

MON VALLEY R/C CLUB

NEWSLETTER

NEWS EDITOR - Rich Wojnar

(412) 657-8420

richardwojnar@yahoo.com

WEBMASTER – David

Herrington www.monvalleyrc.com



September 2015

CEDAR CREEK PARK

AMA CHARTER CLUB NO. 546

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

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

[Janet Poaque](#), Secretary.....(412) 531-4924

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

Next MVRC Meeting – Rostraver Municipal Bldg.

★ October 2 – 7:30 PM ★

President's Corner

Fellow MVRC Members:

The Giant Scale Event was a great success despite the weather. We had an excellent turnout of pilots and spectators. This was my first event as a Contest Director (CD). It turned out great because of all the help that everyone provided. I want to extend a special thanks and endless gratitude to the following volunteers: Greg Poppel, who came all the way from Columbus, Ohio to be our announcer, John Millard, his friend Vern Harding, his daughter Tracey, Marg and Joe Fanala for doing all the hard work with the food. His son in law, Roy Arthrell was great doing many of the 50/50's. Bob Walter not only won one of the 50/50's but also donated his winnings back to the club. Tailspin Tom Carvel and his wife Barb donated a new plane (Sportsman S) and gift cards to the club to train new members learning to fly electrics. AJ has the airplane and will bring it to our next club meeting for Show N Tell. Tom and Barb Carvel also donated gift cards which will be given to our members at our next meeting together with the gift cards donated by Dr Mumtaz Alvi. Dave Herrington and Steve Novacek for not only setting up the announcing system but also for providing speaker support together with Ray D'Andrea. Bob Haden, Mike Bunardzya and Mike Eiben for all their hard work on our airfield. Bob also did a great job as our safety officer and Mike B for getting the eight passenger golf cart. Mike Bunardza and Mike Eiben also shuttled the spectators as well as provided parking, spectator control and signs. Bob Walter, Ron Novak and Jerome Moran did a great job parking cars and maintaining spectator control. An extra special thanks to Isaac Sharpeta, one of our youngest members helped in every area as well with our vendors and spectators. Richard and Linda Wojnar as always and dependable did a great job with photo shots and interviews. It was not only great working with all the volunteers but also with the pilots.

The following is the list of pilots flying at the event:

Saturday September 12

Joe Steklachick
Paul Stieg
Bob Haden
Scott Stiehl
Todd Dudek
Jim Hoffman
Ron Doctorick
Michael Bunardzya
William Catalina
Nick Carrozza
Gary Shaffer
Erik Strauser
Jeffery Searle
Chris Davis
Jim Donohoe
Vaughn Dennis

Sunday September 13

Mark Haramic
Bob Haden
Chad Meyor
Jeff Searle
Aiden Searle
Scott Stiehl
Ron Doctorick
Mike Bunardzya
Chris Davis
Jim Auleiezen
Ed Andreus
Louis Mattes
Daniel Kessler Sr
Daniel Kessler Jr
Jim Donohoe
Erik Strauser

Let's all extend a serious amount of recognition and thanks to all the volunteers and pilots who donated their time working at the event. This seriously goes above and beyond and is a great example of people connected with each other.

I have some additional good news to report to you and will email everyone about the cost of installing electricity at the airfield. The County has explained that it will cost about \$11,000 to install the electricity and that this seems doable. We will continue working with the County and discussing the details for this project. We will discuss this project and much more at our next club meeting in October. Keep healthy, be safe, have fun flying!

AI

Secretary's Report - September 4 Meeting

Meeting was called to order at 7:31 PM

To date, there are 130 members in the MVRC Club.

Treasurer's Report: Ron reported the club's finances were in good standing.

Executive Committee: No Report

Giant Scale Air Show:

- Overnight stay approved
- Tent will be erected
- Bleachers will be installed
- Event will be advertised in the Tribune Review Newspaper
- Motion approved to spend \$100 for food, etc. at Giant Scale Air Show.

Electricity:

- No word from the county regarding electricity progress

Line Painting Equipment:

- Discussion took place regarding line painting equipment.
- There will be a vote at the October MVRC Meeting on reimbursing Bob Haden for line painting equipment and paint.

