

July 2019

Balsa Dust

An Official Publication Of Genesee Valley Aero Modelers, Ltd.

www.gvam.org

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NEXT G.V.A.M. MEETING

Thursday 10/10/19 6:30pm at the Honeoye Public Library
(8708 Main St. Honeoye)

2019 Mowing Schedule

Date	Name
7/27	Chris Keefer
8/3	Bill Henchen
8/10	Jim McBride
8/17	Tom Sharp
8/24	Nick Trezza
8/31	Mark Woodruff
9/7	Dave Beckwith
9/14	Stuf Alger
9/21	Pete Donk
9/28	Jim McBride
10/5	Tom Sharp
10/12	Nick Trezza

2019 Family Picnic

The annual GVAM family picnic is scheduled for Sunday, August 11th (rain date Sunday, August 18th). Every year it proves to be a fun little event with a great turnout of club members, family and friends. As always, flying will start when you get there and continue all day. Attendees are asked to bring a dish to pass and table service. Hots, hamburgers and cold drinks will be provided by the club. The plan is to eat around 1:00pm. Mother Nature has personally guaranteed ideal weather but her word hasn't been worth too much lately so we should probably take that with a grain of salt. We're about due for some great weekend flying weather so we'll probably be fine. Hope to see everyone there!... ☺

Fancy New Hardware

As with model aircraft most other machines also have an expiration date and a few weeks ago the club's Kubota mower reached its. After the better part of 2 decades of faithful service a gearbox in the drivetrain gave out and the mower would mow no more. Blazey Equipment delivered the bad news that the part alone to affect a proper repair would cost about \$1800.00 with labor adding hundreds to that. No one could justify that kind of expense to keep the old girl going so the decision was made to invest in a new machine.

Enter the Kubota Kommander Z122E 22hp Zero Turn Radius mowing monster. Its heavy-duty steel chassis is fitted with a 22hp Briggs & Stratton v-twin engine which powers the 48" 3-blade mowing deck quite nicely and also allows for a brisk 8mph top speed (Max has already said mowing the runways takes significantly less time now). A worry-free 4-year warranty which covers everything except tires and belts means there will be no concern about any expensive repairs for quite a while.

Thanks to some very generous donations when all is said and done this beautiful new machine will end up only costing the club around \$2000.00. The bank account has not been over-taxed and we now have a great machine that will most likely outlive many of the club members (including me). A bad situation turned out to be fairly painless and I think the club as a whole is better off in the long run.



Did You Know?

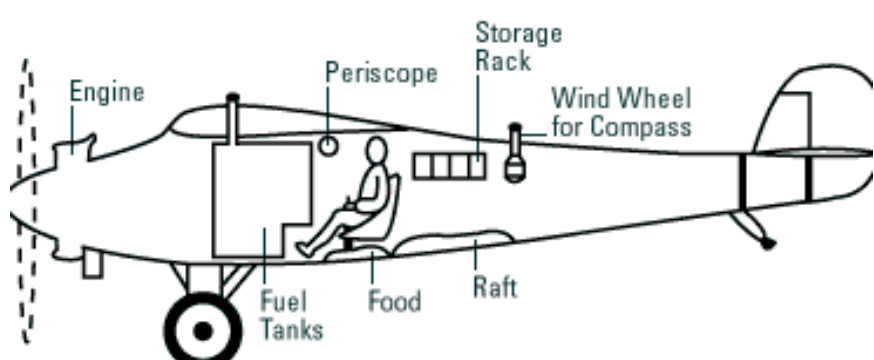
By Nick Trezza

Alright my friends of foam and my brothers of balsa, it's time for Did You Know?... I know a lot about aviation and its history but lately I keep coming across odd facts that I did not know. For instance, as WW1 progressed, the planes and their engines were getting bigger and bigger to the point that you could not hand prop the engine to get it started because of the size and the compression. So, someone came up with a device that was called a Hucks Starter. Now you have to imagine this wacky set up. Picture an old Ford Model "T" with no body. Just a driver's seat and controls and over the driver's head about 6 feet was a shaft that was parallel to the car with a pulley that had a belt that went to another pulley on the rear of the car engine. On the other end of the shaft was a coupling that connected to the



hub of the aircraft engine. There are so many things wrong with this setup. First, it was difficult to line up the coupling to the prop hub. Second, once the starter drove and the plane engine was starting you had to hope the plane engine was at the same RPM as the car engine and didn't exceed it or belts and engine parts would be all over the place. Lastly, and most importantly, when the plane engine reached the correct RPM the driver would disengage the coupling and put the car transmission in reverse and back away from the running plane. The main problem here is the old Model "T"s had a hard time finding the correct gear and occasionally the driver would hit forward instead of reverse and that got very messy.

