

Laurel Highlands Model Airplane Club - AMA #557

2780 Rte 981, Mt Pleasant, PA 15666
www.lhmac.org

Wing Tips

March 2018



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**MEMBERSHIP FORM
available on our website**

Officers for 2018

President: Jim Andrews	(724) 837-4111	president@lhmac.org
Vice President: Dave Oswald	(724) 454-3180	vicepresident@lhmac.org
Treasurer: Rene Marquis	(724) 523-3320	treasurer@lhmac.org
Secretary: Steve Mickel	(724) 953-5933	secretary@lhmac.org
Field Control: Mark Yothers	(724) 423-4725	fieldcontrol@lhmac.org
Editor: Linda Pollock	(724) 532-0210	newsletter@lhmac.org
Website Admin: Vishal Jariwala	(734) 272-7029	admin@lhmac.org

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 March 9, 2018 at 7:00 PM at the St. Paul Lutheran Church, Trauger.

This Month's Breakfasts will be at Eat'n Park, Greensburg (across from Westmoreland Mall).
8:30 AM, March 14, 2018
8:30 AM, March 28, 2018

Dome Fly - Sat. March 17 6:45pm to 9:45pm at Robert Morris University Golf Dome on Neville Island, Pittsburgh. Planes must weigh 14oz. Or less. Cost is \$20.

Thursday Night Training - March 1, 8, 15, 22 & 29, 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.

The Prez Says

Spring starts March 20th so now is the time to take a close look at your planes to get them ready for the flying season. Pull test all of the control surfaces to make sure they are firmly attached. Tighten all bolts and set screws.

Check your prop balance and tighten the prop nut. Take a close look at the fuel tank and fuel lines. Is the clunk still attached and where it should be?

Have any warps developed? Most important, check all the wiring, switches, and connectors. Unplug every connector and check for corrosion. This also helps to clean the contacts. How old are the batteries and do they still cycle properly? Put everything back together, turn on your transmitter and plane and start wiggling wires to check for bad connections. Now multiply that by the number of planes you have and that should keep you busy for a while. Sounds like work but it's better than picking up pieces at the field or watching

other planes fly while you are grounded because of a problem that showed up while getting ready to fly.

You will be getting an email that will show our tentative event schedule for the year. Please check it over for date conflicts and



**The Prez Says
continued**

bring it to our attention if you find any problems. If you have any ideas for additional events those would be welcome also. If you can volunteer to run an event or help please sign up to do so.

As we discussed at the last meeting we are going to try a mini flea market at the meetings. Bring a box of your extra parts to sell, trade or give away. You may have a part that another person needs. We'll try opening the market 10-15 minutes before meeting start time, during the break, and for about 10-15 minutes after the meeting is over.

See you at the field.

Jim

**Minutes of the Meeting of
February 9th, 2018**

20 members present

Meeting brought to order by President Jim Andrew with the Pledge of the Allegiance

There were no new members or guest present.

Officers Reports.....

A. Secretary minutes for January meeting were accepted as printed in the February Newsletter

B. Treasurers report was approved by members first by Bill Kline and second by Bill Johns.

C. Vice Presidents report 2 float flies in Bealton, Va. by The F.A.R.M. Club and will be held on June 23 and Sept 22. Also the raffle prize is a Tower Hobbies Electric Corsair

D. Newsletter all going well it was decided by the members to supply club members that are in nursing or rehab facilities a copy of the newsletter at the clubs expense all members present agreed.

E. Field Control Report is as follows

A) Lipo sand buckets have been purchased and will be placed at each bench once the sand is unfrozen.

B) Portable airplane stands are still in the works.

C) Textured field covering, contacted Mammoth Park maintenance and ask who to contact at Gbg HQ. I called but haven't been able to schedule a meeting.

D) While talking to Jim Mays of Mammoth maintenance crew we discussed a few other things.

1- They will help as much as possible if we get approval.

2- The clubs roller is still in their possession and will roll the field in the spring.

3- The depression by the pavilion, ask if they could fill it in so it won't be so swampy.

4- Nothing new on charge station, (will bring it up with park management when i meet with them.)

5- The crew at Mammoth has been reduced from 6 to 4 people. Not sure if this is a permanent or temporary thing. I told Jim Mays if there is anything

we can do to let us know. Jim let me know that crew has no problem helping us out as we show appreciation for the effort and work they do for us.

