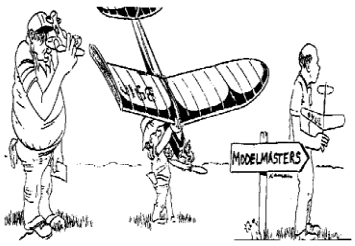

Wing Tips

January 2018

The Newsletter of the Mid-Hudson Modelmasters

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

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2018 Club Officers

President: Brad Quick [redacted]
Secretary: Larry Kunz
Sgt. at Arms: Flavio Ambrosini [redacted]

Vice President: Scott Fellin [redacted]
Treasurer: Tom Eng
Junior VP: George Amenta

Club Calendar

Coming Up:

- **CLUB MEETING** - The club dinner will server as the January club meeting
- **Friday, January 19, 6:00pm: Annual Club Holiday Party, Dinner, Auction,** Coppola's, Route 9, Hyde Park. Please submit your dinner choice and mail check to Bob Santoro, per included form.
- **February Wing Tips articles & photo submissions due, Thurs., February 1:** Send your submissions to wingtips@modelmasters.us Due date is first Thursday of each month.
- **AMA Expo East, Meadowlands Exposition Center, February 23, 24, 25:** Meadowlands Exhibition Center Secaucus, New Jersey. For more info see http://amablog.modelaircraft.org/amaexpo/ama-expo-east/

Other Events:

- **MONTHLY MEETINGS:** Beginning February 2018, meetings with be at the Highland Middle School, every 2nd Friday of the month. No meeting for January.
- **OUTDOOR FLYING SESSIONS AT WEST ROAD FIELD –** Every Saturday Morning, weather permitting. Even during the winter months as long as the driveway is not snow covered.
- **Schenectady, NY, Armory flying** Wednesdays, 1:15 to 4:15pm, at least into April. Changes and cancellations may occur because of weather and other factors. Check the EPA website (epaclub.org) for status.

MEETING MINUTES – December 8, 2017

- Meeting location:
  The first indoor meeting of the season was held at Highland Middle school.

Open Flying: 6:30 till 7:30 PM

Business Meeting called to order at 7:30
+ Next meeting will be the annual party at Coppola's Friday, Jan 19
+ Get your $26 for the party to Bob Santoro (bdsantoro@hotmail.com)

- Treasurer's report: by Tom
+ $1686.93 ($117.21 of which is the mowing fund) plus $500 in escrow to Highland Middle School.
+ Recent expenses include: $217.39 for web-site. $376.89 for party auction items. $64 for 2018 PO box.

- Membership:
+ 2018 membership stands at 17. Please send your dues to Tom Eng (tomfive@prodigy.net)

- New Business:
+ The Science Olympiad will be held at Ulster County Community College on Saturday Feb. 3rd
They will be flying Helicopters this year. Contact Scott Owing if you are willing to help.

+ We plan to do another group build this Winter. It will be the rubber powered plane from
http://www.freedomflightmodels.com/paypal.htm

+ Barry Knickerbocker will coordinate meeting entertainment for 2018
He started at this meeting with a great glider build and flying contest !

+ We voted in Board members for 2018::
President - Brad Quick
Vice President - Scott Fellin
Secretary - Larry Kunz
Treasurer - Tom Eng
Sargent at Arms - Flavio Ambrosini
Junior Vice President - George Amenta

- Show and Tell:
+ Rick Rizza showed a "Mini Eagle" flying wing that he is building from a kit.
+ Brad Quick showed some of his build techniques for his large cub.

- Entertainment:
+ Barry Knickerbocker provided a design, templates, and materials
so that each member could build a small foam glider.
It was constructed from Styrofoam dinner plates, plastic drinking straws and a bit of glue.
+ Everyone had a great time building, testing and tuning their gliders,
then Barry ran a contest to see which flew the farthest.
(Sorry, I was having too much fun to note who won !)

Open Flying: till 9:30

Modelmaster Holiday Dinner & Auction

COME IN OUT OF THE COLD!

This is a great opportunity to enjoy a fabulous meal, auction and fellowship of our members and their guests.

