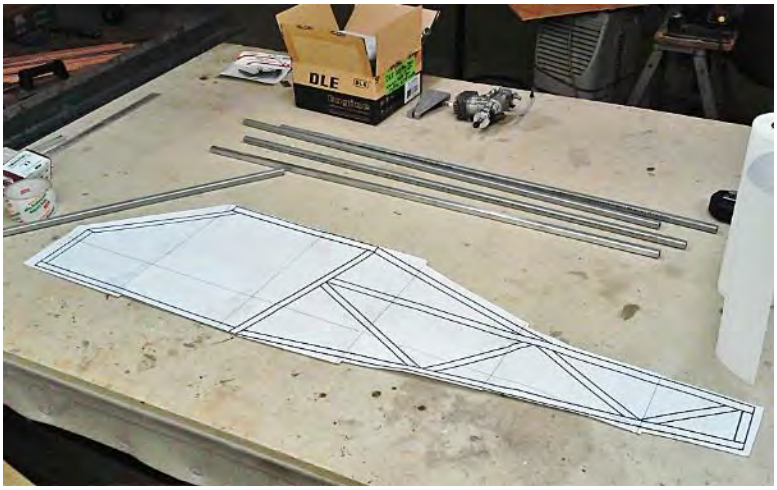
Glenn's been working on a new wing for his Spitfire. He said he was able to reuse the ailerons from the original wing but other than that it's a new build.

Wing and parts laid out for inspection

Parts laid out on the wing for fit prior to gluing

Rear view of the parts on the wing

My new ultralight is coming along nicely. I'm 74 hours in and with a couple more weekends of diligence she should be about ready to cover. She has an 86" wingspan and I'm using a DLE 20 for power. I used carbon fiber tubes for the wing struts and so far it seems nice and rigid and the wings pivot well on the mini pillow block bearings I used.



Full-size fuse pattern drawn and printed with Photoshop

Basic 6061 aluminum fuselage bolted together (2-3-19)


Standing on 'er own feet (2-11-19)


Starting to resemble a goofy little airplane (2-24-19)


The 6061 aircraft aluminum is far superior to the 6063 hardware store variety I built the Affordaplane model with in 2009. This type of fuselage has a couple of inherent "weak spots" so I'm hoping there will be less bending and deflection with this model.


The wing servos are mixed with the elevator input so eventually I'll be able to try flying like the full scale Cubchel and increase the angle of incidence of the wings with up elevator. The Cubchel is capable of slow "floating" landings. I'm hoping for the same (fingers crossed).

Tips and Tricks

Propeller balance is critical for vibration-free operation and greatly reduces wear and tear on your engine as well as the entire airframe while also increasing performance. A common mistake made by many when it's necessary to enlarge the hole in a prop is to simply run a drill bit through the existing hole. Drill bits have a tendency to "walk" as they cut and most times will leave you with a hole that's slightly off center (even when using a drill press). You will then find it difficult to balance the prop statically and even if you can it will have dynamic imbalance when spinning. You will likely have vibration that cannot be eliminated.

A prop reamer will enlarge the hole while maintaining a true center. Reamers are inexpensive and available in popular metric and SAE sizes (most prop reamers are "stepped" and one tool will do several bore sizes). With a balanced true-turning propeller you and your model will be much happier.

Likeable Links

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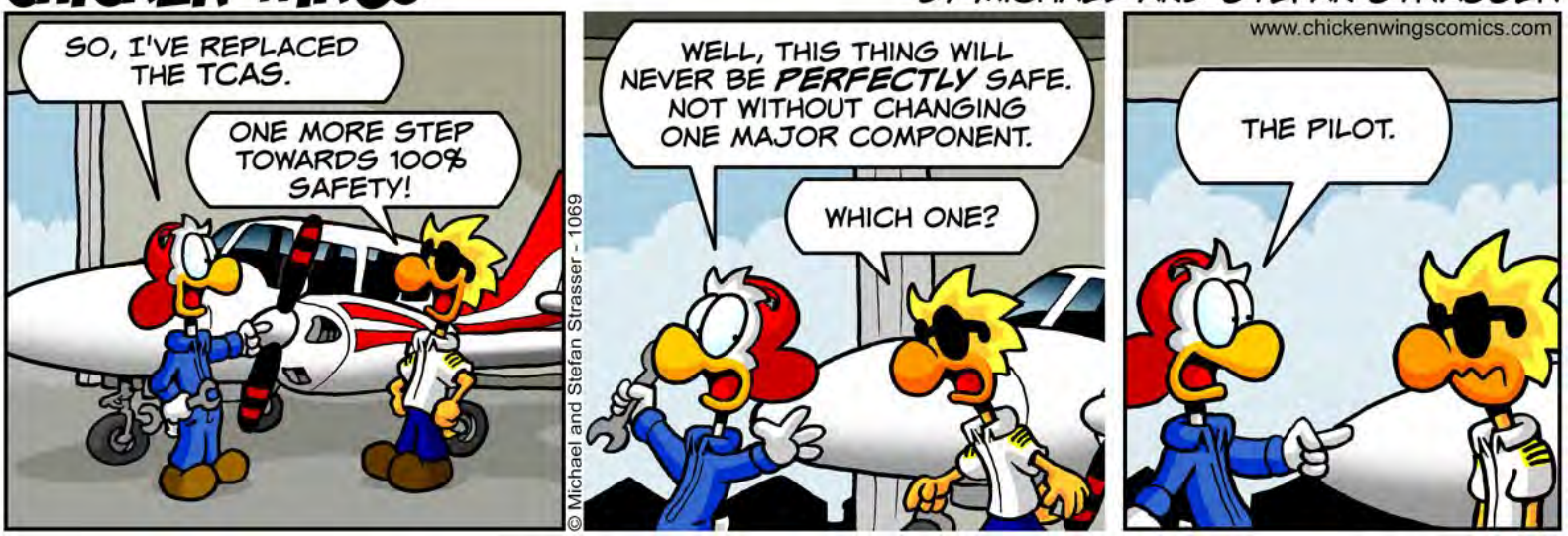
Windy.com (wind/weather forecasting) - https://www.windy.com/42.737/-77.542?41.810,-77.542,7
Weather Underground - https://www.wunderground.com
Academy of Model Aeronautics - http://www.modelaircraft.org
AMA District II - http://rcpilot.wixsite.com/amadistrictii
AMA YouTube Channel - https://www.youtube.com/channel/UCBnIE7hx2BxjKsWmCpA-uDA
Rochester Aero-Modeling Society - https://www.ramsrc.org
Windy Ridge RC Flyers (Hammondsport) - https://www.rcflightdeck.com/club.cfm?id=1283
Canandaigua Sky Chiefs - http://www.canandaiguaskychiefs.org
Southern Tier Aero Radio Society ("STARS" - Cuba) - http://www.rcstars.org
Sky Rovers RC Flying Club (Phelps) - http://www.skyrovers.org
Finger Lakes Air Pirates (Seneca Falls) - http://www.flapsrc.com
Radio Control Club of Rochester - http://www.rccr1957.com
AeroFred (free model airplane plans) - https://aerofred.com



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If anyone has any projects or experiences or anything at all RC related you'd like to share here please feel free to send it to me and I'll include it in a future edition… *Pete* peterdonk@aol.com