Executive Committee's Report - September 26

Discussion took place for the following:

- Voting by email or other means to deal with low meeting attendance
- Revisiting the list of people we distribute fruit baskets at Christmas time
- Where pilots stand when they fly
- Authority of the safety officer
- Rich and Linda Wojnar and Bob Haden accept nominations for the Executive Committee.
- Improvement of high grass barrier
- Al attended a CAB (Citizens Advisory Board) Meeting and introduced the idea that we could use the farm field for drones, etc.
- March For Parks funds help for Mon Valley may be used for electricity. See Mike Eiben for dollar amount.
- Building a pavilion before electricity
- Walt Severyn and Ron Doctorick will audit the treasury.

Roving Reporter



LEW MARASCALCO

Mike's Quick Build Delta Wing



Mike Bunardzya has perfected the process of quick building a great flying Delta Wing using paper covered foam sheet from Dollar Tree. This is his fourth one this flying season that he recently completed at the RC field in couple hours. Hot glue is his favorite adhesive for these builds. The Delta Wing has a broad flight speed range from slow to quite fast and performs well in calm and windy weather conditions. If anyone is interested to scratch build one of these low cost, fun to fly Delta's. Contact Mike for basic information.

Happiness in a Helicopter:

The Pantera P6

By Dan Lewis

What do you look for when buying a model helicopter? Maybe you want some flashy carbon fiber. Perhaps you want the latest and greatest 3D-smack-around machine. Or, maybe you want a stable trainer that will be your favorite helicopter from when you put the training gear on to the moment you finally stick that backwards inverted hurricane! That's exactly what you'll get with the Pantera P6. Since the helicopter's cost is only a small part of the value of a model aeronautics education, a quality aircraft is the soundest investment you can make.

The Pantera P6 offers versatility, durability, and availability all in the same package!

Versatility

The P6 can use nearly any type of power plant! Do you want the cleanliness and quiet operation of an electric motor? Fine. How about a .50 size nitro engine? Sure thing. What about going really crazy and shoehorning in a .91 sized engine? No problem!

The P6 was designed around a .50 class nitro engine, but it was also designed to *handle* a .91 sized one. This gives you long flight times with ample power, or, as the designer puts it, the ability to race bottle rockets! Also designed into the P6 is an air filter! Nitro-powered RC cars often have these, but they are seldom seen on helicopters. Those cars race around on dirt tracks, so the need for an air filter is obvious. But, think about all the things that can be ingested by a helicopter engine: dust, clutch lining, bugs, etc. If your helicopter were to be involved in a crash, think about all the dirt the spinning rotor blades would stir up while the engine is running at high throttle. Now an air filter seems like a good idea. The air filter's snorkel makes it easy to oil the engine too!

If you choose electric power, there are two options. You can set up the motor with a clutch (just like a nitro-powered model) so that the motor can spool up to speed before engaging the clutch, for a nice turbine-like sound effect. This also provides some protection in case of a hot start. You can also go the conventional route and mate the motor's pinion directly to the main gear. The P6 offers something extra here though. Traditionally, the motor's output shaft is supported only by its bearing inside the motor housing. This leaves the unsupported end free to bend away from (or towards) the main gear during periods of high flight load. In the P6 design, the other end of the motor shaft is supported by the bearing that would normally be used for a start shaft with a nitro engine. Thus, the gear mesh can never change, even under high load!

"But wait!" you say, "What if I start out with a flybar and then want to add a flybarless controller? Do I need to purchase an expensive flybarless conversion kit?" Nope. All you need is about 5 bucks and an hour of time and your Pantera will fly wonderfully sans flybar. Even if you choose not to go "FBL", the flybar is able to give different mixing ratios to suit your flying style.

Durability

The Pantera's frame is made from Fiber Filled Plastic (also called engineering plastic). It's the same stuff that Glock handguns are made from! The frame goes together in two pieces with guide

pins, so the trouble that a beginner may experience with lining up two sides of a carbon fiber frame is not a worry. This is a good thing because when high speed rotation is the subject, alignment is very important. The side frames are held together with M3 hex head bolts and nyloc nuts.