Old Business

a. Museum Committee reported the all looks good they would like to fill in the gaps of the planes they already have so if you have something you should contact the committee Dean, Fred, or Rene.

b. Fuel Committee Bill Cecchetti wasn't present.

c. C thru F was addressed previously in the minutes.

New Business

A) Discussed warbird races and the new rules which will be published in the newsletter. Also discussion on 30 size trainer races 2 different groups glow and electric.

B) Brief discussion on having a booth at the Westmoreland County Fair and having AMA bring the Simulation trailer for the event.

Raffle Prize

The Tower Hobbies Electric Corsair raffle prize was won by Joe Leonatti.



Show And Tell

1. Rene Marquis brought his B H Model T-28 Trojan with flaps, 65" wing span, weighs about 7.5lbs, powered with an LA 65 with Pitts style muffler.



2. Curt Hughes brought his Phoenix Model 1/4 scale WACO YMF5 60cc converted to electric with Eflite 360, 160 amp ESC, 90 1/2" wing span, 23x8 prop, 12s Lipo Cells

Minutes continued:



Meeting Adjourned

Steve Mickel

Your Roving Reporter

From: The Roving Reporter

Hi Again Everyone – I don't have too much to report this month, as the cold weather continues. I haven't been to the field, and I don't think there were too many opportunities for anyone else to fly. The only activity that a few of us got together, was at the MARCS Auction and Swap Shop held on February 3rd at the Delmont Fire Hall. I met with Tim Bartlow, Jim Curry, and Dick Schmitz at Kings Restaurant on Rt 66 in Delmont that morning for breakfast. It was a bitter cold morning, but we were looking forward to attending. We got there, and perused through the table setups, and we all found items on our "grocery list". The auction started out at 9:00 AM, and it wasn't quite as large as previous years, probably because of the weather. I spied a plane that I wanted to bid on, a Pica kit built Waco YMF3, in nice shape. It was covered with Coverite, and painted, and looked like a super nice candidate for the Latrobe Airport Museum. I won the bid on it, and brought it home.

Tim Bartlow saw a pretty white Piper Tri Pacer, and was pretty pumped up about wanting it, and won the bid on it. In my hurried up haste of the morning, I forgot my camera, and apologize for not getting any pictures. Since the auction was smaller than last November, it was pretty much over by 11:30 AM, and I headed home.

I worked all that day going over the Waco YMF3, replacing wheels and tires, installing an old worn out Enya60 in it, and a Scimitar prop to dress it up a little for the museum.



The museum is open to the public Saturday and Sunday from 10:00 AM – 2:00 PM for visitors. I had it ready to go for the next day, Sunday February 4th. See my write-up elsewhere in the newsletter.

That's about it for this month, so keep us posted and abreast of your modeling activities. If you have any pertinent newsworthy items, please forward them to us.

**Your Roving Reporter
Dean Pollock**

Project Great Planes Ultimate 40

by Ron Polcha

Here is a couple of pics from my latest project
Great Planes Ultimate 40



wingspan 43.4

length 47.75

need to do
some work on
the cowl, and
wheel pants,
and purchase
an OS 46 AX
for power



Ron

PICTURES SENT IN BY RON GADE

My Lanier SeaBird .60 Super Tiger bought at Nov 2017 Delmont Auction.



KLBE Air Museum, located at Arnold Palmer Airport

Museum Project Update - by Dean Pollock

I've been continuing my efforts to find models that are suitable, and scale enough to take to the Latrobe Airport Museum. I'm trying to fill in the gaps of airplane history between WW1 and WW2. At the recent Marcs auction,



I picked up a really nice 1930's Waco YMF3 bi-plane that would be a nice addition to the collection. I took it over to the museum on Sun, February 4th, and they were extremely happy to have it on display. I'm always looking for suitable models to donate, and display, to give a nice historical background on the advances in aviation from the Wright Brothers, up to modern aircraft. I'll keep you updated on any additional planes that I can find, to continue to add to the collection.

Dean



**MESSAGE
FROM DONNIE
GILBERT**

*"Tentative Date
for the Fly-In and
Car Show at the
Ridgeview Golf
Club golf course
will be April 21,
2018"*



Project Giant Waco
by Curt Hughes

Here are a few pics of my 1/4 scale Phoenix Models Waco project.

It will be all electric power using an Eflite Power 360 motor which is rated at 6,000 watts and has a Kv of 180. I will be using a Castle Creations HV 160 ESC, a 24 X 8 prop and 12 cells.



