

Laurel Highlands Model Airplane Club - AMA #557

104 Rocky Mt Court, Latrobe, PA 15650

www.lhmac.org

Wing Tips

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Events and Times

Regular Meeting February 12, 2016 at 7:00 PM at the St. Paul Lutheran Church, Trauger

February Breakfasts will be at Eat'n Park, Greensburg (across from Westmoreland Mall)

8:30 AM, Feb 10, 2016
8:30 AM, Feb 24, 2016

Mall Night - Thursday's - Feb 4, 11, 18, 25, 2016 at the Westmoreland Mall Food Court about 7:00 PM - venue & times could change and will appear in the notification via email.

February, 2016



Officers for 2016

President: Mark Yothers	724 423-4725	pyothers@wpa.net
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The Prez Says

Dang, I thought this year was going to be a breeze. All the heavy lifting was to be done LAST YEAR. OK as it stands at this time the AMA is advising its members to go ahead and register with the FAA before February 19th. After Feb. 19, 2016 if not registered you will be in violation of FAA regs and subject to civil and criminal penalties. So my advice is go and register. Supposedly the AMA and FAA have agreed in principle that in the future we will be able to use our AMA number as the unique Federal ID number, and re-registering will be done as a member benefit. Time will tell.

Along this line. I want to express my appreciation to Don Accorsi, Vishal Jariwala, Linda Pollock, Doug Hagy for getting info out to you the members over the past month about the FAA registration. Plus any member who sent comment to their Representatives in DC and to

2016 First In The Air Photo

Photo from Jim Zamerski



The Prez Says continued

the FAA. Doug did an excellent job composing a response to the FAA. As a result Don, Vishal, Linda and Doug all will get an extra ticket in the Year End Drawing.

This month at the meeting I would like to get the dates set for our events. Also, this month we will have an After the meeting/ meeting (AMM). We will be discussing the Specktrum D9 transmitter. For future AMM let me know if there is a topic that you would like covered.

I hope all of the members survived the snow storm. Of all our members the only member that (I know) braved the snow and went flying at the field was -Straight from Tropical India -Vishal. See his pics and videos on the Club Website. That is one more Year end drawing ticket for Vishal.

Thanks to everyone who came out on Jan 1st. While it was a little chilly and breezy not quite as bad as last year. By my count Dale Spoonhoward was the first electric and Ron Gade was the first glow. I think most had a good time, had some cookies and hot dogs with sauerkraut for eating. John said someone should bring coffee also.

Also don't forget the MARCS Flea Market and Auction Feb. 7th.

Mark

Minutes of the Meeting of January 8th, 2016

The meeting was called to order by President Mark Yothers with the Pledge of Allegiance to the Flag. There were 29 members present. Treasurer, Rene Marquis, substituting for Secretary Don Accorsi, circulated the thank you card that he and his family sent to the club members for the flowers and for their expressions of sympathy for the loss of his wife, Karen. The minutes of the December meeting were approved as published in the January newsletter. The Treasurer's report was approved as given by Treasurer Rene Marquis. Vice President Ron Morgan announced the raffle prize: a Horizon Hobby Sport Cub RTF Foamie, complete with Safe System. Newsletter Editor, Linda Pollock reported that everything is still OK with the newsletter, and reminded everyone to keep sending notes and pictures of your projects and other items of interest. You can e-mail them to her at newsletter@lhma.org. Please send pictures in .jpeg format, not .pdf. Field Control/Safety Officer Tim Bartlow reported a few breaks in the weather have made some good flying possible. It was good to have some members take advantage of it. Webmaster Vishal Jariwala reported that the website is up and running and up to date, including pictures from the New Year's Day Fly-In. President Yothers reminded the membership that special raffle tickets will be awarded to all

members for each meeting attended as well as other specific services performed for the club. These tickets are to be placed in a special box from which will be drawn a winner of the special (airplane) prize which he will award at the end of the year.

Old Business:

(a) **Museum Committee:** Dean Pollock (Chairman), Rene Marquis and Fred Snyder. Dean will contact Dave Austin of the airport management to set up a meeting to discuss the program.

(b) **Refreshment Committee:** President Yothers reminded the members that, since no one has volunteered to take over the Refreshment Committee thus far, there are no doughnuts for tonight's meeting and the position is still open. Jeff Moyer then volunteered to take over the position. (Thank you, Jeff. We all appreciate it.)

(c) **Gate Lock:** Vice President Morgan has been trying to contact the park management about possibly replacing the keyed lock on the field gate with a combination lock, or that all members be given a key. So far he has not received a reply from them but will continue trying. President Yothers posed the question of what the club's responsibility/liability would be if someone accidentally left the gate open. It is an issue that needs to be considered.

