

MON VALLEY R/C CLUB

NEWSLETTER

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CEDAR CREEK PARK

AMA CHARTER CLUB NO. 546

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**August/
September 2018**



August President's Corner

I am reflecting back to the Giant Scale Funfly as I am writing this article. This year we were blessed with a beautiful, sunny day. We had a good turnout of both club members, visitors from surrounding clubs, and a fair number of spectators. There were many displays of incredible scale-like aircraft building and of talented flying.

During the pilots' meeting, Jeff Sumey stated that the main goal was to have fun and to keep planes in the air as much as possible. These goals were achieved as at all times there was at least one aircraft in the air, there were no crashes, and all in attendance had fun.

Several members have expressed a desire to bring back the two-day "Airshow" format for the event next year. Pilots are willing to travel longer distances for a two-day event. A few years ago, a member counted over 200 cars parked at the event. Having this event showcases one of the most utilized areas in the Westmoreland County Parks. It also helps us to secure our place in Cedar Creek Park.

It takes a lot of work organizing and preparing for such an event, not to mention the time it takes to reach out to the best model pilots and builders in the region to ensure a memorable show. Our initial task has to include carefully selecting a date that does not conflict with other major community events or other clubs' events in the region. This way, we have more opportunities to support and attend other events and other clubs can attend and support ours rather than to compete for the same pilots and spectators for events scheduled on the same day. Preparing and serving food is one way to recover some of our expenses and it also offers us an opportunity to even make a profit. For an event such as this one, club members need to volunteer. It is not fair for only a few members to provide the labor for the entire event.

The club needs more members to become Event Managers (EM) and Contest Directors (CD). An EM or CD is required to be present throughout the entire event. It is not fair to expect one person to remain at the field for two whole days. The AMA site details how to become an EM or a CD.

Participation and member support (even if you can only commit to volunteer to work at the event for a couple hours on one day for those of you who work or who experience time constraints) are the keystone driving forces of all great organizations.

Mike Eiben



September President's Corner

As 2018 begins to wind down, I am encouraged in how the level of participation is increasing as to the involvement of members taking a leadership role in club functions. Nick Carrozza, Jeff Dzikowski, and Scott Stiel are working together to return the Giant Scale Airshow into the spectacle that the community looks forward to every year.

I would also like to thank Jeff Dzikowski for serving as the deputy safety officer, and the members of the new Ad Hoc Committee for assisting the Executive Committee.

The Laurel Highlands Model Airplane Club in Mt. Pleasant has installed with the help of the park's maintenance department, a fabric runway. I have not seen it in person yet, but the pictures I have seen are most impressive. In my opinion, this is an affordable option to develop site B. Expected useable life should be 10 to 15 years.

Brandon Simpson is the highest official at Cedar Creek Park. He has always had a positive attitude towards our club. In 2014 we greatly expanded the grounds that the club has use of with the park's acquisition of the land that was formerly a farm field. This land was given to us with the expectation that it is to be developed. Near the top of the list of developments is to build a racetrack to run RC trucks. The county wants this built because people always call the office and ask if there is anywhere in the county parks where they can use their RC trucks. It is my understanding that there is nowhere for 100 miles. If we build a track, it surely will attract many members. We can build it however we like within our grounds but we must first submit a plan for approval. I am looking for a group to take the lead in developing a plan.

Our future is so bright; we have to wear shades,

Mike Eiben



MVRC CHRISTMAS PARTY – December 8, 2018

Please mark this date on your calendar. In October we will be asking you to RSVP if you plan to attend the event. We have tentatively held this date from 12:30-3:30 PM at Salvatore's Events and Catering. We need to guarantee them that 40 people will attend. We had a really great time last year and hope you will return again this year.

Mammoth Park Vinyl Runway Photos:







EAA Coordinator– Lew Marascalco

No Report for the EAA.

Lew Marascalco



Club Aircraft Coordinator – A J Sweitzer

Nothing has changed with the electric club trainer. The electric club trainer is ready for our new pilots It is available for use.

A J Sweitze



Auxiliary Airfield Director – Al Kozusko

Aux Airfield report

The proposed awning for the airfield continues to be reviewed and discussed with members and the county park. Some recommendations are being explored.

The aux airfield is being maintained and currently used by quads, helis and small electrics. Spoke with Luke (our youngest member) about the possibility of using a fabric runway at the aux airfield. We discussed Mammoth Park installing a fabric runway and checking with them about the instillation and usage. More to come.