The model has a wingspan of 90 inches and is my first large biplane.



I also started a build log on RC Groups and am including the link for anyone interested.

<https://www.rcgroups.com/forums/showthread.php?3018512-Phoenix-Models-1-4-Scale-Waco-Build>

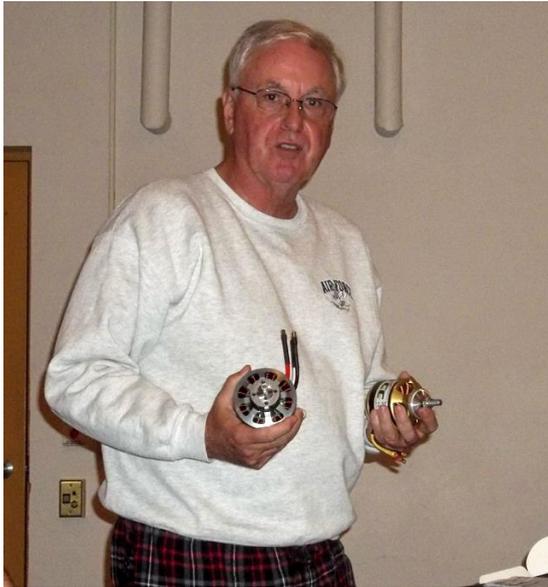


Curt

Electric Flight Fundamentals Series -

Part 3

by Curt Hughes



Using wattage to help choose a charger.

In the last article we learned about the term, “watts” and its importance to electric flight. Now that we know what wattage is and how to calculate it, let’s put it to work to help choose a charger.

The best way to start is to take a survey of your needs. Figure out what battery sizes you plan on using and how you plan to charge them. Then do some simple math to figure out the how much wattage you would like to have available. Let me use my requirements as an example.

Let’s look at 3 sizes of lipos that I regularly use and their charging requirements. I have some 3s 4000mAh packs for my B-17 bomber, some 4s 6000mAh packs that I use (in series, (e.g. 8s)) for my Rascal 110 and some 6s 8000mAh packs for my big Eflite Carbon Z T-28 Trojan. For the purpose of better understanding charger requirements, let’s also choose to charge all of these packs at 2C, and since I like to parallel charge all my packs to save time, so we need to account for these issues as well. This will give us a total math workout for all possibilities for these packs.

Here is the math I would need to figure out how much output wattage my charger needs to have:

Let’s start with the B-17 3s 4000mAh packs. The “C” for these packs is 4.0A and remember, I want to charge them at 2C. Also recall that a fully charged Lipo cell is 4.2 volts and the charger will need to be able to provide this voltage. So, for each pack:

Output (Watts) needed by my charger = Volts X Amps of batteries being charged.

Watts (3s @ 2C) = (12.6V) * 2(4.0A) = 100.8 Watts.

That will cover charging a single 3s pack at 2C, now let’s do the same calculation for one of the 4s 6000 Rascal 110 packs.

Watts (4s @ 2C) = (16.8V) * 2(6.0A) = 201.6W.

And now for the biggest packs I use, the 8000 6s pack.

Watts (6s @ 2C) = (25.2V) * 2(8.0) = 403.2W.

So these simple calculations have shown that the maximum wattage requirement for what I want to accomplish is just under 404 watts.

Now, let’s take parallel charging into account which as you might guess, is going to increase demand on the charger. Here is an important fact to remember: When you place Lipo packs in parallel, you are creating a larger SINGLE pack that is the sum of the capacities but is still the same cell count of the individual packs. So, we can calculate the wattage required to charge multiple packs by simply adding the wattage required by the individual packs together.

Electric Flight Fundamentals Series - Part 3

continued

Let's say I plan to fly my B-17 four times and want to charge all 4 packs at once. That's a reasonable option. Let's calculate the wattage required for charging all 4 of the 4000mAh 3s packs together at 1C (which is actually the way I charge them).

$$\text{Watts needed} = 4[(12.6\text{V}) * (4.0\text{A})] = 4 * 50.4 = 201.6\text{W}.$$

If I'm in a hurry to get to the field, it might be nice to be able to charge the same set of 4 packs at 3C. What would that take?

Watts needed = $4[(12.6\text{V}) * 3(4.0\text{A})] = 4 * 151.2 \text{ watts} = 604.8 \text{ watts total}$. (Of course, if you are beginning to "get" this you can see that you really only need multiply the above wattage requirement by 3!)

