

January 2020

# Balsa Dust

An Official Publication Of Genesee Valley Aero Modelers, Ltd.

[www.gvam.org](http://www.gvam.org)

[www.facebook.com/gvaero/](https://www.facebook.com/gvaero/)

Editor: Peter Donk 2044 Deiter Rd. Wayland, NY 14572 [peterdonk@aol.com](mailto:peterdonk@aol.com)

## NEXT G.V.A.M. MEETING

Saturday 2/8/20 1:00pm at the Honeoye Public Library  
(8708 Main St. Honeoye)

Reminder: The January and February meetings are social only. No official club business will be conducted at these meetings.

## Indoor Flying Schedule

Sunday 2/2/20 - Livonia Middle School Gymnasium, 1pm-4pm

## Dues Are Due

The 2020 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

## RED ALERT! THE TIME IS NOW!

Never before has the very existence of model aviation in the United States of America been so much in doubt as it is today. The new restrictions, limits and requirements put forth in the latest FAA Notice of Proposed Rulemaking (NPRM) would all but destroy model aviation for the vast majority of hobbyists if the proposal is allowed to become law as it's currently written. New cumbersome limits would be placed on where we can fly, what we can fly and how we can fly. New requirements would include remote identification of anything in the air and extensive training courses and certifications and heavy penalties that have never been a concern to safe, law abiding model flyers dating back almost a hundred years.

My fellow modelers, it's not understating the current situation to consider it nothing less than a metaphorical "call to arms" to defend our hobby as it's future is threatened by a piece of legislation that gives almost no regard whatsoever to the amateur RC hobbyist community. It will become irrelevant that as a community we've flown safely and almost incident-free for a hundred years. It will become irrelevant that we are members of a long-standing CBO (community-based organization - AMA) that promotes safety and education and inspires so many Americans to become involved in aviation of all kinds. It will become irrelevant that we're upstanding citizens with the greatest regard for safety and the law as the simple rights we've enjoyed all our lives are stripped from us.

My friends, THE TIME IS NOW! There is a VERY small window for us to comment on the NPRM (the comment period ends 3/2/20) or write our representatives or lobby for action, etc.

If you wish to read the proposal, the title of which really only scratches the surface of how intrusive the new law would be, it's posted for public viewing here:

<https://www.federalregister.gov/documents/2019/12/31/2019-28100/remote-identification-of-unmanned-aircraft-systems>

You can comment directly from there if you wish. You can also use the simple templates AMA has set up here:

<http://amablog.modelaircraft.org/amagov/2020/01/20/submit-a-formal-comment/>

It is imperative that we all respond and make it clear that this new law would crush a hobby that so many of us have enjoyed for so long. Those who support the proposal may have no idea what damage they will be doing nor how many people will be affected by that damage. Our voices must be heard and they must be heard now.

If you're a Facebook user there is a new group dedicated to discussion of this very issue:

<https://www.facebook.com/groups/467991824112804/>

There is also a Political Action Committee established to lobby for our cause:

<https://modelaviationpac.com/>

This is it, folks. The time is now. If you value model aviation as much as I then please make it known to those who make the rules. Let them know we are a large dedicated group that should be allowed to continue as we have for so very many years. Comment on the NPRM, write and/or call your representatives, support the groups who are fighting for our rights... We must all do what we can now 'cause once it all becomes law it'll be too late.

## Did You Know?

By Nick Trezza

Hi Gang, hope you all had a great holiday season, but now it's time to get back to business and build something and pray for spring to get here. Did you know --- about a plane called the P-75A? It was designed and built during WW2 by Fisher Body Division of General Motors. Someone thought they had a great idea. If they could use parts from other existing airplanes it wouldn't be as costly and would speed up production. The plane really looked like a mutt. Picture a P-63 with a Mustang air scoop on the bottom, a P-40 wing, a Navy SBD tail section and a Corsair landing gear. All of this



mishmosh with two counter rotating propellers and the engine behind the pilot. The armed services ordered over 2400 and then someone figured out "this isn't gonna work" so they cancelled the whole project after making only 6. I don't get it. Back in the day Fisher Body made some beautiful cars in the 60's. Thank God they stayed with cars and didn't get into airplanes.



