



Wing Tips



September 2017

The Newsletter of the Mid-Hudson Modelmasters

Editor: Domenick Fusca, PO Box 266, Pleasant Valley, NY 12569-0266

Email: wingtips@modelmasters.us

Website: <http://www.Modelmasters.us>

2017 Club Officers

President: Brad Quick

Secretary: Larry Kunz

Sgt. at Arms: Flavio Ambrosini

Vice President: Lloyd Quick

Treasurer: Tom Eng

Junior VP: George Amenta

Club Calendar

Coming Up:

- **CLUB MEETING , Saturday, September 9, 11:00am:** At Redl Park Flying Field, our flying field.
- **September 14 - 17, NEAT Fair (Northeast Electric Aircraft Technology).** Peaceful Valley Campground , Downsville, NY see <http://www.neatfair.org/index.php> for more information.
- **October Wing Tips articles & photo submissions due, Thurs., October 5:** Send your submissions to wingtips@modelmasters.us Due date is first Thursday of each month.

Other Events:

- **MONTHLY MEETINGS:** Winter Meetings, to be determined
- **OUTDOOR FLYING SESSIONS AT WEST ROAD FIELD** – Every Saturday Morning, weather permitting. It is also possible to find some members at the field on Sunday mornings. Even during the winter months as long as the driveway is not snow covered.

From the President's Cockpit

Anybody that knows my model building skills knows that my planes wouldn't win any prizes for detailed scale realism, but we had a situation at the field this weekend that would make any scale model builder jealous.

Years ago, I built a radio controlled skydiver using the head and clothing off of a GI Joe. I built a metal frame that included servos for controlling the arms (you have to be able to steer the chute!) I sewed my own parachute and my Dad and I spent some time one winter trying to drop it from one of his planes at the local high school. We may have gotten the chute to open once or twice, but it wasn't very successful.

I pulled it out a couple of years ago and Scott Fellin and I tried it a few times with similar results. Eventually, Scott replaced my hand sewn chute with a parachute kite. We had better results getting the chute to open, but ran into numerous other issues, including ripping the teeth off of the servo gears on a regular basis.

Well, Scott emailed me last week to let me know that he had the jumper ready to fly, so I brought my big Cub and we did a few drops. I would climb to an appropriate height, drop the brave fellow, then dive down and land quickly so I could watch Scott fly the parachute. While we were doing this for the 2nd time, I could hear the guys behind us talking to someone about a report of a plane going down and the pilot escaping via parachute. I assumed they were joking. Scott had a good long parachute flight (almost made it back to the field), so I landed and when I turned around the parking lot was full of police and fire vehicles!



Someone had seen us drop the chutist followed by my dive and thought they were seeing a plane go down so they called 911. After they figured out what was going on, they left us with a rookie Sheriff who collected enough information to make a report. He told us that he drove over as fast as he could, looking for smoke rising somewhere to indicate where the plane was. He was looking forward to sharing his report with the next shift when they came on duty.

So I guess that from a half mile away, my plane looks pretty realistic.

As usual, the club picnic was a huge success. Many thanks once again to Bob

Santoro for organizing the event. He knows how to make it so that everyone has an enjoyable time. The weather was great. Participation in the contests was enthusiastic. John Knight and Dom Fusca did a great job organizing and cooking the food. All of this added up to a day well enjoyed at the flying field.

Thanks also to all of our mowers this summer:

Me (3X)
John Knight
Larry Kunz (2X)
David Cerasaro
Lloyd Quick
Kent Wien
Tom Eng
Peter Gregory

Hopefully I didn't forget anybody. This represents a lot of work. These people help to keep the field running for us. Thanks again.



MEETING MINUTES – August 19, 2017

- Meeting location:

Meeting was held outside at our flying field.

Open Flying: 9:00 till 10:00

Business Meeting called to order at 10:00

+ Minutes of previous meeting in Wingtips. Accepted.

+ Next meeting is Saturday, Sept 16 (**Update: revised to Sept. 9**), at the flying field.

