

MON VALLEY R/C CLUB

NEWSLETTER

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July 2016

CEDAR CREEK PARK

AMA CHARTER CLUB NO. 546

[Mike Eiben](#), President (412) 304-7048

[Al Kozusko](#), Vice-President (412) 445-0614

[Mike Bunardzys](#), Secretary (412) 818-2643

[Ron Doctorick](#), Treasure (412) 655-8362

Come Fly With Us!

President's Corner

I am happy to report that August 6 and September 17 are the dates for our first night fly events. This is limited to club members and their guest. Only lighted, smaller electric aircraft are permitted to fly after dark. I am sure many of our members have well lighted aircraft and are looking for an opportunity to show them off. I am not looking to turn this into a major event, just an opportunity to fly after dark.

August 13, is our 2016 family picnic.

August 14, is the Cedar Creek Fun Fest. We need volunteers to be at our display and we also need planes and helicopters to display. Please consider spending some time representing our club to the public.

August 27th and 28th is the Giant Scale Airshow. Please try to be available to help welcome our guest from all around the region. also pray for good weather.

I am also happy to report that Al Kozusko has accepted my request that he take over as Safety Coordinator. Ray D'Andrea, Rick Altomari, Bob Haden, and I (Mike Eiben) will be serving as deputies to the Safety Coordinator.

I recently had a long conversation with Mark Radcliff. Mark is the District III Vice President of the AMA. I discussed the field layout and safety rules at MVRC. In this article I will share the concerns and solutions that Mark and I discussed.

1.) Flying site B. Mark said that it is OK to use flying site B. We need to file a flying site layout with the AMA as soon as possible. (Al Kozusko agreed to handle the filing process)

2.) I asked Mark if it is OK to fly over Flying Site B (new field) from flying site A (old field). An example of this is flying the "racetrack" pattern around the pits and parking lot.

Mark does not approve of flying in this manner because it compromises the safety of any people that may be at the other site. It is OK to fly from flying site A and make a left turn when you are past the pits and parking lot (on the Cedar Creek Gorge end of the field), loop around and come back over runway A. It is also OK to fly from site B past the pits and parking lot (on the gorge end of the field), make a right turn, loop around and come over runway B.

3.) I had a candid discussion with Mark about our field layout history starting with the concrete flight stations, then the change to the pilot area being from the safety line back to a line that was painted 25 feet behind the safety line. I explained how many members have been flying from further back for many years and don't feel safe standing close to spinning propellers in flight. Then the most recent change to the most recent change where pilots could stand anywhere from the safety line back to the starting benches.

The first concern I expressed is that under our current rules we could have a pilot standing on the safety line at the same time as another pilot could be standing over 40 feet back.

Mark was also very concerned about this issue. We agreed that it is OK as long as all the pilots that are flying at the same time stand back the same distance from the safety line.

Another concern I expressed is the rules stating that it is OK to stand up to the safety line. The safety line is painted on the runway side of the high grass barrier. The high grass barrier offers no protection to anyone that stands on the runway side of it.

Mark and I are in agreement that all pilots and spotters should stand behind the high grass barrier and that no-one should stand between the barriers. Mark added that we should have protection at the pilots' stations (PVC pipe with netting or fence).

I also cited the "Recommended RC Flying Site Specifications" from the AMA. This is the document that states that the pilot line should be 0-25 feet from the safety line. Figure 1 of this document (simplified field layouts) shows a barrier (the high grass). Behind the barrier is the pilot line. Figure 1 also shows that the safety line is 15 feet on the runway side of the barrier. Out beyond the safety line is where all flying is to take place. Between the barrier and the safety line is the taxiway.

Mark thought that this is the best setup for our field. By having a 15 foot wide taxiway on the other side of the high grass barrier before the safety line the problem of flying close to other pilots should be eliminated. The flying will be closer to the center of the runway and everyone will be safer.

The last issue that I asked for Mark's opinion about is something that I do wrong. After I land I taxi on the runway till my plane is right below the starting bench that I am using. From there I would taxi straight up to my starting bench. Mark recommends that everyone shuts their motor off (including electric motors) as they cross into the pits. He says that it is OK to start your plane on the starting bench and taxi to the runway from there because you are going away from spectators.

Mark said that he is likely to fly in our Giant Scale Airshow this year and hopes we have these issues resolved.

These recommendations require all of us to change our habits to some degree. I believe we will all be safer for it,

Mike Eiben - President

IMPORTANT DATES:

August

5 – 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 Airfield.