Next item was an airplane called the PQ-14 made by Culver. Now let me just say right off the bat, you're gonna be in trouble if the plane has a "Q" in its designation! This plane was a remote-controlled target drone. It had tricycle landing gear and a wing span of 12 feet or to make it a larger target 30 feet. One of the problems with this plane was that they were painted a bright orange and pilots were used for ferrying and some testing. Well, they had to be pretty sure when a pilot was testing or ferrying the plane that he wasn't going to get shot down, so they had to come up with a better idea.

The last item is a plane called the Conestoga RB-1. It was made by Budd (the railroad passenger car manufacturer). It looked like a cross between a covered wagon and a railroad passenger car. This was a twin-engine transport that could be loaded from the rear. It was great for loading in the field. One major problem was, because of the way it was constructed for the rear loading ramp, the rear section of the plane and the loading ramp was made of stainless steel. This made the manufacturing expensive and in-the-field repairs nonexistent. In 1943 the Army ordered 600 originally then, after the prototype flew, they cancelled the order. Then the Navy took 25, but a year or so later any of these planes that were still flying were replaced by the DC-3.



Well kids, that's it for me again for another month. And because this month has Martin Luther King Day, we should all remember his immortal words, "RC at last, RC at last, thank God almighty we have RC at last!"

Fly On!!! Nick T. V.P.

## Glenn's pics from Oshkosh



The venerable F35. Nasty! ☹️



A newly-restored Mosquito





A nice shot of the rocket rack on the Mosquito

## Indoor Flying



Nick studying the plane. "This thing's supposed to fly?"



Doug flying one of his mighty midgets



Jim making ready and some of Nick and Doug's planes



Jim warming up his slow flyer

The engine is the heart of an airplane, but the pilot is its soul







The slow flyer in action



Looks like Doug prepping one of his mighty midgets



Jim enjoying a flight



Doug didn't kill it, just waiting for some glue to dry



Jim making some final adjustments prior to a flight



Jim doing a little knife edge around the gym

## Tips and Tricks

Many of us use optical tachometers to measure the speed of our engines when tuning or estimating thrust or whatnot. Have you ever doubted the accuracy of your tach? A quick check of optical tach calibration is as close as the nearest florescent light. Power companies carefully regulate AC current to a frequency of 120 hertz which an optical tach "sees" as a slight flicker in the light. Point your tachometer at the light and if it registers 3600 RPM in two-blade mode (2400 RPM in three-blade mode) all is well. A super-easy check when doubt rears its ugly head.



# Projects

Jeremy sent me these pictures of a great ¼ scale Stampe-Vertongen SV-4C he acquired recently. The 84-inch wingspan model came mostly complete including a ZDZ 40cc gas engine (welcome to the light side of the force). He said it'll need a little refitting and some TLC before it'll be ready to fly but from the pictures it looks like the project shouldn't be too overwhelming. This one should look great in the air and it'll be nice to hear one more big gasser running at the field.



This winter is still proving to be challenging for me when it comes to finding time to be at the workbench. I managed to get a start on my Super Decathlon ARF. After a close inspection I found a few cracked ribs in one wing panel so I had to open 'er up and make a few repairs. I also found that this plane that was supposedly designed around a DLE 35 engine had the firewall about a half inch too far forward for things to come together properly with my DLE 35. It sucks to have to cut the nose of a brand-new plane apart without even having crash damage to repair but it is what it is I guess. The wings are now fully assembled and I'm ready to start working with the rest of the fuselage.



After a lot of thought and careful consideration it became obvious that the more involved scratch builds I had planned on doing this winter aren't going to happen. There just aren't enough hours with my work schedule the way it is. However, that being the case, I think I do have enough time to add another ARF project to the list. Enter this big ol' 97-inch wingspan 55cc Gee Bee Model Y. This is a cheap Chinese kit and I have to say it really unboxed like one. The covering job is terrible, the stabilizer is warped badly, and it was designed with a four-piece wing arrangement that I think I'm gonna have to change. I have a DLE 55cc engine for it and the wheels are already turning so mentally I'm halfway through the build already. Should be lots-o-fun.

