

Wing Tips

January 2018



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2018 DUES FORMS are available on our website

Officers for 2018

President: Jim Andrews	(724) 837-4111	president@lhmac.org
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Correspondences - Events, Other RC Club info, etc. – **PLEASE** send to the club **Vice President** (above)

Membership – Applications, Dues Forms, AMA information – **PLEASE** contact the club **Treasurer** (above)

Events and Times

Regular Meeting Jan 12, 2018 at 7:00 PM at the St. Paul Lutheran Church, Trauger.

This Month's Breakfasts will be at Bob Evans Restaurant at Greengate (in front of WalMart), Greensburg
8:30 AM, Jan 10, 2018
8:30 AM, Jan 24, 2018

Thursday Night Training - Jan 4, 11, 18, & 25, 2018 at the field (weather permitting). Don't forget, if the weather is bad, we meet at Westmoreland Mall Food Court about 7:00 PM - venue & times could change and will appear in a notification via email.

LHMAC First In The Air Contest - 10:00 AM, Friday, January 1, 2016 at Mammoth Field

The Prez Says

Welcome to a new year of flying! Whether it's Scale, Aerobatic, powered Glider, Sport flying, Quad, gas, fuel, or electric, plastic, foam, or wood, there's space at the field for all of us. So bring your favorite aircraft to the field and have some fun. If you see a new face at the field introduce yourself and see what their interests are, you might just help them get started in this wonderful hobby of ours.

You might not think that going to the field on a 0 degree day in January is a fun activity but that didn't stop about 10 guys from showing up Jan. 1st at 10am for our First in the Air fly. Thanks to Jeremiah Ulishney for actually flying his E-flite Valiant on floats. The floats



worked well on the 3" of snow covering the field and Jeremiah had 3 great flights! Some might say we're crazy but I saw plenty of smiles that day.

**The Prez Says
continued**

Participating in our flying events throughout the year is a great way to keep up your enthusiasm for our hobby. Preparing for an event helps you focus on setting up your aircraft and your flying habits. If you are nervous about flying in an event just volunteer to help. That way you will see the event from the inside and you will feel more comfortable next time around.

If you have any ideas for our club don't wait for our monthly meeting to bring them up. Talk to any club officer to get the prop spinning. Whether it has to do with field improvement, events, one design contests, building tutorials, or any other item of interest, please let us know.

This is a wonderful hobby we have, made better by sharing it.

Looking forward to seeing you all at the field in 2018.

Jim

**Minutes of the Meeting of
December 8th, 2017**

December meeting was called to order by President Mark Yothers with pledge of allegiance to the flag. There was 31 members and 1 guest, Pamela Yothers, present. There were no new members. The minutes from the November meeting were approved as written in the December Newsletter. The treasurer report was approved as given by Treasurer, Rene Marquis. The 50/50 raffle for



operation Santa Claus, In place of the normal raffle, was won by incoming President Jim Andrews, who gave his winnings back to the club for operation Santa Claus.

Newsletter Editor Linda Pollock reported all is going well with the newsletter. You can continue to send her information to newsletter@lhmac.org. Please send pictures in a jpeg format, not a pdf format. Short break for pizza and goodies. Show and Tell - Ron Gade had a nice Staggerwing all balsa no foam, nice plane,



and Doug Hagy had a nice Cutlass pattern plane he has been working on for several years. The finished plane looked great.



And finally, Bill Cecchetti brought his 84" Green Model Gee Bee Y E, equipped with a Flight power 160, 2 - 6 cell 55c (125) Thunder Power Li Po, and weighs about 17 lbs.



New officers were seated after the break.



I would like to thank the past officers for their support and all they have done for the club. Also, please be

Minutes continued:

patient with me, as this is all new to me and it will take some time to work through all of this. And last, I want to thank Don for the many years he has served the club. These will be some **large** shoes to fill.