13 – Family Picnic

14 – Cedar Creek Fun Fest

27-28-Giant Scale Airshow
10:00 AM till Dusk

September

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 Airfield.

Trivia Question: When flying at the RCACF Field in Orlando, Florida, do the pilots arrive at the field to fly early before the heat of the day arrives or do they like to fly a little later in the morning? Answer is on P. 7.

Roving Reporter

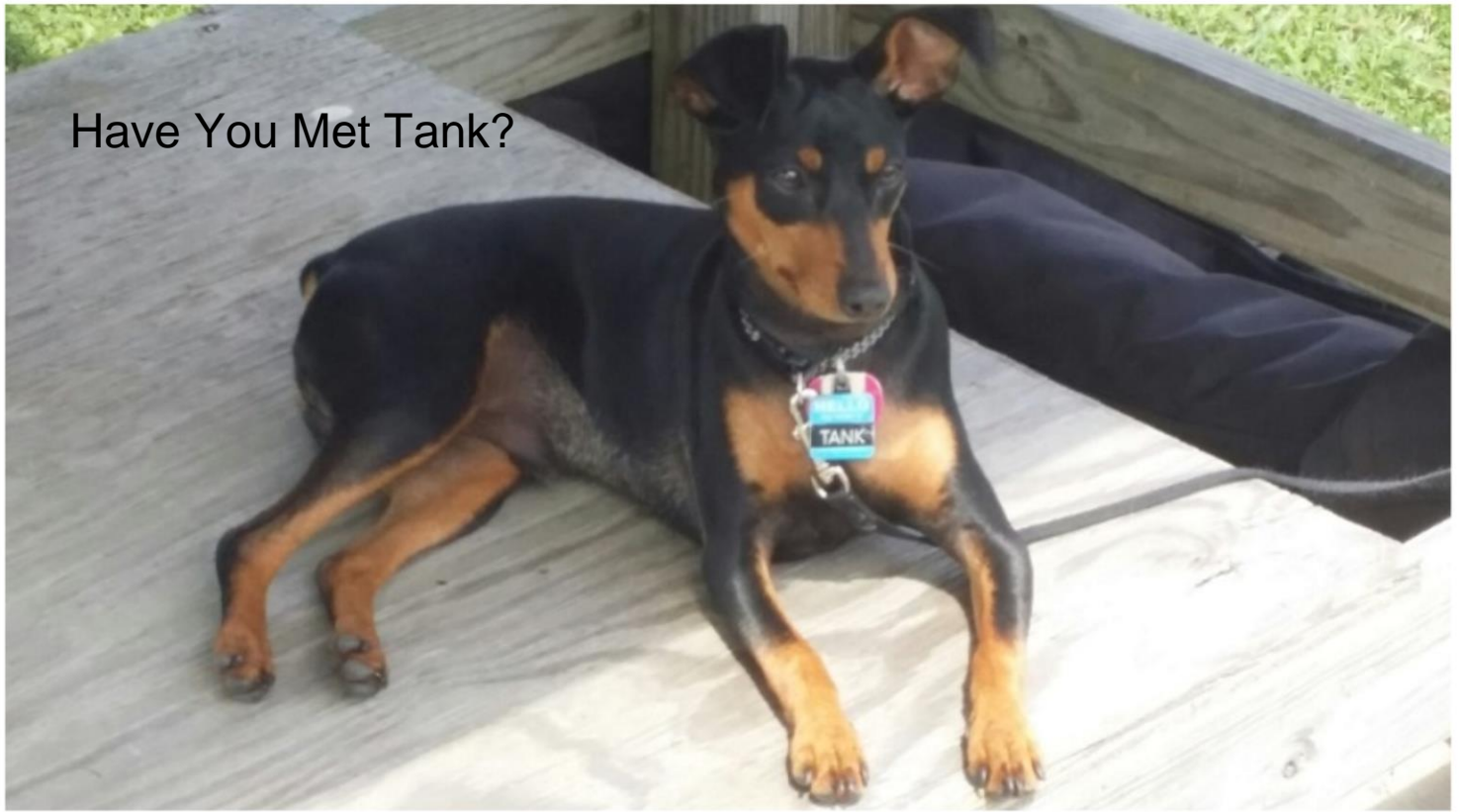
LEW MARASCALCO



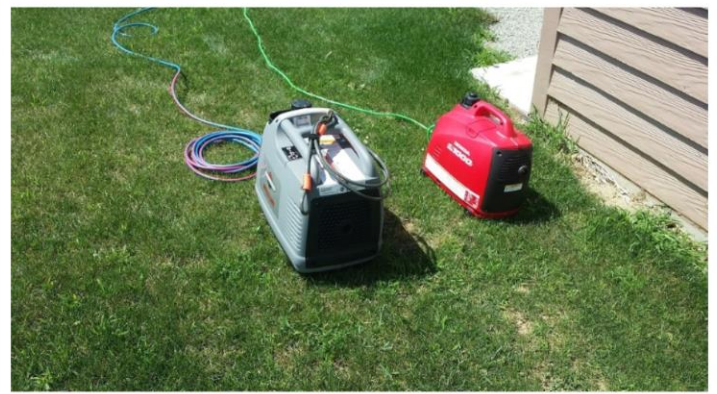
Ron Novak likes unique and unusual aircraft and his latest quad build is no exception. This quad is produced by a small company in England by the name Fossil Stuff. This frame is their "Gravity 250". It is machined from two solid blocks of HDPE (high density polyethylene). This material is very strong and impact resistant and used for making plastic piping, bottles and lumber. The resulting quad frame can withstand repeated crashes that typically occur during FPV quad racing. Ron just recently completed his Fossil 250 and is doing some fine tuning test flights and is quite pleased to date. If interested, please talk with Ron for details. It's also available in other colors.

MVRC Field - Meet Our Members

Have You Met Tank?



Looks like Heli Heaven!



Competition for West Penn Power?



After a class from Instructor Sumey I realize that I need more practice!



There's no better place for man's best friend than to be by your side when you fly – right Jeff?



Thanks for the excellent demonstration Rob.



Rob doing some fine tuning!

Trivia Question Answer:

Pilots at the RCACF Field like to fly a little later in the morning so the sun isn't in their eyes when they fly.



Just a few of Jeff's fleet of aircraft



Bill is getting ready to go airborne!

Thank You to the **RCACF** (Remote Control Assoc. of Central Florida)
Members For Their Hospitality in July 2016