The bearing blocks are removable, so if you happen to break one in a crash, you needn't buy the whole frame. The large fuel tank is supported by hard rubber buttons that are pushed into the side frames. The tank has ridges molded into it so it won't blow apart under the high pressure generated by some nitro engines.

Since some model pilots experienced movement of the servos in their mounts under high stress, the designer offers output shaft supports. These go over the servo output shafts and bolt onto the sideframes, eliminating vertical play in the shafts. Most of the components in the P6 are oversized on purpose. The bearings, tail case, and clutch are all larger than those of competitive models. The tail is belt driven. The "gear lash" that is experienced with a torque tube is traded for "stretch" with a belt driven system. There is very little stretch in the belt, however. While there is lots of controversy over which tail drive system is better, if you're going to crash, a belt wins hands down over a torque tube every time. Even if you mangle the tail boom in a crash, chances are you can fish the belt out of the wreckage and reinstall it inside a new tail boom. Can't do that with a torque tube!

Availability

Parts availability is one of the most important deciding factors when choosing a helicopter. Think of buying an inkjet printer that uses liquid gold for ink. Sure it's nice, but the thing you need to make it work is unattainable! Getting parts for the P6 is no problem at all. You can order them from the company website, or call them and the owner of the company himself usually answers the phone. The parts are also pretty cheap when compared to competing models. An average crash might cost you \$40. Try that with a carbon fiber model whose side frames alone can cost \$150.

The owner of audacity models is an engineer, so chances are if you've thought of doing something unique with the Pantera, he has too. He is very good at addressing customer concerns and offering solutions to deal with them.

Overall, the Pantera P6 is a wonderfully designed helicopter. There are numerous additional design considerations that are not seen on competing helicopters, such as a hefty 4mm flybar, a dual tapered clutch bell, and direct-to-swash servo linkages that make the P6 both a stable trainer and a great performer. Audacity Models produces only one helicopter, so they can afford to make it the best! If you would like more information about this machine, visit www.audacitymodels.com or call 407-302-3361.

Below is a photo of a Pantera P 6. Learn more about the Pantera P6 at this link:

<http://www.audacitymodels.com/Products/AUD22602/Default.aspx>



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 October 10.

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

Safety Tips Column...From the Safety Officer..September Newsletter



Our Giant Scale Event was a great success despite the inclement weather and I thank all the members and their family and friends that helped make it so. We only had one mishap that ended well but could have gone differently. It just goes to show that even experienced and skilled pilots can have things go wrong. **Only by adhering to our safety rules and common sense can we minimize these occurrences.**

Although I have been appointed the Safety Coordinator, I urge all members to help each other fly safely and within our existing rules. We each value the fine flying site and membership camaraderie we all experience and accident avoidance though diligence in our flying can go a long way to ensure those attributes continue.

I have been encouraged by the general acceptance of the field lines and other demarcations we have elected to introduce to our flying field. I have noticed that many pilots inherently try to take off and land using the "Goal Posts" and centerline. I firmly believe these will aid many pilots to improve their skills in these crucial areas over time.

This year I have noticed an unusual increase in the number of wheels falling off; either during flight, take off, or landing. **Check wheel collar set screws or other fasteners often.** Consider grinding or filing a small flat spot on the wheel shaft and using blue Loctite. This is particularly important on most all ARFs as these types of details are often neglected by manufacturers due to the time required. **Not only can a missing wheel cause damage to your aircraft, but it could result in a sudden and unexpected turn toward the pilot and pit areas.**

One last note: Smaller high speed models often require hand launching. Be prepared to correct for sudden torque reactions on release. Also, if you have another member launch for you, be selective in your choice as we are not all skilled at this maneuver; I have demonstrated my inability to hand launch my own aircraft on numerous occasions so I know well.