- Treasurer's report: (Tom is observing the solar eclipse)

+ \$2002.21 (\$117.21 of which is the mowing fund) plus \$500 in escrow to Highland Middle School.

- Membership:

+ We now have **45 members** for 2017

-New Business:

+ We voted to increase the budget for auction goods to \$500

-Picnic Planning: >> The Picnic is today !

+ Many folks showed up at 8 AM to set up

+ Open flying till 10, Then a very short meeting.

+ Contests designed and administered by Brad begin at 10:30

+ Food served about noon. Burgers and Dogs cooked by John,
plus salads, desserts, and beverages !

PICNIC/FUNFLY – enjoyed by all **Bob Santoro**

I wish to thank all our members and their guests who helped make our 7th annual picnic/fun-fly a big success. We had 25 participants, had excellent weather, great food prepared and served by John Knight along with sous chef, Dom Fusca and a whole lot of fun participating in the challenging flying events conducted by Brad. And a special word of thanks to Rich, Dom, Brad and Scott for their noon time demonstration of the giant cubs, two of which almost met their demise.

The success of an event like this depends upon the willingness of members to volunteer their services and to provide the equipment we need. And in this regard, I am grateful for the eagerness in which members offered their help. At the risk of leaving anyone out I wish to thank everyone who brought equipment and assisted in the duties of the day. I also want to thank all those who made delicious food contributions to the event.

I hope you all will join us again next year for this annual event. We look forward to and welcome your participation

Private Pilot License by George Amenta

So I got my pilots license on August 21st of this year. I thought that some of you would find the process (the testing specifically) interesting. In order to get your private pilot license you must pass 3 tests, a written exam, an oral exam, and a flight exam (the check ride), in that order. The minimum age requirement for the written exam is 15 and 17 for the others. Although I was considered ready for the check ride months before I turned 17, I waited on taking the written because I wanted to take it as close to the check ride as possible. I scheduled the written for July 31st at the Westchester Airport which is a local CATS or computer assisted testing location. I showed up about 20 minutes before my exam with a few pencils, a plotter, and a flight computer. The woman at the desk took me into a room down the hall where there were 4 computers with dividers between them. For some reason I wasn't allowed to use my own pencils which I found strange. She went through how to take the digital exam and had me take a 5 question practice exam. She then started the test and closed the door. I now had 2.5 hours to complete 60 multiple choice questions and



get a minimum passing score of 70. After about an hour of taking my time and checking my work I hit finish and immediately my score popped up on the screen that read 93% - meaning I only missed 4 out of 60 questions. I found the written to actually be the easiest for me out of the 3 tests.

After filling out some paper work with my flight instructor and doing a few more flights for my own sake, I scheduled the check ride for August 21st. I called the DPE (Designated Pilot Examiner) the day before and he gave me a fake cross country flight to plan which he would check over the following day. I showed up at the Dutchess County Airport at 9am even though my exam was at 1pm. I had to fly the plane over to Ellenville Airport to take the oral/check ride and did not want to be rushed and also wanted to leave some time in case a maintenance issue were to arise with the plane. I started my pre-flight at 11 and was off the ground by 11:30. I landed at Ellenville and was in the terminal waiting by about 12:30 with all the aircraft logbooks, charts, and other books for myself and the plane. The DPE was right on time and after all the paper work was filled out, the oral exam officially began at 1:15. The questions ranged from all sorts of things. Weather, aircraft systems, emergency procedures, performance calculations such as weight and balance and take off and landing, currency requirements, carrying of passengers, airspace's, chart reading, and VFR minimums to name a few. . To my surprise, he never even asked about the engine logbooks and just



glanced at my cross country plan (which took me 3 hours to do). Most of the questions were scenario based. After about 1.5 hours he took a pause, looked around and said, "Alright man, pack your sh*t up...lets go flying" I was relieved because now all that was left was the flight exam which I felt pretty confident about.