We Look Forward to Your Visit. **Reporter Rich Wojnar**



RCACF Tangerine Field South, Apopka, Florida

<http://www.rcacf.com>

Check out the live web cam on their website.

Thanks to:

Arnold Marcus – P38 Ziroli Plane

Paul Brown – Byron AT 6 Texan

Kenny McFerrin





Thanks to:
John Kennedy – Top Flight Giant Scale P47





How about a few benefits of a web cam:

- to see the conditions of the field conditions;
- to view wind speed/ direction;
- to see who's flying;
- to check the weather at the field (for those of us who don't live in the area, etc.).

Graves RC Hobbies -- Orlando, Florida
4814 N Orange Blossom Trail



Pittsburgh's Pride: Meet Barry and Brian





Mon Valley RC GIANT SCALE

August 27-28, 2016

AIRSHOW

Web Site: www.monvalleyrc.com



ALL TYPES OF
AIRCRAFT INVITED

Turbine Jets
Helicopters
War-Birds
Aero-Towing

Time: 10:00 AM till Dusk



Contact Director: Al Kozusko



Location: Southeast
Pittsburgh, PA, Rostraver
Township (CEDAR CREEK
PARK) intersection of roads
I-70 and State Route 51.

FUN FOR THE ENTIRE FAMILY

TAILSPIN HOBBIES

4498 Rt 66 Bld1 Apollo Pa 15613

www.TailSpinHobbies.Com

724-727-7223



**THE DRONES
ARE HERE !!!**



NO ONE IS SAFE...



J & C Hobbies Website

Classified Section

Please send the information you would like to post in this section for inclusion in the next newsletter to richardwojnar@yahoo.com by August 10.

You might also desire to attach a photo of your item(s) and your contact information as well.

Spektrum DX8 transmitter and an AR8000 - 8 channel receiver I'm asking \$250 for both of these. The transmitter/receiver pair was used for two seasons.

Also I have an OS 50 Hyper nitro engine if anyone's interested, \$100.

Dan Lewis



BME CapManiac \$135.00

Cox Ultimate \$125.00

GP Ultimate kit \$90.00

Citabria Kit \$70.00 - I didn't send photos of the inside of this kit because it has never been unsealed from Hobby Shack.