(d) **Improved Field Rules:** President Yothers reemphasized the previously made point that a copy of our new Field Rules should be posted at the field. It would also be desirable that the pages be laminated with a weather proof covering. Bill Kline volunteered to undertake the task. (Thank you, Bill. Much appreciated.)

New Business:

(a) **Foamy Warbird Contest:** CD - Lyman Petrosky. Date to be determined.

(b) **Snyder Cup:** CD - Mark Yothers. Date to be determined.

(c) **Scale Contest:** CD - Lester Faroux. Date to be determined.

(d) **Endurance Contest:** CD - Jim Andrews. Date to be determined.

(e) **Opening Day Picnic:** No date as yet. Fun Fly Chairmen - Lester Faroux & Rene Marquis. Still need Food Chairman.

(f) **Night Fly:** May need to be cancelled, as FAA has ruled no flying of UAS's at night. President Yothers will call AMA to see if that is actually true, and whether or not there are any legal ramifications.

(g) **Float Flys:** CD's still needed. If none there will not be any float flys.

(h) **Model Aviation Day:** Open House, CD- Tim Bartlow.

(i) **Trainers:** The same instructors as we had last year are willing to instruct again this year. Any other volunteers are also welcome.

Minutes continued:

(j) **High Wing Tuesdays:** President Yothers expressed the wish to continue the High Wing Tuesdays as in previous years, and if the members wish, it could be extended to Wacky Wednesdays, Stick Day or any other kind of novelty flying that will bring more members to fly on a given day/night. A suggestion was also made for some members to set up a Yahoo group to meet on a given day or night. Any ideas that might work are worth a try.

(k) **Pylon Racing:** Some members have indicated an interest in Anything Goes Pylon Racing, i.e., Gliders, Trainers, Quads, etc. Tim Bartlow agreed to be the CD for an event of that type, no definite plans were made. Suggestions should be presented to President Yothers.

(l) **Road Trips:** President Yothers announced that anyone interested in getting travel groups together to attend such events as air museums, NATS, AMA, flea markets (e.g. Lebanon, Toledo, etc.), or fly-ins (e.g., Joe Nall, etc.) should let him know so he can bring them up at meetings to help organize them.

(m) **LHMAC Flea Market:** President Yothers brought up the question of whether or not we want to have another flea market. There was some interest, especially in partnering with other clubs. President Yothers emphasized that there would need to be a lot of help from the members if it were to be a success. No specific plans were made.

(n) **Next Meeting:** Our next meeting will be Friday, February 12th, 7:00 PM, at St. Paul's Evangelical Lutheran Church in Traeger. Anyone wishing to conduct the activity or presentation after that meeting, please contact President Mark Yothers. Hope to see you all there!

Show & Tell:

Rene Marquis showed his scratch built Quaker PT-19 with pattern colors, an 84" wingspan and powered by an O.S. 61 engine.



Fred Snyder showed a 3-D printed radial engine that was made by someone Dick Patrick knows. It was made from weed whacker line. Very innovative! Thanks Dick & Fred.



Raffle:
The winner
of the
Horizon
Hobby
Sport Cub
foamie
was Bill
Kline.



DOT/FAA Registration: We have until February 19th to register with the FAA. The AMA is still working with them to try to arrive at an equitable agreement for all, but it looks like we will probably still have to deal with the FAA from now on. Currently, all aircraft weighing over 0.55 lbs. are included. Those under 55lbs. can all be included under one registration number for the owner. Each aircraft weighing over 55 lbs. will need a separate registration in. President Yothers expects that the 55 lb. limit will eventually be reduced to 25 lbs., the speed limit will be fixed at 100 mph. and the ceiling will be 400 ft. The AMA has a tough uphill fight to protect our best interests. The best thing we can do to help is to write the AMA, and our Senators and Congressmen to give our opinions. The larger our numbers the more impact we can have.

The meeting was adjourned at 8:55 PM.

The additional activity for after the meeting was cancelled because of the anticipated lengthy discussion of the DOT/FAA new registration rule.

Secretary's Note: Many thanks to Treasurer Rene Marquis for taking the meeting minutes in my absence. It is greatly appreciated.

Respectfully submitted,

Correction to "Show & Tell by Dennis Pollock" in January 2016 Newsletter

"The scale model plane is a Pilatus Porter PC-6 that is 7ch & equipped with a drop bay (not drop bag), & the scale version holds the world record single-engine altitude landing at 18,865' on a glacier in Nepal. Also, the scale plane was fitted with heavy armament for the Viet Nam war (not WWII)."