Steve Mickel

Your Roving Reporter

From: The Roving Reporter

Hi again everyone, and as this year is coming to a close, I hope everyone had a wonderful and safe holiday season. December started out with a decent first weekend to fly, and some of you did manage to get in some flying time. Rene Marquis brought out this

Aviat Husky for some relaxing flying, and really likes the way this plane flies.



Tim Bartlow brought out his fairly new "go to" EP Cub, and gets a few flights in. He likes that he can leave it all together in his van, pop in a battery, and is ready to go. Nice flyer.



Jeremiah Ulishney installs a battery in his EP Cessna 150 Aerobat, and is ready for his first flight of the day. This is a really classy plane, and is a superb flyer.



Your Roving Reporter continued



Jim Pavick is still in "building mode", and just finished this Junior Telemaster, from Hobby Lobby. This plane will fly nicely with any .40 – 50 two stroke, or a .52 - .61 four stroke. Jim will bring it out in the spring.



Jim Curry brought out his newly finished "Old Time" made from a Senior Kadett fuselage. The wing is similar to a Quaker, and has a 9' wing span. Jim powered it with a Saito 120 four stroke. Jim calls it a Starduster.



With inclement weather rolling in, there were not many days to fly after that first weekend of December. An arctic front rolled in the last 2 weeks of December, and below normal temperatures prevailed. Temps turned frigid Christmas week, and we had a little snow for Christmas Day. Temps throughout Christmas week, and into New Year will only be in the 20's, with nighttime temps in the single digits. High wind conditions will push wind chill temps to below zero at night, and early mornings.

By the time you get this newsletter, we will have already had our "New Years Opening Day". The forecast is for frigid temps, so I hope you all will be dressed warmly,.

Linda and I are finishing our 5th year doing your newsletter, and hope to continue in the upcoming years. We appreciate your input to keep it interesting, and informative. Please keep your projects, builds, pictures, and ideas coming, and any information that you have that will benefit our modelers and flyers.

That's about it for this month. Happy New Year and Best Wishes for a happy, healthy, and prosperous new year.

Your Roving Reporter
Dean Pollock

Project Bush Mule

by Rene Marquis

On the following page (page 5) are pictures of Rene's build of his Bush Mule. More pictures to follow.

Rene



Project Aeromaster

by Dean Pollock

I picked up a framed up Great Planes Aeromaster at one of the swap shops, and did some recovering on it. Unlike the original Andrews Version Aeromaster, the G.P. model has a radial cowl, instead of the upright engine installation like the Andrews. I went on the Fiberglass Specialties website, and saw that they did have a fiberglass radial cowl for the plane.

I went down to my garage to cut out some wood, and saw an empty windshield washer fluid gallon jug in the trash can. I took it out to look it over, and measure it. Looked like it could be a candidate for the replacement cowl for the plane.



I measured the total length I needed to fit with proper propeller hub clearance.

I slid it onto the front of the plane, and dimensionally it looked like a proper fit.



Looking at the bottom, it had a recess that makes it look like a proper cowl. I took a x-acto knife out, and cut out the bottom center.



The hardest part was scraping and cleaning off the label. After I cleaned it up, it looked like a proper radial cowl.

Now, all I have to do is figure out how I want to attach it to the firewall. I'll cut out engine hole after I get attachments done.

This is just an idea I wanted to pass on, and I would think that a lot of jugs, large soda bottles, and other round jugs can be used to make a radial cowl.

"THE 2017 YEAR IN REVIEW" by Dean Pollock



"THE 2017 YEAR IN REVIEW" by Dean Pollock



"THE 2017 YEAR IN REVIEW" by Dean Pollock



Electric Flight Fundamentals Series -

Part 1

by Curt Hughes



At the December meeting I was asked to provide some basic information to the membership concerning some of the basic fundamentals of electric flight. I have designed a series of articles that should help demystify the subject a bit and present the first in this article, which deals with battery care. In the upcoming issues of the newsletter I will discuss battery charging, selecting a charger and finally, electric conversions.