Thanks, Al Kozusko



March For Parks Director – Al Kozusko

No additional news for March for Parks for 2019. Planning will begin soon in the fall..

Thanks,

Al Kozusko



Field Director Report – Rick Altomari

We are always looking for members to help out with the mowing of the field. Specifically, a member is paired up with another member and they are scheduled for one week per month during the cutting season. The field director will review with the member various procedures needed for the safe operation of the equipment. The mowing schedule is set up at the beginning of the season to accommodate special needs.

Rick Altomari



Night Flying Director – Mike Eiben

No Night Flying Report

Mike Eiben



Introductory Pilot Program Report – John Millard

No Report

John Millard



Executive Committee and Newsletter – Rich Wojnar

It is almost hard to believe that we are coming to an end of yet another great flying season. With that in mind we have to be pleased regarding the progress we continue to make in many areas. One of those areas is adding members to the newly created ad hoc committee that report to the Executive Committee. By adding these members, who also must be thanked for devoting their time and devotion, allows the Executive Committee to get a fresh set of eyes and ears when it comes to making various decisions for the betterment of the club. We also are getting a jump start regarding the new pin board lean-to that will be completed possibly by the end of this year, weather permitting, or beginning early next season.

The new acquired land will also be a number one priority for the next flying season as well. The team, which Mike already stated, in his September President's Corner, is already rolling up their sleeves in preparation for next summer's Giant Scale event. The event will be a full-blown air show. There are many other accomplishments that have been completed with many more that need attention and we will continue to press on until we meet our, and members', goals.

An area that is a concern for our club, as well with all clubs, is trying to recruit more needed volunteers. We continue to work on any and all ideas as to how we can accomplish this critical task. Speaking for strictly myself I get a real sense of satisfaction when trying to add a hand or an idea that may make our club the best it can be. Next year will be a very calendar filled year. It's difficult to generate a newsletter when we have limited events and not much feedback from our members. With all of this fresh in mind, I would like to personally thank all those who helped me with the newsletters adding their own personal touch by adding their photos, captions and thoughts in their own sections of the newsletter, this season. Lastly, and most importantly, I am putting into writing today that I promise "to fly" next season.

As always, we support our troops.

Rich

MVRC Fun Fly - 2018 - Jeff Sumey

Contest Director (CD) 7/28/18

Thank you, Jeff



FUN FLY 2018



Jeff Dzikowski – Deputy Safety Officer

FUN FLY 2018



FUN FLY 2018



FUN FLY 2018

President – Mike Eiben



FUN FLY 2018



Rich FINALLY put his badge on!!!!



Information of Interest to Pilots who have a Gas or Glow Engine ----- George Wilson



Anyone with a glow or gas engine may wish to take note. I am also including some great links, both flying and building for the Fiesler 156 Storch. The last link is to a build page from master builder Ray McDougall. Great stuff!

This is a copy of an informational exchange I recently had with our good friend and fellow modeler, Duie Matenkosky.

My exchange with Duie Matenkosky: #1

Hi George.....you raise a good question.

Years ago, I posed this question to our Chemists and Phds at Houghton.....after all, we were the world leader in 'Cosmoline' type products !

Turns out, plain, high-quality AT Fluid (Automatic Transmission Fluid) performed, under the conditions we face with our model engines, as well, if not better, in keeping the 'innerds' of our engines gook and rust free.

I've been using it for a very long time, and engines I've stored are in excellent condition. Pick one up.....some red stuff runs out.....turn the engine over.....and it's like new.

I also store miscellaneous engine parts in glass (old peanut butter) jars, filled with AT fluid.

Same thing. Fluid is still a clear, transparent red.....viscosity is still good.....parts are clean and rust free. Brand doesn't seem to matter, as we aren't subjecting it to the intense environment of an actual running transmission !

My recommendation - go to Wally World, Advance Auto, etc., and buy a few quarts of a Brand Name Automatic Transmission Fluid, and make that your after run oil.

In closing, I seem to remember guys like Dave Gierke (sp) and Clarence Lee mentioning (that) they also use an AT Fluid as an after-run oil.....so I would think (that) you would be in good company.

That's my two-cents worth.....hope it helps.

Take good care, my friend !

Peace,
Duie

Exchange #2

Hi Duie,

I have a question that I hope you can answer.

I have been using Marvel Mystery Oil as an after run oil for years. But more recently I have found that if left in an engine that is in storage it tends to harden or get gummy. I looked on the internet and found a number of companies selling 2oz bottles of "the best after run oil".

But I always think that's a rip off as most of them are just repackaging oil they buy in bulk and charging an arm and a leg.