Scott LaClair

724-366-5375

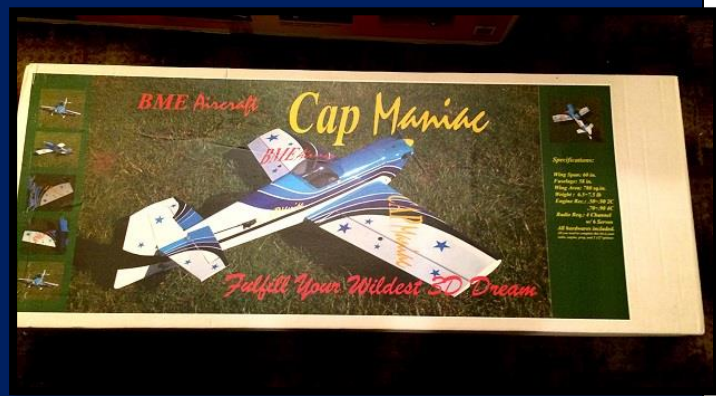


(See more photos below)

Specifications:

Wing Span: 60 in.
 Fuselage: 58 in.
 Wing Area: 780 sq.in.
 Weight : 6.5~7.5 lb
 Engine Rec.: .50~.90 2C
 .70~.90 4C
 Radio Req.: 4 Channel
 w/ 6 Servos

All hardwares included.
 All you need to complete this kit is your
 radio, engine, prop, and 2 1/2" spinner.



CITABRIA

TAIL DRAGGIN', FIXED GEAR, AEROBATIC FUN!

SEMI-SCALE BEAUTY THAT YOU'LL LOVE!
 The full-scale Citabria is a fully aerobatic, staunchly rugged, high wing, tail dragging, fabric covered little fun plane. The Hobby Shack Citabria is designed to look and fly just like the fabric masterpiece for that added three-to-five look the most wonderful ever takes back over the wing like the real Citabria. The overall simplicity of the Citabria design and its ease of construction will get you half of the work done into the air's "recess" time. Most models only need a few minutes of enjoyable model building. Small size construction, you will find the Citabria is great fun to fly!

QUALITY KIT FEATURES
 The Citabria kit includes top quality machine and die cut balsa, hardwood, and plywood parts. Hobby Shack kits are famous for outstanding parts accuracy and fit. Basic hardware and full size plans with clear and concise, illustrated instructions round out the kit contents.

BEGINNER SKILL LEVEL
 The Hobby Shack Citabria can be easily flown by beginners, but beginner pilots we recommend the Magnum CP 10ABC/FSR. With this engine 100% takeoff is possible as moderate climbing power is available, and gentle flight performance can be expected.

INTERMEDIATE SKILL LEVEL
 We recommend using the Magnum CP 33 ABC/FSR. This is the engine that is perhaps best for multi-purpose flying. More than enough power is available for basic aerobatics and general sport flying.

ADVANCED SKILL LEVEL
 Hot doggers who like unlimited vertical performance, high power maneuvers, and high speed aerobatics will enjoy flying a Magnum CP 25 ABC/FSR. This engine is ONLY recommended for the pilot with ADVANCED flying experience. It is likely that beginners will react too slowly or incorrectly at critical moments using this size engine.

ANOTHER Hobby Shack VALUE PACKED KIT

SPECIFICATIONS:
 Wing span 49 inches
 Wing area 300 square inches
 Airfoil Semi-symmetrical
 Engine 10 to 15
 Radio 2-4 channel required



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 Hobby Shack
 VALUE PACKED KIT**

SPECIFICATIONS:

Wing span 49 inches
 Wing area 300 square inches
 Airfoil Semi-symmetrical
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 Radio 2-4 channel required





Ultimate 40 ARF Features:

- Laser cut balsa and plywood for a strong, light airframe
- Factory assembled in alignment jigs for accuracy
- Upper wing cabane assembled and installed
- Painted fiberglass cowling and wheel pants
- Transparent cowling template eliminates the guesswork
- Complete hardware package, including spinner, adjustable nylon motor mount, wheels, pushrods, nuts, bolts, etc. - US standard size.

Ultimate 40 ARF

Length: 44.3 in. (112.5 cm)

Wingspan: 42 in. (106.7 cm)

Wing Area: 597 sq. in. (38.5 dm²)

Flying Weight: 5 lbs. (2.27 kg)

Engine Requirement: .40 - .52 (6.5 cc-8 cc)

Requires: 4-channels w/3 standard & 2 r

