

January 2021

Balsa Dust

An Official Publication Of Genesee Valley Aero Modelers, Ltd.

www.gvam.org

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NEXT G.V.A.M. MEETING

Saturday 2/13/21 1:00pm at the Honeoye Public Library
(8708 Main St. Honeoye)

This date/time is reserved but tentative as the library is not currently allowing group meetings due to COVID-19 restrictions. Max will pass along info to the membership when that changes and meetings become definite.

Dues Are Due

The 2021 flying season is upon us 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

Hi gang, hope everyone is healthy and doing fine. Now is the time of the year when I get a bad case of cabin fever. I'm talking to my dog Sadie, which is not unusual, but I noticed she's starting to answer me back (I think that might be unusual). Anyway, here is Did You Know?...

We all know a place where an airplane is stored is called a *hangar*. Where did the name *hangar* come from you ask? (I know you're asking that). Well, it seems the French came up with that name (I'm guessing around WW1). Hangar in French means *outhouse* or *shed*, so they started using it and it caught on. Leave it to those witty French.

In the early 1920s a lot of aircraft designers were designing seaplanes. They were all the rage. The designers figured that if a plane had engine problems it could land anywhere there was water since most of the planet is covered with water. The problem with that idea was if the plane landed in the middle of an ocean then what? Well, in 1924 the guys at a German company named Rohrbach came up with what they thought was a great idea



(they were the only ones). Why not have a seaplane that kind of looked like a rowboat with 2 engines mounted on a wing. It would carry its own detachable masts with sails so the pilot and crew could raise the masts, hoist the sails and sail to the nearest piece of land. The idea never caught on for production. GO FIGURE!!!

One last item, this one is pretty funny. I don't know in what time period this took place but I would guess around the 30's and 40's. The aircraft company Bellanca wanted to have a seaplane but they knew the aircraft they were manufacturing at the time (kinda looks like a Bonanza) couldn't handle the

weight and drag of floats. So, they came up with putting short but wide skis on the landing gear. That meant that a pilot would have to make a precise landing close enough to the shore that he could get the plane to waterski to dry land. If he misjudged it, the plane would sink. THAT'S NUTS!!! That idea also never caught on. What a surprise!

Well that's it for me gang. Because of COVID I've been at the workbench a lot and have about a dozen planes I need to give a maiden flight to. All we have to do is get through February, then we will be able to see the flying season from there. Fly On!!! Nick T. V.P.


The final rule on REMOTE I.D.

In recent weeks the FAA handed down it's final rule on remote ID requirements for drones (drones meaning *small unmanned aerial systems* (SUAS) which includes almost all model aircraft that we all love to build and fly). Without getting into a long dissertation on my own personal loathing of any new, unnecessary, over-reaching, heavy-handed regulations that serve only to chip away at the ever-dwindling personal freedoms we have as Americans, I will say I see the rule like this... It could be worse.

For the majority of us who fly at recognized, community-based flying sites (i.e. the GVAM Flying Field) we will apparently be able to continue flying at those sites without being in violation of the new rule (*insert multiple sarcastic comments about how the lord gods in Washington have seen fit to bestow on us a morsel of their limitless generosity in allowing us, the humble pedestrian masses, to temporarily remain in their good graces and fly our hideously dangerous model aircraft without being arrested, stripped of our humanity and hauled away in chains*). It seems that those of us who choose to fly in our own back yards or in vacant fields or maybe a park or schoolyard may technically be in violation of the new rule. Everyone should read the rule and interpret it as best they can and make their own decision to fly or not to fly at a particular location but for now at least it seems we should be compliant at the club field...

FAA-Recognized Identification Area (FRIA)