We took off from Ellenville and he had me fly the first few checkpoints of the cross country I planned (which was to Bedford, Massachusetts) After we crossed the Hudson he diverted me to Sky Acres. Here is where my trouble started. I have flown to Sky Acres multiple times and we were over the practice area where I have been flying for 2 years. But for some reason, I couldn't find the airport! I had read articles like "Top 5 Check Ride Pitfalls" and getting lost was one of them and when I read that I thought that you gotta be stupid to get lost on a check ride. But there I was, flying over Lagrange at 3,000 feet and had no idea where the airport was. Now you have to understand, the airport is surrounded by farm fields and the airport has a farm silo on the field so it blends in really well. I didn't want to say I was lost so I triangulated my position using VOR's which is the lost procedure but I never said I was

lost hoping he would think I was just double checking my position. I found the airport and we over flew it and he had me head east to do some maneuvers. He said, "Well you already demonstrated your lost procedures so we don't have to do that." In my head I thought, "Dammit!" We did some stalls, slow flight, simulated instrument flight, steep turns, and then a simulated engine failure. He pulled the power back to idle and said, "Your engine just caught fire." I picked a field to land in and started setting up to landing. As we got lower I noticed the field was filled with cows! At less than 1000 feet off the ground I side stepped to an adjacent field to the right which was filled with hay bales. We did a go around at 500 feet and I explained that I would have rather hit some hay bales than a heard of cows. We both agreed. We then flew back to Sky Acres and did a simulated short field landing. Then took back off and started to head back to Ellenville. He said nothing for the whole way back and just looked out the window for the most part. We did some ground reference maneuvers on the way back and finished with a simulated soft field landing at Ellenville. After clearing the runway and taxing back he put his hand out and said, "Congratulations, you passed." I was so happy. I parked the plane and we went back into the terminal and filled out some more paper work and then he wished me good luck and left. I took back off heading to the Dutchess County Airport as a private pilot. By the time the plane was secured and I was leaving the airport it was almost 6:30pm and I was happy it was finally over. I have since gone up with my dad for some fun and am starting my instrument rating soon.

Interesting Stuff, Contributions from Members

Getting to Know Jim Kaman Cartoons:

Last month I requested more information about Jim Kaman from our members. I have a CD full of RC cartoons drawn by Jim Kaman and cartoons I have included in the news letter come from that CD. Thank You Bob DiGiacomio for the following. Bob I looked for your favorite cartoon but did not find anything related to the Rhinebeck Aerodrome. Instead I included a cartoon appropriate for the upcoming fall season:

Bob wrote: Okay Here's all I know of Jim Kamin. He was a High school Teacher in Kingston NY taught Shop I think, my favorite Cartoon Jim did was the one of the Map with directions to The Rhinebeck Aerodrome We had Meetings there in the summer months. Jim included a dead squirrel in the road! Oh & Cole Palen used to fly with us. Jim built small free flight models in fact I think that's him winding up the model in the August Wingtips. He was always ready to laugh about himself. Once at the Nats in Springfield Mass. Jim tells a story how he was ready to give up trying to fly a scale free flight plane When he heard that Scotty Smith (a past Wingtips Editor) had driven his VW to the Nats from Catskill NY with a broken throttle cable & Bob DiGiacomio had wiped out his carrier event plane. But all the 2 of them where concerned about was keeping their BEER cold. He went back to the free flight event & won 1st place. He was always ready to help someone else. He is sorely missed.

Dillon Losee

Watch "P-51D Mustang 1:96 8 Channels Flight Video" on YouTube - <https://youtu.be/0QwabckUTuI>

Bill Bolitho

Additional websites for plans

- <https://www.rcgroups.com/forums/showthread.php?2006237-Drawings-and-Scale-Documentation-Photos-in-the-Flight-Magazine-Archives>
- <http://xplanes.free.fr/> - Site is in French.

Correction, I inadvertently left out the website for plans Bill had provided from the July issue (sorry Bill). Here it is → https://www.scribd.com/document/246972039/Flight-Combined-Drawings-List?irgwc=1&content=27795&campaign=VigLink&ad_group=&keyword=ft500noi&source=impactradius&medium=affiliate

