

Pilot Briefing

Volume 3 Issue III

March 2011



Upcoming Events!!!

March 7 Next Meeting -7 PM Poughkeepsie United Methodist Church

March. 12- CPAA R/C Flea Market Lebanon, PA

March 21 Board Meeting 7PM PUMC

Officers:

President :
Warren Batson

Vice President:
Vic Horton

Secretary:
Flavio Ambrosini

Treasurer
Whitney Philbrick

Membership:
Rob Stubbs

Field Director-Wallkill
Rick Rizza

Field Director- Red Wing
Rob Shulze

Flight Instructor
Walt Ericson

Safety Officer
Jerry Rohling

News Editor
Ron Revelle

Directors at Large
Bob Allen
Rick Knight
John Philbrick

President's Corner

Hi Everyone,

Well another month has come and gone. This is Fantastic as we are one month closer to nice weather. Boy has this been one snowy winter. Not much to report this month. The board will be meeting to make plans for work parties at both fields. I am sure everyone will be very eager to get some flying in as soon as weather turns.

Jerry Rohling informs me that the Float Fly as Lake Taghkanic State Park is still planned for the 2nd or 3rd weekend in May. Still no update as the parks are still closed.

Reminder that Membership renewals are due by the March meeting. Please mail in all renewals to Rob Stubbs. NO renewals will be taken at the meetings. Thanks

Project Night

It is not on the MHRCS calendar but I would like to make the April meeting an informal Project night. Bring in you latest project and show it off. Don't worry we will not make you talk about it if you are not interested. Since most everyone has been house bound this winter I am sure there has been a lot of building going on. I encourage you to bring out your latest project.

Well that is all for now. Get out your heat guns and melt that white stuff.

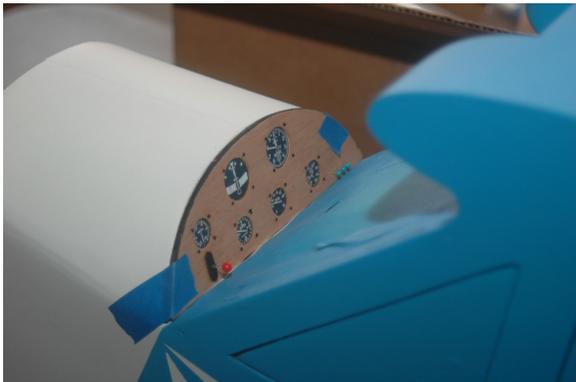
See you at the meeting.

Warren Batson

MHRCS President



Warren's Cub gets a new skin and paint job!
At the February meeting Warren gave a talk on painting with latex. The Cub's new appearance is an eye catcher for sure.



Graupner Easy Glider Upgrade– By Tom Smith



When I was living in Florida I picked up a lightly used Graupner Easy Glider. It's a 2 meter powered sailplane made of extremely durable Elapor foam with a geared speed 400 size brushed motor installed from the factory (note, newer versions come brushless). I flew it as is quite a bit in Florida and the brushed setup, with a 10 cell 1100mah NiCad pack, would give me 5 climbs to altitude. All climbs took at least a minute or two to reach soaring altitude, and longer as the motor started wearing out. That said, it's a durable, fun, full house glider and I flew it every chance I got. So much so I completely wore out the motor brushes.

I decided, rather than go brushed again, I would modify it and make it brushless. The process was quite simple, sorta. After removing all of the stock motor components I took a used E Flite 450 outrunner I had and set it up against the side of the fuselage to determine how far back I need to cut the nose off. That done, I scribed a line around the nose (with the same thrust angles as the original motor) and with my Zona saw I gently cut the nose off. No turning back now.

I then took a piece of 1/8" aircraft plywood and fitted it into the opening in the front of the fuselage. The X mount on the motor fit perfectly on the plywood so I drilled the firewall out and mounted the motor, leaving a small gap on the bottom to feed the 3 motor wires back to connect to the Castle Creations 25 am controller I was planning to use. I epoxied the firewall into the fuselage and proceeded to hollow out the foreword nose piece to clear the rotating outer bell of the brushless motor. That was accomplished with my trusty old Dremel Tool with a coarse sanding drum attached. That nose piece was then attached with a few pieces of blue masking tape(seen in photos). I wanted to be able to get in there to make adjustments to the thrust line if need be. So far, no adjustments have been necessary so I just might silicone that piece back on and remove the tape. That way I will still be able to slice it off and get at the motor if necessary.