# Photos from the Field



1-1-20 The annual Frozen Finger Fun Fly. "Fun" is definitely a very relative term



Speaking of relative, is that the Father/Son team? Looks like lots of nuts fell from that tree. Man it looks cold



Proof that the "fun" has been going on for decades. If you have your field box on a sled it's too freakin' cold to fly



Not sure who it is but they obviously made the grade to be on the nut brigade. I'm getting cold just looking at it

## Likeable Links

Genesee Valley Aero Modelers website - <http://www.gvam.org>

Genesee Valley Aero Modelers on Facebook - <https://www.facebook.com/gvaero>

GVAM YouTube channel - <https://www.youtube.com/channel/Uck7v-HTFGO-6NRtHYM5C6Q>

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/UCBnIE7hx2BxiKsWmCpA-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>

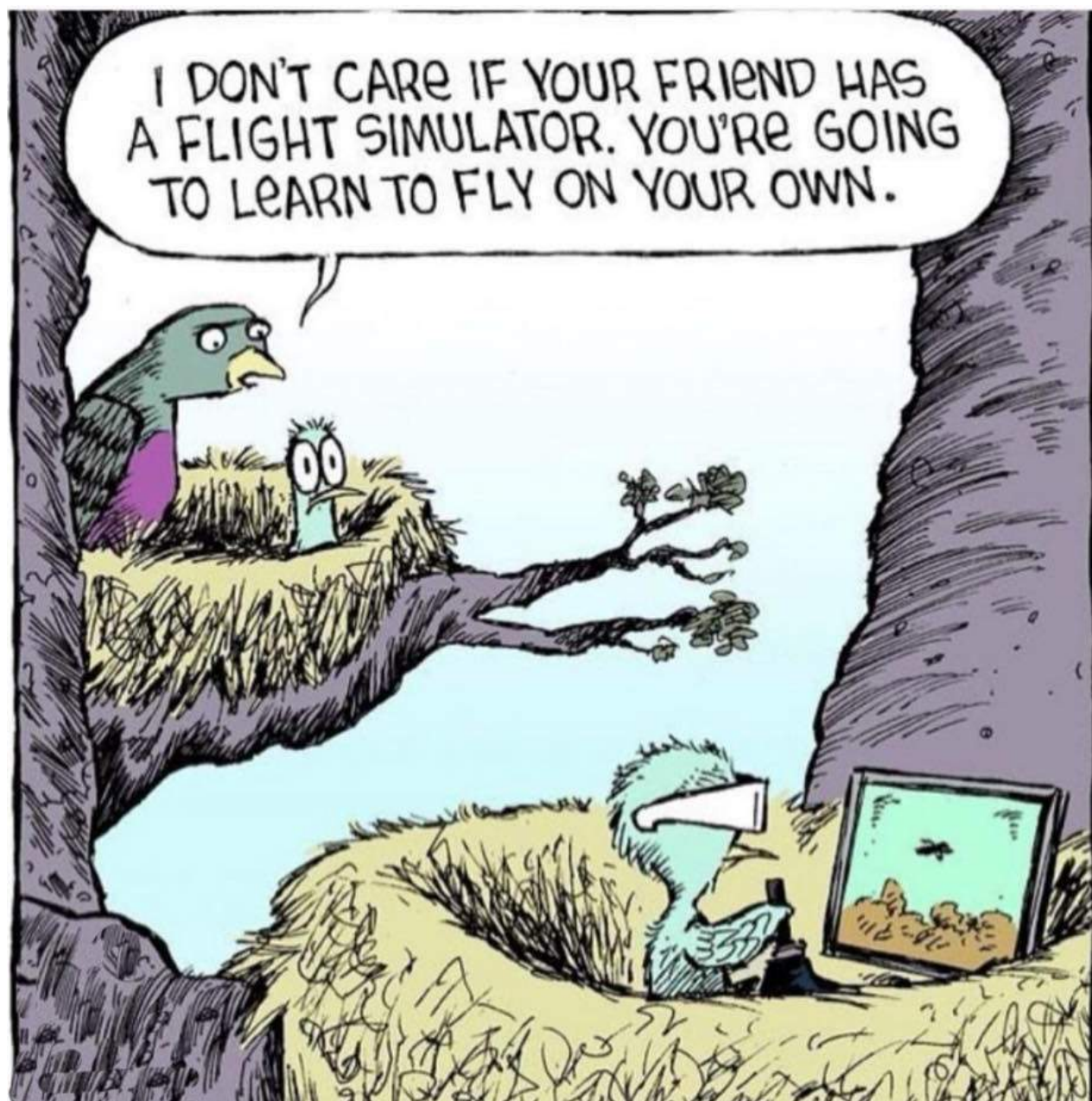
Sky Rovers RC Flying Club (Phelps) - <http://www.skyrovers.org>

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>





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](mailto:peterdonk@aol.com)