Next item... Did you ever ask yourself, "Self, when Charles Lindberg flew to Paris why couldn't he see out the front of the Spirit of St. Louis?" When old Charlie met with the people at Ryan Aircraft, he played a large part in the design of the plane. One thing he told the people at Ryan was that when he started out flying mail in planes like



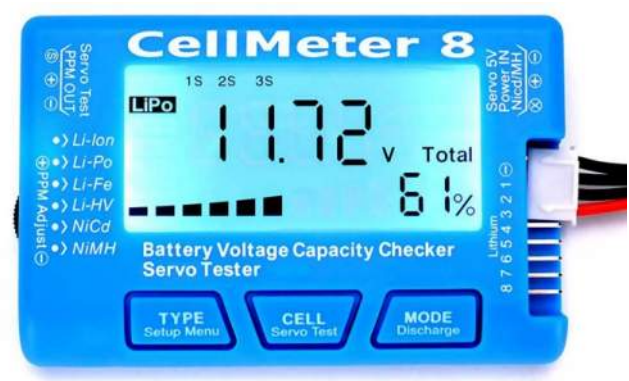
the Curtiss Jenny the fuel tank was overhead and if the plane crashed the tank would burst and soak the pilot with fuel and he could possibly burn to death. He didn't want that so he put the fuel tank in front of him (which blocked his view) and he would use a periscope for a forward view. Another thing Lindberg demanded of Ryan was to make the aircraft difficult to fly. Make it so he would have to be constantly on the controls so

the plane would fly properly. That way the need for constant attention would lessen the chance of becoming too comfortable and possibly falling asleep. He was terrified of that. And of course, the model designation of the plane was NYP which stood for New York to Paris.

Well gang, that's it for me! Hope to see you at the field. Fly On!!! Nick T. V.P.

Tips and Tricks

Take it from those of us who have learned the hard way one of the most essential and useful tools you can have at your disposal during a day at the flying field is a battery tester/checker. As technology has advanced over the years these great little gizmos have become less and less expensive thus allowing fewer and fewer excuses for not having one. Whether you're not sure of the condition of an older battery or unsure of the charge left after several flights or just want to be extra confident before each and every flight a quick plug in of a tester will take all the guesswork out of things and maybe offer a little more peace of mind so flying can be even more fun. Take this as the voice of experience... A weak battery pack can end a flight in disaster and really ruin an otherwise fun day at the field so check those batteries often and you're far less likely to have any in-flight issues due to poor electron supply.



Projects

This one definitely ran a little more past building season than I would have liked but I did manage to get 'er done in time to do some good flying this year. I acquired this 12' Telemaster from John Ward last year in very good condition. I needed to add the engine (DLE 60cc twin) and I chose to update to Power HD 1501MG high torque servos mostly for some peace of mind with a model this big. I went with dual 6V 4200MAh NiMH receiver packs and a 32 ounce fuel tank so I can put 'er up and fly 'til I'm sick of it if I so desire. There were a couple of minor structural repairs needed around the landing gear mounting plate but beyond that it was mostly cosmetic work with a fresh coat (or 2) of paint and some new and improved moose decals (I thought "the moose" was a fitting nickname so I decided to stick with that). I have 15 flights on the big bird so far and it's really turned out to be lots-o-fun to fly. The engine is overkill for regular flying but I had cargo carrying and possibly a little aerotowing in mind when I chose the 60 twin and if that ever comes to pass I'll be more than ready.



Done and ready to fly 5/25/19



The Moose

Photos from the Field



Tom doin' his thing with a helicopter



A rare appearance of a "Jeremy" plane that isn't a glider

It's almost family picnic time!!!





A great shot captured by Mark's quadcopter



My "chosen ones" for the Fourth of July



Glenn giving the new machine a good workout



The mighty Moose on its second day out



Finally got the little Stearman out
Notice the sad little broken tractor in the background



Jim's Revolver after a typically impressive flight



Max's Tiger 60 ready to go



My new ultralight shortly after its maiden flight



The big ol' Fly Baby basking in the afternoon sun



Lookin' good and ready to fly



Max bringin' 'er home on final



I like a little variety when I plan to spend the day

On the Calendar

Saturday & Sunday, August 3rd & 4th

S.E.M.A.C 6th Annual Fun Fly

Perry-Warsaw Airport, 6522 Perry Ave, Perry, NY 14530

Plenty of camping area (no hookups)

Sunday, August 11th

GVAM Annual Family Picnic

GVAM Flying Field, Canadice, NY

(rain date - Sunday, August 18th)

Saturday & Sunday, August 24th & 25th

Rochester Aero-Modeling Society Ed Van Wagner Memorial Airplane Show

R.A.M.S. Flying Field, 2529 Macedon Center Road, Palmyra, NY 14522

Friday – Sunday, September 6th-8th

Windy Ridge Camp & Fly

Windy Ridge RC Flyers Flying Field, 8989 Alderman Rd, Hammondsport, NY 14840

Full-scale turf strip, camping available (no hookups)

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/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>



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