So, my friend, I defer to you. Is there a good after run oil that you know of that will maintain low viscosity and protect the internal parts of RC engines? Does Houghton sell something?

Thanks!

Shalom,

gw

Fiesler 156 Storch. (Stork)

<https://www.youtube.com/watch?v=hiaeJR72mSo&t=5s>

https://www.youtube.com/watch?v=6S6D_WVIHro

and https://www.youtube.com/watch?v=T11cyj4_S58

<http://www.storcheschmiede.de/>

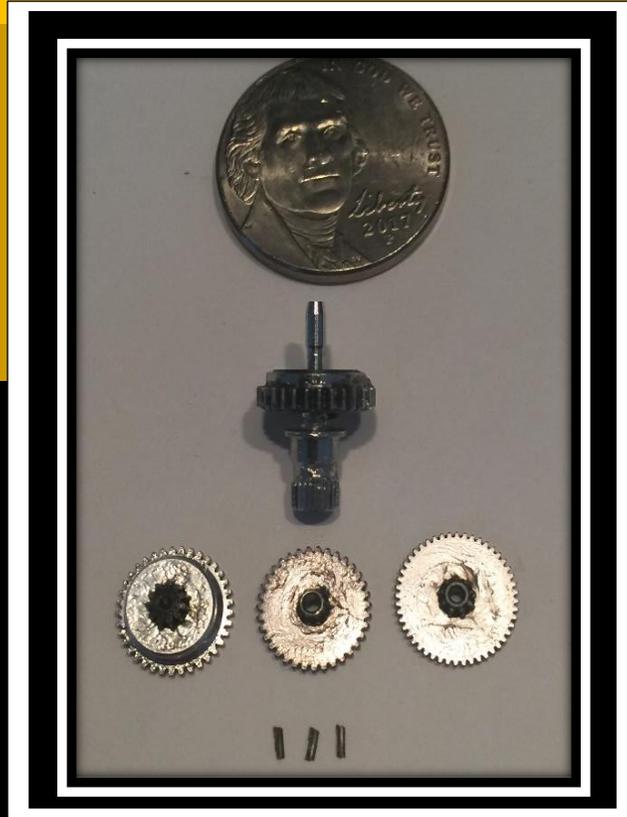
<http://sadocrawl.dergoetz.com/>

Check this guy (Ray McDougall) out. WOW! <http://www.raysmodels.ca/index.htm> Then check out his Storch build pages (4). I can only imagine.

[http://www.raysmodels.ca/Storch%20build%20log%20\(page%201\)/Page%201.htm](http://www.raysmodels.ca/Storch%20build%20log%20(page%201)/Page%201.htm)

This fellow is the master builder's master builder!!!

Safety Tip from Bob Haden



I was reminded of a safety concern that I haven't experienced for many years a few weeks ago and thought it worthy of passing. Servo gears, whether plastic or metal, occasionally break off in a crash leaving loose pieces of metal inside the servo case. They are often hard to find given the black plastic servo cases and the typical grease that is used. But I have found that cleaning the case and accounting for the broken pieces is well worth the effort to avoid another catastrophe.

Shown in the photo are gears and the broken metal teeth from a Spektrum 3050 Metal Gear servo. Note the tiny size relative to the nickel in the photo. A loose tooth can get bound up in the gear mesh and prevent proper servo function - like pulling full rudder for a knife edge and the servo won't return to center afterwards. These broken teeth, if left in the cases, can and likely will someday cause a crash.

So I urge you, that if you have replaced servo gears and not paid particular attention to this detail, that you re-investigate your repairs. Here's to safe flying !!!

Joe Fanala's 182



182

Has a O.S.60
2 stroke nitro with
a Master airscrew.

12 x 6 prop.

This is what it
takes to get this
Airplane into the
Sky!

Joe Fanala's- AT6 Texan



1944. AT6 Texan..

O.S.60 2 Stroke Glow Engine..

Master Airscrew 12 x 6 classic Prop..

72 inch wingspan..