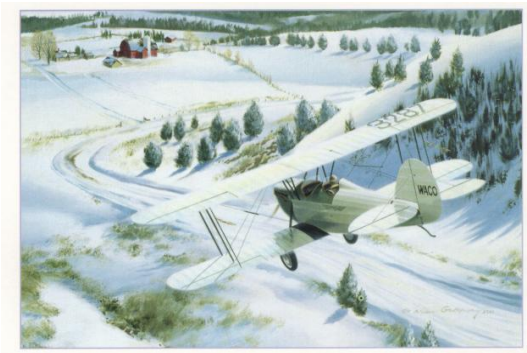
Date: Friday, January 19, 2018

Time: 6:00 PM

Place: Coppola's on Route 9 in Hyde Park

Cost: $25.95 -Banquet Dinner (tax & gratuity included)

$ 9.95-Children's Menu (ages 10 and under-T& G included)



The dinner will consist of :

- Antipasto salad appetizer
- Penne with Marinara sauce
- Fresh Seasonal Vegetables Family Style
- A choice of entree listed below
- Vanilla sundae dessert
- Hot beverage (coffee,tea)

Children's Menu (ages 10 & under)

- Chicken Fingers with Fries
- Mini Pan Pizza
- Penne Meatball
- Ravioli

Please indicate below if and how many will be attending as well as your entree choice.

NAME:

GUEST(S):

Number attending: Adults ($25.95)_____Children ($9.95)_____

Adults please choose 1 entree per person attending:

_____Veal Cutlet ala Parmagiana
_____ Chicken Scaloppine ala Marsala
_____ Baked Eggplant Rollatini
_____Norwegian Salmon Filet

Please make your check out to:

Mid-Hudson Modelmasters and mail it to:

Bob Santoro

10G Squires Gate, Poughkeepsie, N.Y. 12603

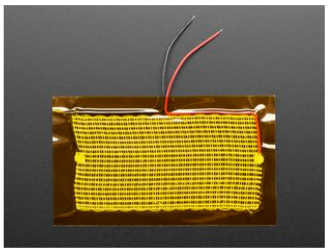
Please send me your confirmation, entree choice and mailed check by Thursday, January 11th.

Keeping LIPO's warm in freezing weather by Peter Gregory

An experimental rig to fly with LIPO's when it is less than freezing temperature out.

Part 1 – The Concept and the Components

Have you had trouble with power delivery from LIPO's when the temp drops below freezing temp outside? I saw this first-hand for the first time last winter and I was thinking about what to do this winter flying season to avoid cold LIPO's that can't put out full power, or anywhere near it. With temps for the next 10 days forecast to be in low 20's, at highest, I thought I would just google for a solution and taa daa would get an instant answer as to how to compensate for cold temps. Not so, not so! Boy, was I surprised. So, I googled "heating pad" and got all kinds of expected non-solution hits, heating pads meant for ever kind of ache and pain a body can suffer. With a little patience in searching further, an interesting company popped up, Adafruit, which sells all kinds of neat LED lighting with microcontroller boards to create different lighting effects. With no apparent common use for these little heating pads, the peeps at Adafruit seem to just think they are neat, I guess, and put them in their online catalog. The heating pads are not too expensive so I ordered up 4 of them to test out.