Your Roving Reporter

From: The Roving Reporter

Hi again everyone, well, New Years Day is always celebrated with an "Opening Day – First in the Air" fly, rain, snow or shine. The day was cold, but dry, and there was a very nice turnout of members and flyers. Of course, there were plenty of goodies to munch on, and Special Thanks to our president, Mark Yothers, for bringing out a hot crock pot full of hot dogs and sauerkraut. There was also cookies and other goodies to munch on.



Mark Yothers is in contact with a member of RC Universe who has a plans enlarging service, and a bunch of us wanted plan sets for the RCM Piper Vagabond. He acquired a few sets, and the gentleman who provided them wanted to see some

pics of the Piper Vagabonds that our members built, or had. Here are a few built by Jim Pavick and Dick Schmitz.



Bill Kline fuels and readies his Sport Plane for his first flight.



Mark Withrow getting ready to launch Vishal Jariwala's EP Glider.



Ron Gade is getting ready to fuel his Trainer for his first flight, as Rene Marquis and Jim Pennington look on.

Your Roving Reporter

continued

Soon, a lot more members started showing up, and a lot of chat and comradery among club members.



Mark Yothers installing battery in his EP Corsair. Mark has been putting quite a bit of flying time on



this plane, getting ready for the upcoming Pylon Racing season.

Bill Cecchetti dressed very warmly in his hunting suit and readies his newly acquired EP Orbit.



It's a really pretty plane, and looks great in the air. All in all, it was a cold, crispy day, but everyone had a good time, and there was an excellent turnout. Thanks to everyone who attended and participated.

The week following New Years Day turned out to be a great week with very nice conditions, and warm weather in the mid to upper 50's. Some of us took advantage, and went to the field several days. Lester Faroux brought out his P51 Mustang, and his Kaos for a bunch of flying.



Bill Johns getting ready to launch Joe Leonatti's EP Bearcat for a flight. Joe keeps practicing for the upcoming Pylon Racing season, and will be a force to be reckoned with. I brought my brother Denny's



Your Roving Reporter

continued



Senorita for a relaxing day of just "cruisen around".



Here's the spectator crowd enjoying the day. Rene Marquis brought out his SIG T Clips, but a throttle servo failure grounded him for the day. So far we have



squeaked through Oct, Nov, Dec, and a half of January, and have had many great days to fly. We're also picking up our 1 minute a day of daylight that started on Dec 21st.

That's about it for this month. If you're building, or refurbishing a plane, please send us an article with a pic if you can. If you have any other news worthy items, drop us a line.

**Your Roving
Reporter
Dean Pollock**



More 2016 First In Air Photos

from Jim Zamerski





February Birthday Wishes

WE WOULD LIKE TO EXTEND A HAPPY BIRTHDAY TO THE FOLLOWING CLUB MEMBERS!



Matthew J Accorsi
Janice Alloway
Mark S De Santis
James J Pecori
Ronald E Polcha
Ronald Spoonhoward
Richard M Swiderski

Happy birthday! Happy birthday!

Happy Groundhog Day!



February 2nd



AVIATION HISTORY

A Concise History of Air Racing

By Don Berliner

Introduction

Air racing has been part of the scene almost as long as airplanes have been flying. It has survived despite frequent and serious shortcomings and limitations because of its simple, obvious appeal. It is the simplest form of aerial competition (the pilot of the airplane in front is winning!), and is the fastest form of motor racing, in which the best racers whip around at double the speed of the fastest race cars.

The following concise history is aimed primarily at those who are visiting the Society's website for the first time, and who have little or no prior knowledge of the sport. For those who wish more detailed information we suggest joining our Society, reading our newsletter, attending our International and/or European Symposiums, and making use of our Internet billboard.

Regardless, you are most welcome to visit at any time for your enjoyment and your education.

Chapter I – The Early Days

Part 1 -- 1909

The First Air Race at Reims

Just as auto racing was born just a few years after the invention of the automobile, so air racing followed quickly on the achievement of heavier-than-air flight. It is apparently in man's nature to use any type of locomotion to go as fast as possible for sport as well as practicality.

The invention of air racing came in August, 1909, at Reims, France, just a few tens of miles to the northeast of Paris. It was the Great Week of the Champagne, where vineyards for that classic beverage stretch to the horizons. Until then, few people had seen an airplane on the ground, let alone in the air, and so hundreds of thousands descended on what had been a large vacant field for as long as anyone could remember.

The schedule called for contests to challenge pilots, mechanics and builders in all aspects of flight: distance, duration, altitude, and of course SPEED. Most of Europe's top aeronauts were there, but only Glenn Curtiss traveled from America. The Wright Brothers were focused on the business of building airplanes, while others may not have realized the significance of this first public gathering of the men who had conquered gravity.