Aircraft standard Servos

Roving Reporter

LEW MARASCALCO



WW2 Glider Pilot Trainer

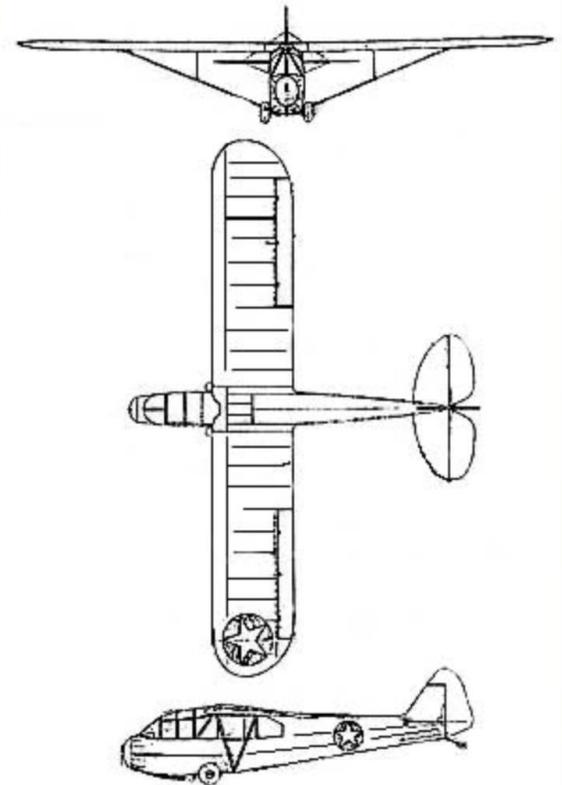
After it was decided in WW2 to use gliders as troop transports as part of the D-Day Invasion, the immediate question was how do we quickly start training the hundreds of glider pilots that would be needed? There were no aircraft that could provide a reasonable similarity to the flight characteristics of the big gliders that would be used. The idea was hit upon to convert existing aircraft already in production by Piper, Aeronca and Taylorcraft into gliders until the actual aircraft became available. This was accomplished by basically removing the engine, lengthening the nose, shortening the landing gear and adding a third seat. The third person helped maintain the CG. Below is a photo of a converted Piper known as the TG-8. After the war many of the glider pilot trainers were converted back to powered craft.

Full details of the converted glider trainers are provided at this Internet link:

<http://www.fiddlersgreen.net/models/aircraft/Piper-TG8.html>



It is quite evident from these views that the TG-8 glider is a converted Piper Cub.



FAA Registration

Presently, the MVRC Club recommends its flying members should register with the FAA in line with the AMA position.

AMA clubs are not required to police registration.

This responsibility lies solely with each member.

[Getting started with the FAA](#)

[FAA registration site](#)

[Here is the most recent information regarding FAA registration from the AMA](#)

Remember this photo? How many members can you name?

GIANT SCALE ... August 14, 1999



2018 MVRC PICNIC – COLD, WINDY Day- September 8

Thank you to the members who braved the weather to join friends and family at the annual picnic. We must have put in our weather request too late. We'll do better next year!



Al making things pretty!
Thank you!!!



Dave got a few flights in !!!

Ron with his spotter,
Bentley!

2018 MVRC PICNIC



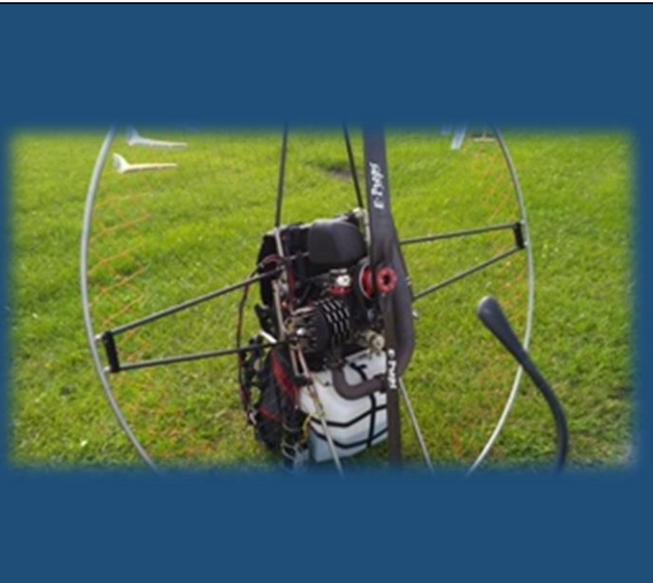
Where Rich is the happiest...grilling and cooking!!!! Stress reducer for him...stress producer for most of us!



JW Launching His Motor-Glider...George Wilson Rostraver Airport

I was at the Rostraver Airport on Saturday, August 18, and met a fellow named JW who was launching his Motor-Glider. It weighs 45 pounds and features a 30 HP motor. I have his permission to post the photos in the newsletter. The MOV video, which I will post on our website, is his attempt to make a surprise landing in a friend's back yard. However the wind was too high and he had to opt for another nearby landing sight.