Electric Heating Pad - 10cm x 5cm

PRODUCT ID: 1481

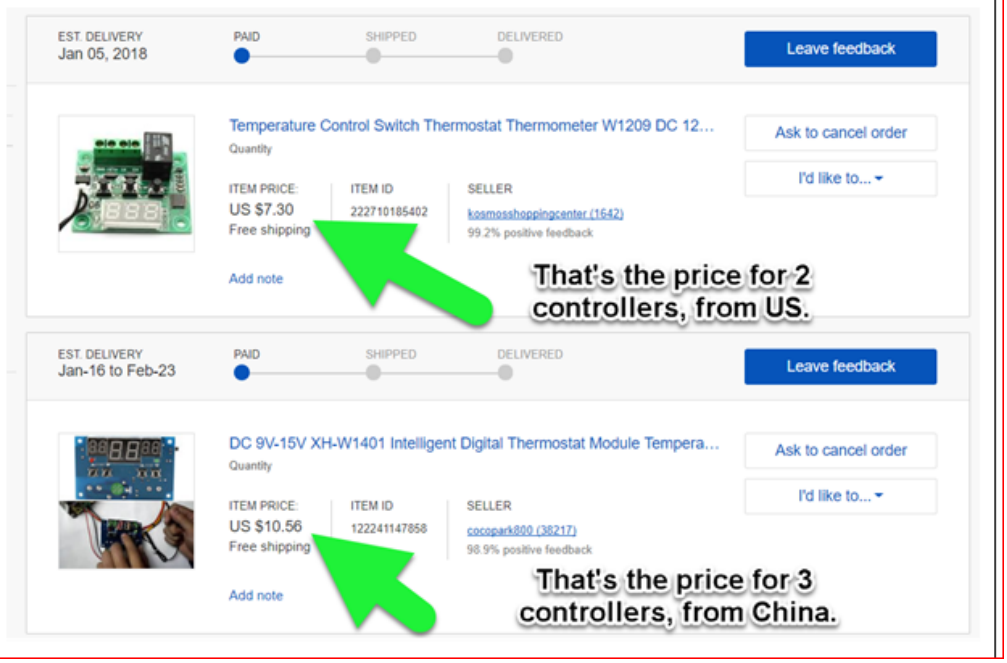
This is hot! Literally! Apply 5-12VDC and the stainless steel fibers in this heating fabric will warm up, creating a little heating pad. On one hand, it's just a gigantic resistor. On the other hand, it's flexible, light, and can be wrapped around a project. Originally designed for portable...

ADD TO CART $3.95 IN STOCK

My original thinking was to power this with an alternate, small LIPO through a resistor of a value that allowed about .5A to keep it around 60-70 degrees F.

However, not one to leave things under-complicated, I also googled around and found cheap temperature controllers from China on eBay – surprise, surprise. And when I say cheap, we're talking $3-$4 whether you order from China or from resellers in the US. These each come with a thermistor to mechanically attach to the main battery. from resellers in the US. These each come with a thermistor to mechanically attach to the main battery.

Two different temp controllers. The ones from US are 12VDC input for the controller, and the 3 I bought from China have 9-15VDC input for the controller.



All-up weight will be about 5-6 ounces, so in choosing a plane to fly in the cold with this setup would have to handle this extra wing loading. One experiment will be to see what the useful dropout voltage of the 12VDC controller is – perhaps the actual low voltage will accommodate the voltage drop from a 3S LIPO. Something like a 800mAh LIPO may be able to handle a flight or two.

The main and heater LIPO's would want to be snuggled together with some kind of insulative wrap. Maybe this is will turn out to be simply a corrugated cardboard box that both batteries will fit in, with other insulation wrapping the batteries inside the box. I envision duct tape, too. Much duct tape.

Part II will be an article with results. The thought is in the back of my mind that somebody already solved this problem – if you have alternative solutions, please pipe up!

FLYZONE SEAWIND by Rick Rizza

I have lusted for this plane since it came out, but with the many planes I own I just couldn't justify buying. Then, unexpectedly, I get the email from Tower, just before Xmas, the Seawind, receiver ready for 149 with free shipping, plus an additional 10 dollar discount code, I couldn't resist and BAM!! just like that the box shows up on my porch! Buying too much stuff is just too darn easy in this day and age. But I don't regret it. This is my assembly/maiden report.

The airframe came out of the box as desired-no noticeable damage-and after I read thru the assembly manual twice I put the fuse on a stand on my kitchen table (I can do that because I live a lonely hermit's life!) and went to work. As you all know, there isn't that much to the assembly. I followed the instructions, using my experience to fill in the blanks-for example, no mention is made of thread locker even though many of the bolts, like the main gear mounts, are metal to metal and therefore candidates for spontaneous disassembly without it- and was done in under an hour. The only (non)issues I had were with one of the little rotating wing locker thingys (the first one turned nice and solid with a firm grip on the wing and zero slack, but the second was loose and needed to be tightened) and a minimum amount of trouble affixing the spinner to the installed stock propeller. That was it and it was time to move on the radio installation (come to think of it, the prop and spinner install came AFTER the radio install for safety reasons). I used my Airtronics 10G and a 7 channel rx. All went smoothly. I centered and checked my flaps (3 position switch-up, take off approx 15 degrees, and landing approx 30 degrees) and elevator and tightened down the EZ connects (used thread lock). I found the CG to be right at about the recommended 2 inch mark with a standard 2200 3 cell battery of which I have many and went to maiden her Sunday morning, Dec 24th, in New Paltz, NY.