Drones Without Remote ID

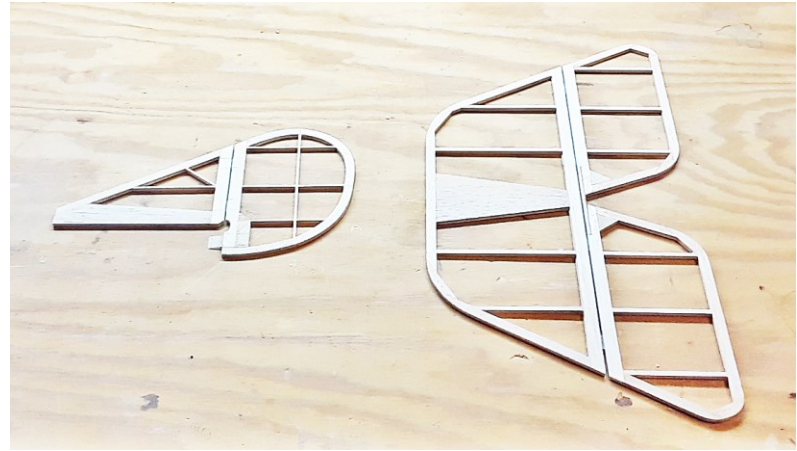
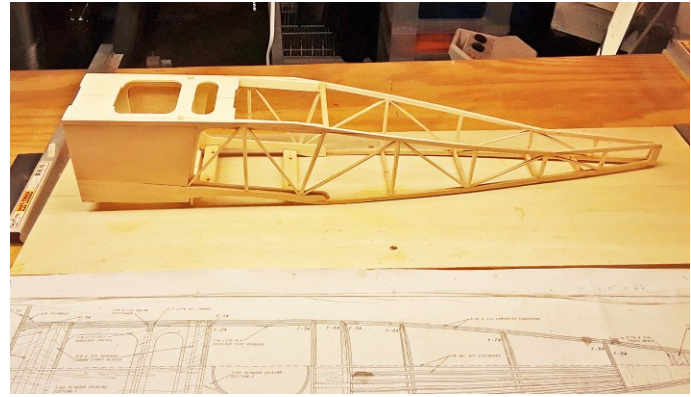


- Drones without Remote ID can operate without broadcasting
- Drones without Remote ID must operate within visual line of sight and within the FRIA
- Anyone can fly there, but FRIAs can only be requested by community-based organizations and educational institutions

Projects

Doug sent along these pictures of a Balsa USA Thomas-Morse S-4C Scout he started building in November. If memory serves it's a 1/6 scale kit and its reputation as a great flyer is well-known. I'll let Doug tell you about the plane in his own words.

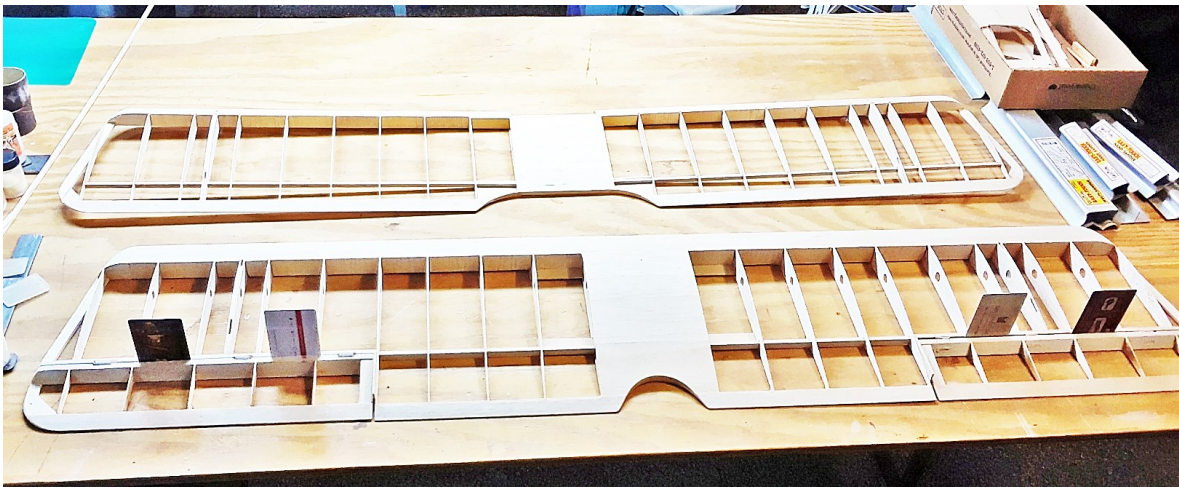
This is an interesting aircraft in that it has its roots in the Finger Lakes region; Specifically Ithaca. The story started with the merger of the Thomas Brothers Aircraft Corporation and the Morse Chain Company in 1917. There were only 600 planes produced - 100 of the 'B' model and 500 of the 'C' model, most of them in 1918. The best things are that a complete and flyable restoration of an original 'B' resulted in a Centennial flight in 2018 AND this restoration is available for public viewing at The History Center in Ithaca in Tompkins County. I scheduled a visit to the history center several weeks ago and got some up-close pictures which are proving helpful in getting the fuselage looking a bit closer to scale than the kit intended. I'm having great fun with this challenge so far and hope it will end up actually looking as good as it does in my mind's eye presently.