IMPORANT DATES:

October



5 – MVRC Meeting – The October-April meetings will be held at the Rostraver Municipal Building at 7:30 PM.

31 - HALLOWEEN

November



2 – MVRC Meeting – If you can find time to attend as many meetings as you can this year, your input will better serve our club. Meetings are held at 7:00 PM at the MVRC Airfield22-.

12- Veteran’s Day – Salute to our MVRC Veterans! Thank you for your service!

22 – Thanksgiving Day – Have a safe and enjoyable holiday!

Information for 2019 Dues/AMA Membership

Very Important Information

At the June MVRC Meeting, we discussed club membership and members who had an expired AMA membership at some point during the year. This has been a continuing problem. To be perfectly honest- it has been a nightmare to track!

Because this can no longer continue, the discussion had three outcomes:

A. AMA membership must be continuously current at all time. It cannot expire. If your AMA membership expires, you will be removed from the club and AMA roster. MVRC has an agreement with the County that all members have AMA membership that is always current, and it is written in our bylaws.

In a prior email you were encouraged to contact the AMA as soon as possible if your AMA membership expired sooner than 12/31/18. The AMA is willing to prorate the remainder of this year's dues to make your new AMA Membership expiration date 12/31/19. Thank you to George Wilson who made the initial contact with the AMA to arrange for the prorated dues. You can contact the AMA by calling 800-445-9262. Ask for the Membership Department. Indiana is in the same time zone as Pennsylvania.

It is very easy to pay your dues online or by calling the AMA. For those members who are uncomfortable paying your membership online, you should pay your dues "well before" December to assure your dues will be posted by 1/1/19. Consider a mailed in payment may take a month or more to be posted. When you pay your dues online, your AMA Membership posting is "immediately" updated on the AMA Roster (which we can view as soon as it is paid).

B. As of January 1, 2019, all members need to have their AMA membership paid up to December 31, 2019. Most of our members have their AMA membership expiring 12/31, but there is approx. 30% of our members whose membership expires from the end of January through November 2019 as well. If your membership expires prior to 12/31/19, you will need to pay your AMA Membership dues up to and including 12/31/19. No member will receive his or her MVRC membership card unless both the MVRC Club dues are paid for 2019 and his or her AMA membership is current until 12/31/19. Remember - dues for the Club and the AMA need to be paid by 1/1/19.

We are following/enforcing the club by-laws.

C. If club dues are paid on 1/2/19-1/31/19, a \$10 late fee will be charged. If dues are not received by the secretary on 1/31/19, the member will not be in good standing and the member will be required to rejoin the Club. No exceptions will be made.

D. At this time, if you know of someone who was removed from the club roster, who has paid his club dues, who has since paid his AMA dues and who would like to be reinstated, please let the secretary know.

MVRC Members in Action



Masters at work!!



Mike on vacation!!!!



If you need help with organization, see Bob!



Luke sitting in the rear seat of this plane.

Respect for Lightning – George Wilson

The energy dissipated by the average summer thunder storm is equal to the energy of the Hiroshima bomb. In addition to induced ground current and voltage potential, lightning has been known to produce powerful microwave pulses that kill by "cooking" people and animals near a strike. Everyone needs to know and understand how to avoid getting struck. i.e Meeting at the field during thunderstorm conditions.*

You don't need a thunderstorm to get struck. Lightning can be produced on days that just appear overcast, although that is rare.

it's NOT a good idea to be out in the open.....or.....under a tree during a thunderstorm !

Information was gathered from the following two sources: National Weather Service and Independent Electrical Engineers as per the credit at the bottom of the photo.

When Lightning Strikes

If you hear thunder, experts say to head indoors. But there are additional measures which, while not foolproof, can keep you and your possessions—and others—safer during an electrical storm.

- Unplug devices before a storm hits, and avoid touching anything that can't be unplugged.
- If you must work on a computer, use a laptop that is running on battery power.
- Use a cordless phone if you need to talk on the phone.
- Don't play electronically connected video games.
- Don't stand by a window or door.
- Don't take a shower or a bath.
- Don't ride a bike or motorcycle or ride in a car with a plastic or fiberglass shell. The metal frame around a vehicle, not the rubber tires, protects people from lightning.
- Do try to resuscitate a lightning victim. Human bodies don't store electricity and are safe to touch.
- Don't stand near long metal objects such as bleachers or fences. Metal can conduct electricity over 100 yards.



Age Fotostock

Sources: National Weather Service, independent electrical engineers