Once the rain had eased and the area surrounding the ornate grandstands had dried out, airplanes were rolled out of their hangars and their pilots and crews prepared to better their rivals and the existing records. Large cash prizes, trophies and the adulation of the huge crowds combined to motivate the most experienced, along with some true rookies, to take to the sky and show the world what they could do.

There were six major events, along with numerous lesser ones. Of the major competitions, one was for duration, one was for altitude and the other four were for speed around the six-mile, four-pylon course. It is clear what excited the organizers, the competitors and thus the crowd. The battle for speed was mainly between Frenchman Louis Bleriot, who had recently conquered the English Channel, and Glenn Curtiss, who had designed and built not only his airplane but its engine.



Glenn Curtiss, the first winner

The event that survived for years was the James Gordon-Bennett Race, for two laps around the course, and open to solo attempts on just one day, unlike most of the others which could be flown any day and any number of times. Bleriot's best was 15:56.2, but was bettered by Curtiss with 15:50.6 for an average of 47.07 mph. To the sole American competitor went what would become the first classic air racing trophy and first prize of 25,000 francs.

AVIATION HISTORY

continued

When the full week of aerial competition ended, hundreds of thousands of people had seen air racing, and many times that many had read about it in their newspapers. The sport was suddenly alive and thriving.

Gordon Bennett Trophy →

Part 2 - 1910

The First American Air Race

The next year saw air racing come to the USA for 10 days—January 10 to 20, at Dominguez Field, outside Los Angeles. Despite efforts by the Wright Brothers to interfere via legal actions claiming patent infringements, the event went off well, attracting hundreds of thousands to the first public airplane flights west of the Rocky Mountains. Pre-race ads trumpeted a total purse of \$80,000.

The entry list for speed and distance events included 10 pilots, flying 11 airplanes. The best known were Louis Paulhan, who arrived from France with a Farman biplane and a Bleriot monoplane, and Glenn Curtiss in a new Curtiss biplane.

The long-term impact of the meet was not its racing action, nor its many failed attempts to break records. It was in the introduction of aviation to a completely new audience, and the resultant, sudden expansion of airplane building, pilot training and general enthusiasm for everything related to this new form of transportation.

The London-to-Manchester Race

The first true cross-country race was over the 185 miles from London to Manchester, England, for a prize of £10,000 (then equal to \$50,000) offered by the Daily Mail newspaper. After abortive starts, it got underway at 5:40 p.m. on April 27, when Louis Paulhan took off in a Farman biplane. Just over an hour later, Claude Grahame-White left in his earlier model Farman.

Two hours later, Paulhan landed after flying 57 miles farther. But Grahame-White took off again at 2:30 the next morning, more concerned with wining than with the obvious dangers of night-time flying over unlit countryside. He was forced down by high winds after less than two hours of the most difficult flying. Paulhan, who had taken off at 4 a.m., managed to continue on to the finish. His time was 4 hours, 12 minutes for an average speed of 44 mph.

The race was really the first public demonstration of cross-country flying, and showed that it could be conducted under pressure and despite high winds and without even the crudest forms of navigational equipment.

The Second Gordon Bennett Race

When Glenn Curtiss won the first Gordon Bennett Race, it became the duty of the USA to stage the second, which was soon scheduled as the feature of the first major air race in America, October 22-30 at Belmont Park, Long Island, New York. By scheduling the meet so late in the year and on an island jutting into the Atlantic, cold and windy conditions were guaranteed.

The Gordon Bennett Race was for 20 laps around the 5-km./3.1-mi., pylon-marked course. Claude Grahame-White, of England, set the pace in his new, modified French 100 hp Bleriot XIbis monoplane, with a total time of 1:10:04.74 and a speed of 61.0 mph, which was a new world record for the distance. Next to fly was Alfred LeBlanc, of France, in a stock Bleriot XI. Each of his lap times was faster than Grahame-White's, and all were much more consistent. By the end of Lap 19, LeBlanc was leading by more than five minutes.

Then, racing luck intervened when LeBlanc ran out of gas on the last lap. While making a dead-stick landing, he smashed into a telegraph pole, demolishing his airplane, but escaping with minor injuries. Almost an hour back in second place was American John Moissant, whose Bleriot XI averaged 33.7 mph.

The meet ended on a sour note as the rules for the race to the Statue of Liberty and back became embroiled in a dispute, and many of the pilots boycotted the awards banquet. But it had demonstrated the rapid advances in airplane performance to the world.



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Drawing Thursday November 26th 2015 on Thanksgiving Day

info@jchobbies.com

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