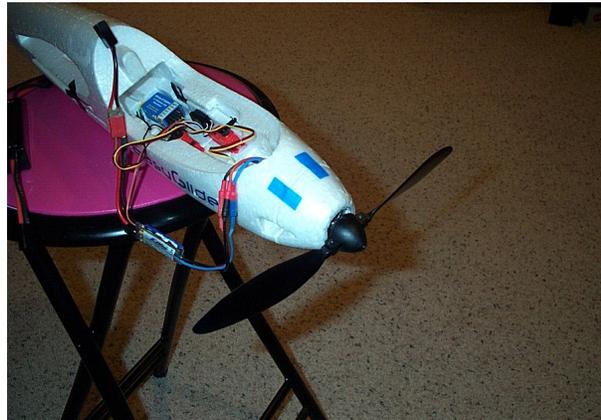
Now to the innards. I mounted the CC25 just behind the firewall where the factory air scoops are to allow plenty of cooling air in on that component. Now to the fun part. This version of the Easy Glider was meant for NiCad's and as such, the pocket for them, which is molded into the fuselage under the plug in wings, is not high enough for a 3s lipo. I made a sanding stick from a piece of 1/8" thick plywood and mounted the coarsest sand paper I could find to it. After what seemed to be an eternity of sliding that sanding stick back and forth inside that tight fuselage I was able to attain a snug fit for the new Turnigy 3s 1800 mah 20c pack I just bought. The weight of all the new gear is identical to the original setup so the CG came out spot on. That was a first.!

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To say this is a big improvement over the stock setup would be an understatement. That little 450 motor really hauls the bacon (southern term). I tried the original 10" X ? folding prop that came with the model and performance was OK, but not great. I had a Graupner 10 X 8 folder in my box so I mounted that and flew again. Holy smokes, this thing is a rocket. Climbs to altitude now take about 10 seconds, I swear. What a difference a prop makes. I was able to climb to decent soaring altitude at least a dozen times, maybe more, cause I lost count. The last climb was as strong as the first one, and when I removed the pack it was the same temperature as when I installed it. Outside air was 63 yesterday, with a cloudless blue sky. Sorry guys. Arriving home, after what I considered a stellar day at the field, the battery, using my FMA CellPro charger, took 1400ma to peak.

This really has made what I consider a fun glider into quite a performer. Now lets see if I can wear that brushless motor out? NOT!

Tom Smith MHRCS South New Bern, NC



From the Editor: A special thanks to Tom Smith for submitting the above article and photos.

Recently I was looking at the Jan/Feb. issue of Pilot Mag at Barnes and Noble while enjoying a hot drink. The featured article was on a female Navy aviator who is a Naval Academy grad and flew F-14's and is now flying Super Hornets. Another article covered a photographer who was commissioned to photo one of the more recent military UAVs in the air. He remarked how strange it was to fly next to an aircraft knowing its pilot was on the ground. Sound familiar? Not its controller, but its pilot. And to top it off, in this issue, the magazine introduced a new department/section entitled- Remote Pilot! Perhaps that is how we should refer to ourselves-remote pilots. Recently I entered a gathering wearing my well worn leather A-2 flying tiger jacket and was asked by an Army Air Corp enthusiast if I was a pilot. My first answer was no and then I clarified that I flew R/C planes. A really enjoyable discussion followed. And recently I was in another gathering talking to a couple of guys that grew up across the street from me. One is an Air Force Academy grad and former B-52 pilot who now is an American Airlines captain. Until very recently he was flying classified military aircraft and could not reveal any details. His brother suggested that when we are asked what we fly, we should reply-"DRONES- and that is all I am at liberty to say". We had a good laugh. In any event, with the advent of military UAVs we may no longer be the Roger Dangerfield's of flying(no respect!) . The article in Pilot Mag on R/C pointed out the challenge of being a "remote pilot" making a landing approach with the aircraft coming at you and having the plane roll in the opposite direction of the stick movement! Welcome to our world! The article further pointed out "you will be amazed at the range of high quality aircraft and equipment available to both the beginning R/C pilots and the most capable stick jockeys among us." Remember, to paraphrase a country song- We were flying UAVs before flying UAVs was cool!

CAVU till next time.... Ron