In this first article I want to point out one of the most important aspects of caring for your batteries and how this applies to practical flying. Most electric flyers wonder how long their model will fly with the battery they are using. They understand that if they fly too long, the low voltage cutoff (LVC) on their speed control may trigger and they will lose motor power and possibly control of their model. So we happily (nervously?) fly, land and wonder if we could have flown a little longer, or maybe we flew too long and are worried that we may have over discharged the pack. We can eliminate the "wondering" through the following simple technique.

I want to introduce you to the "Rule of 80". This simply means that you should not discharge your battery beyond 80 percent of its capacity. Why? Because once the voltage on your pack falls to a certain level, it drops very quickly under load (propeller) and can damage the pack by over discharging it. This is a great way to "puff" your expensive battery and start it on its way to early retirement. The key here is the pack's capacity. Neither the number of cells nor the "C" rating of your battery have anything to do with this principle. Say for example, you are flying a foamy warbird with a three cell 2600 milliamp capacity pack. Using the 80% rule, this would be 2600×0.8 , which is 2080 milliamps. You should not take more than 2080 MaH out of the battery without the risk of over discharging.

Now, how do you put this to practical use? Easy! You only need a timing device. Most all newer transmitters have some sort of timing feature included. A simple digital kitchen timer works fine too, but in both cases you need to remember to start the timer when you takeoff and stop it after landing! Now, recharge the battery and note how many milliamps you put back in to fully recharge the pack. Using our 3S 2600 example from above, let's say you put 1750 milliamps back in and flew a fairly aggressive (lots of loops, rolls and high speed passes) flight for six minutes. We simply divide the milliamps we put back into the pack by the pack's capacity and multiply by 100 to get the percentage used.

So, $1750/2600 \times 100$ is equal to 67 percent of the pack's capacity used.

That's far enough below our 80% rule number that we know we can probably fly the model in the same manner again (it's a warbird after all!) for the same length of time and perhaps a bit longer with any battery of the same type. Repeat this process for each flight and in short order you will know the longest flight time you can expect from your pack. It's important to keep track of your battery's performance... all of them.

Final Note: the time you can fly is one area where the pack's "C" rating may potentially become a factor (variable) as the amount of current that the motor and prop are demanding from the battery may exceed the pack's design specs or if it's an old, tired battery, it may not be up to the task. If your 2600 pack is rated at 20 "C", it means that it can output a maximum of 44 amps ($2.2 \text{ Ah} \times 20$). A constant current draw at that rate can become an issue, even when the pack is fairly new. As our battery packs age it's important to monitor them a little more closely. Always be on the lookout for a cell whose voltage is considerably higher or (more likely) lower than the others while charging. This is a sign that it may be going bad and extra care will need to be made when charging and discharging it. Eventually, all of our packs will need to be retired after hundreds of cycles but proper care and monitoring of your packs' health can prolong that event for a many flying seasons.

In the next article, I am going to discuss a little about chargers and the charging process by introducing the concept of "watts" and its importance in our overall understanding of electric flight systems.



John Hathaway

Walt Rubino

Tim Bartlow

Ralph Gaebel

John & Joan Marshall

Vaun Hile

Paul Cunningham

Jim & Timi Pennington

Dick & Shirley Schmitz

Don & Joan Accorsi

Bob Bushmire

**And anyone else who
needs our Prayers!**

January Birthday Wishes

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



Happy birthday! Happy birthday! Happy birthday!

Happy birthday! Happy birthday! Happy birthday!

Donald J Accorsi
Allan W Bartek
Michael F Bossick
William G Cecchetti Sr
Timothy Grabiak
William W Johns
David J Ziegenfus

Happy birthday! Happy birthday!



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for \$5.00

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The patches are available
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or contact our Treasurer,

Rene Marquis,

at ram158@msn.com or (724) 523-3320.



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