The skies were overcast, temps were mid 30's and importantly, the wind was light. After showing off the model to my buddies (suitably impressed! LOL!), checking the flap and gear function as well as control surface directions, taxi testing was initiated and she rolled and steered quite nicely on the paved surface we use for a runway. Position and hold, set take off flaps, a few deep breaths and called "TAKE OFF" and throttle up. I am happy to report, she flew off the runway and into the skies without issue. Plenty of power, after I climbed to altitude I throttled back and most of the flying was done between half and 2/3rds throttle. I added a little right trim to get her flying hands off. Mostly I did the racetrack at a safe altitude. Found a few things out: flap deployment did only a little to change the pitch, but dropping the gear meant the nose would drop. I guess those mains jumping out into the air stream cause a little disturbance. Quick application of the throttle would also cause the nose to pitch down. More on this later. I DID do a few loops and had no shortage of power, and personally I found the roll rate quite acceptable if not perfectly axial. Perhaps I have higher amounts of aileron deflection then the manual asked for? At any rate, my first flight was good, and after about 4 minutes I decided to bring her in, and discovered, as have many others here, that she likes to stay in the air, even with full flaps, and I had to point her down on my second approach to get her near enough to the runway to be able to hold her nose up, bleed off the airspeed and touch down. I was very happy!

I made a second flight a little while later with the same result, and although the landing was not my best the plane took it in stride and was fine.

The one thing which I did not see mentioned in any of this whole thread (maybe I missed it?) was a mention of the fact that with this plane, and characteristic of ALL planes with this high motor configuration, is the tendency to pitch nose down upon application of full throttle. This is opposite the pitch characteristics of planes with a standard engine configuration, which pitch UP when full throttle is applied in level flight. This is normal and happens because the thrust line is so far above the aircraft's center of rotation, as it were, and I found it to be quite pronounced with my plane during flight. This is not a problem at altitude and with moderate speed, but COULD catch a guy by surprise if he is low and slow and decided to perform a "go around." Best to advance the throttle moderately and be ready with some up elevator.

Whew! I wrote a lot! Hope it is not too boring!

https://youtu.be/IUi5INSdWfc link to one minute video demo of gear and flaps link to thread in RC Groups: https://www.rcgroups.com/forums/showthread.php?2576418-Flyzone-Seawind-EP-Select-Scale

Interesting Stuff, Contributions from Members

Bill Bolitho:

Bill has provided plans which aren't always in English from websites. Here are some translators that you can use.
https://www.freetranslation.com/en/?_sp=9b50bc6a1ea938c8.1455587840202
http://www.translate.ru/
https://translate.yandex.ru/
http://www.systransoft.com/lp/russian-translation/
https://mymemory.translated.net/
https://www.linguee.com/english-japanese
https://glosbe.com/

Dillon Losee:

Jeff Dunham & Bubba J have a message for you about Drone Safety -
https://youtu.be/Ay7iKzN5Pxs

Larry Kunz:

This is my nephew, Ken Rice, testing the suitability of the basement in his new house near Boston.
https://www.youtube.com/watch?v=tK_Xl5ooysg Just

John Knight:

New Years Day flying (from left to right, John Knight, Tom Eng, Brad Quick, Scott Fellin, Dom Fusca). The temperature was in the low teens with a slight wind chill.

Scott Fellin:

Flying fun in the snow. Yes, it was snowing (Saturday, Dec. 30 at the flying field). Large red cub flown by Brad Quick. Smaller white cub with skis flown by Tom Eng.