Ok now for the big one, what would it take to charge a pair of 8000mAh 6s packs at 1C and 3C so I can fly my T-28 twice?

$$\text{Watts} = 2[(25.2\text{V}) * (8.0)] = 2 * 201.6 \text{ watts} = 403.2 \text{ watts total}.$$

$$\text{Watts} = 2[(25.2\text{V}) * 3(8.0\text{A})] = 2 * 604.8 \text{ watts} = 1209.6 \text{ watts total}.$$

Since my Powerlab 6 charger's maximum output is 1,000 watts, I know that even if I set my charger to charge at 3C, it will not be able to provide enough power to make me happy. It will just take a little longer, that's all... it will not harm the charger, batteries or power supply.

The main point here is to remember that the power (in watts) that your charging needs are going to be based on is a function of the product of the VOLTS and AMPS of your battery packs and your charger's total output.

In conclusion

There are dozens of different chargers out there. Some have lower output and some are very powerful. In order for you to decide which will cover your needs, you need to do a little math. The good news is that the math is very simple. Also remember that times change and needs change. So put some thought into both what you need now and also what you might need in the future.



THE PIT STOP! PYLON RACING!

CD - MARK YOTHERS
2018 SEASON



Foamy War Bird Races Rules

- 1) The Plane, foam replica of a prop driven plane used by the military. Limited to one 3 cell LiPo battery.
- 2) Scoring, 4 points for 1st, 3 for second, 2 for third, 1 for finishing the race in fourth or fifth place. Each pilot can participate in 3 heat races per race day. The pilot with the highest total for each race day will be awarded 10 points, second highest 9 points and so on till the 10th place pilot for the day is awarded 1 point. Pilots placing 11th on down are awarded a 0 for the day.

It is the intent to have 10 race days this year, Final points for the year will be the pilots top 8 race day points. Any ties will be decided by a race on the last race day. Should a pilot not be present at that race they forfeit the race. The pilot with the highest race day point total will be champion.
- 3) Deductions. minus 1 point for each pylon cut, 3 cuts pilot is disqualified for that heat race. Pilot must land on landing area of the field, landing off the landing area, pilot disqualified for that heat.
- 4) Max of 5 planes in each heat.
- 5) Race will start with an air start after a 3 count, count down, Planes must not cross start line prior to the end of the count down. Two starting line infractions will result in pilot being disqualified for that heat.
- 6) Race direction will be left hand turn.
- 7) Mid air, any plane involved in a mid air must land immediately and will receive a 0 score for that heat.
- 8) Decision of race director is final.

FOR SALE - WANTED - SERVICES

THE FOLLOWING ITEMS ARE FOR SALE by Dean Pollock - (724) 532-0210

- | | |
|---|---|
| 1) Great Planes Cub ARF, 1/5 scale, BNIB. This is the original cloth covered cub, 81" W/S - \$200.00 | 6) Saito 72, 4 Stroke, brand new w/muffler - \$150.00 |
| 2) Hangar 9 Cub ARF, 1/5 scale, BNIB, EP/GP, 81" W/S - \$200.00 | 7) Magnum XL 52 Four Stroke - used, low time, exc. - \$75.00 |
| 3) Tower Hobbies Trainer ARF, BNIB, .40 size - \$100.00 | 8) Great Planes Super Skybolt BiPlane, ARF, BNIB - \$260.00 |
| 4) Magnum XL 52 Four Stroke motor, BNIB - \$100.00 | 9) OS90 four stroke, Pre Surpass, BNIB - \$150.00 |
| 5) OS50SX, 2 Stroke, HI Perf BNIB - \$125.00 | 10) Super Tigre Motors, .51, .61, .75, .90 - Call For Needs. |



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!**

March 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!

**Paul R Cunningham
Ralph W Gaebel
Ronald Johnston
William J Kline
John K Marshall
Michael Stack
George F Wandell
Mark G Withrow
Crystal J Ziegenfus**

Happy birthday! Happy birthday!



LHMAC CLUB PATCHES

FOR SALE!

•PRICE - \$2.00 each or 3
for \$5.00

•TYPES - available in
Velcro or sewn on

•HOW TO PURCHASE -
The patches are available
at the monthly meetings
or contact our Treasurer,
Rene Marquis,



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

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