Here are two links to the History Center (where "The Tommy Plane" can be visited) and a short, but really cool, video of the 2018 flight and more info on the plane's restoration and background:

<https://thehistorycenter.net/>

<https://www.tommycomehome.org/>



Here's a couple pics Jeremy sent me of a big ol' Tiger Moth he says he has ready to fly as soon as weather allows.



These two are true one-of-a-kind models. Both are one-offs designed and scratch built by one builder. They're well-built and fabric-covered and purported to be really good flyers. Jeremy says he has the smaller yellow one (70" wingspan) ready to fly and the larger orange one (80" wingspan) is currently vacationing in *my* shop and will one day be retrofitted with a small gas engine. Both should be fun to watch at the field.



In the dozen or so years I've been a member of the club I think it's safe to say that there probably hasn't been a year when Glenn wasn't either building a de Havilland Mosquito or planning one or, yes, even flying one. This year is no different. The latest report indicated that priorities may have changed and this one may not be ready for the runway this year but it sure looks like he has a great start on it.

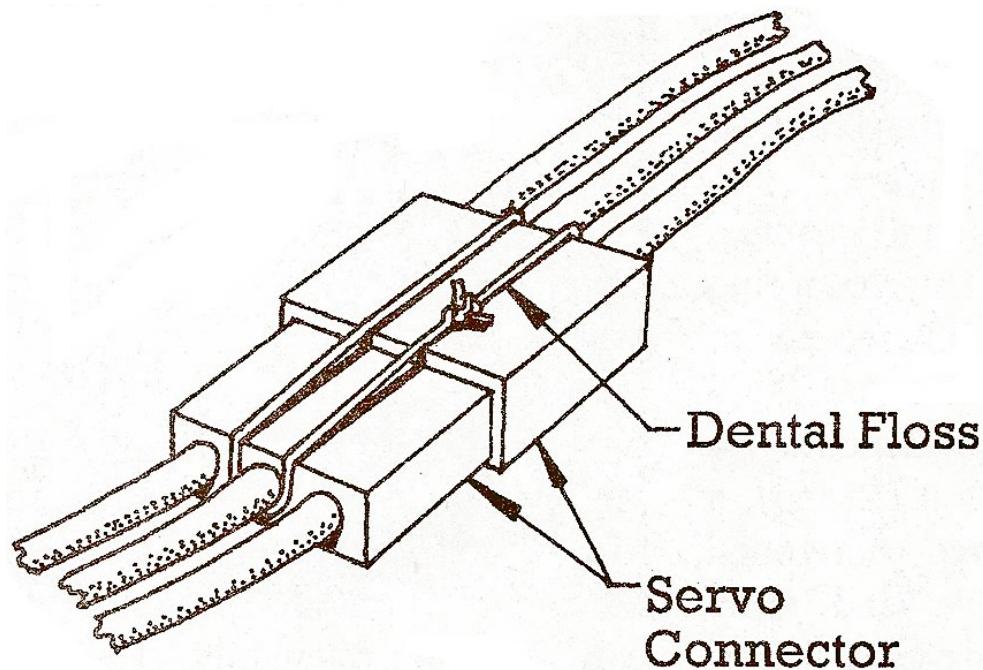




Tips and Tricks

It could make for a really bad day at the flying field. A servo connector separates and you lose control of your model. Next thing you know you're picking up debris that was once a beautiful aircraft. Don't be that guy.

Some tape methods work well and shrink wrap can also do the job. Those fancy plastic retainers are really great but you may not have one handy and the tape and shrink tube could arguably allow moisture to collect at a critical electrical connection. Dental floss is strong, cheap and easy and a simple little "once around" of a connection with a quick knot will ensure it never comes apart before you decide it should.





RC AIRPLANES

Just like when he was growing up little Jonnie gets a new airplane on a rope

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-HTFPGO-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