As always, please feel free to email me with any safety related comments or questions. I can be reached at 724-312-4305 for conversation or text message and my email address is curvett@comcst.net

Bob Haden

IMPORTANT DATES:

October



2 – MVRC Meeting – Summer Location -If you can find time to attend as many meetings as you can this year, your input will better serve our club. Meetings will now be held at 7:30 PM at the Rostraver Municipal Building

For MVRC Field Emergencies:



- ★ **Dial** - YOU NEED TO DIAL 911
- ★ **Describe the Type of Emergency** - (fire, health, vandalism, etc.)
- ★ **Tell your Location – Timms Lane** (road to the airfield at Cedar Creek Park)
- ★ **Time and Personnel Permitting** – When possible and available, ask one club member to wait at the Rt. 51S turn off area (until help arrives) to direct emergency vehicles (ambulance, fire truck, etc.) to Timms Lane.
- ★ Depending upon the emergency, car 4-way flashers may be of assistance to narrow down exact location of the emergency
- ★ **Notify a Safety Officer – Mike Eiben or Bob Haden.**
- ★ For any questions or suggestions, please contact Mike or Bob.

Keep this information in a location where it can be easily accessed in a time of need.

Don't solely rely on your memory in any emergency!

Rich's Kitchen Mushroom Caps Stuffed with Crabmeat

Ingredients: Lump crabmeat, parsley, mayonnaise, season to taste, mushrooms of your choice (Portabella mushrooms are the most commonly used due to their size.).

Spread the crab meat out in a small pan. Lightly season and add chopped parsley. If you wish, you may add a small amount of finely chopped garlic.



Now add a small amount of mayonaise or salad dressing. Next, add bread crumbs to the mixture. Add the mayonaise and crumbs in small amounts. This is the binding agent. You do not want to taste all mayonaise or dry bread crumbs.



Now add a few drops of butter sauce to each mushroom. If you wish, you could also add a pinch of parmasean cheese. Fill the cap with the crab mixture and leave a dimple in the top of the crabmeat.



Put the caps in a 350 degree oven and brown. Once browned, add a few drops of the butter sauce, a pinch of cheese, brown again to melt the cheese and serve.

Butter sauce: One stick butter, small amount of milk or heavy cream, parsley, finely chopped garlic (or garlic powder, not garlic salt) and seasoning of your choice.



Dear Members – Help Requested:

If each member would contribute at least one item (in any form) for the newsletter, the newsletter would raise the interest and knowledge for all of our members.

Your contribution could be a: product review, You-Tube video that interested you, photo/photos, trivia question & answer, classified ad, Show 'N Tell at a meeting, project you are working on, etc.

My sincere thank you goes out to those of you who have already contributed to the newsletter in any of these forms.

Rich

**A PERPETUAL SALUTE
TO OUR MON VALLEY RC CLUB MILITARY MEMBERS
WE SALUTE YOU!!! THANK YOU FOR YOUR SERVICE**

This page will remain active in all of our newsletters in order to give our veterans enough time to locate photos from the time period when they served in the military. As we receive their photos, we will post them on this page.

To us, Veteran's Day is every day!!

I welcome our MVRC Members to join us at Post 712
as a member in the: Legion, Sons of the American Legion (SAL), Ladies
Auxiliary (ALA), American Legion Riders or as Social Members.

Call me or see me for an application.

Post 712 COMMANDER

Richard J. Wojnar

Our MVRC Members



Giant Scale Air Show- Sept. 12-13











J&C Hobbies

Penn Hills, PA 15235

412 795-9344

At J&C Hobbies when the Steelers win –



YOU WIN!!



Come into our store the Monday after a game and mention the win to receive a FREE bottle of CA glue and 10% off any item in the store! (Except RC Cars)

Save The Date!

Flea Market Sunday October 4th 2015

Buy Your Tickets

For a chance for a **Very Merry Christmas** raffle. We will be giving away a \$500 Gift Card on the daily and evening lottery number \$5 per ticket, 4 chances on daily 3 digit, **AND** 4 chances evening 3 digit.

Drawing Thursday November 26th 2015 on

Thanksgiving Day



TAILSPIN HOBBIES

4498 Rt 66 Bld1 Apollo Pa 15613

      

Mon thru Fri 11:00 am to 7:00 pm
Saturday 11:00 am to 3:00 pm
Sunday 12:00 am to 4:00 pm

Open Sundays

724-727-7223

www.TailSpinHobbies.Net



TAILSPIN RACEWAY

In Door 4 track
Slot Car RaceWay

Get details about indoor slot car racing at www.tailspinhobbies.net

