



Wing Tips



May 2017

The Newsletter of the Mid-Hudson Modelmasters

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2017 Club Officers

President: Brad Quick

Secretary: Larry Kunz

Sgt. at Arms: Flavio Ambrosini

Vice President: Lloyd Quick

Treasurer: Tom Eng

Junior VP: George Amenta

Club Calendar

Coming Up:

- **CLUB MEETING , Friday, May 12:** Highland Middle School Gym, 71 Main St., Highland, NY 12528. Indoor flying begins at 6:30pm, meeting will begin at 7:30pm or 8pm. *Note: Please limit flying to indoor types -- fly the larger, more aggressive models outdoors or at larger indoor sites. Sneakers or other gym floor type footwear should be worn..*
- **May Wing Tips articles & photo submissions due, Thurs., June 1:** Send your submissions to wingtips@modelmasters.us Due date is first Thursday of each month.

Other Events:

- **MONTHLY MEETINGS:** Meeting dates beyond May have not yet been determined. As in years past, beginning in June, the meetings during the warmer weather months will be at the flying field.
- **OUTDOOR FLYING SESSIONS AT WEST ROAD FIELD** – Every Saturday Morning, weather permitting. It is also possible to find some members at the field on Sunday mornings. Even during the winter months as long as the driveway is not snow covered.
- **Indoor Flying at Schenectady Armory** – Regularly scheduled flying has been discontinued during the spring and summer months. There will be rainy day flying scheduled when inclement weather is forecasted. Contact Jesse Aronstein to be added to the emailing list.
- **Pattern Flying: Fun Fly: Saturday, May 13, 2017**, Stormville R/C field - located on Route 52, enter 3162 Rte 52, Stormville, NY. For more information contact, Anthony Romano <anthonyr105@hotmail.com> , phone# 914-433-9260
- **Warbirds Over the Hudson: Saturday, June 10, 2017**, West Haverstraw, NY 10993, sponsored by Hudson Valley Radio control Club, go to www.hvrcc.com for more information.

From the President's Cockpit

Warmer weather is finally upon us! Saturday morning turnout at the field in Pleasant Valley is starting to pick up and we've added some new members. With the warmer weather comes field mowing. I'll do the first mowing, but I'm hoping that we can get volunteers to mow for the rest of the summer. I have an industrial zero-turn mower that can do the entire field in about 1-1/2 hours. I drop the mower off at the field on my way to work, then whoever mows calls or texts me when they are done and I pick the mower up. This system worked well last year, but we need people who are willing to mow during the week. Keep an eye out for requests for volunteers. Volunteers need to fill out a form for Pleasant Valley, but I can email a copy to anyone who hasn't mowed before.

May 12th will be our last indoor meeting until fall. Get out your Vapors for one last time until the cold weather comes again. Lloyd Quick will be giving a short presentation on Volts, Amps, and Watts that promises to be informative.

As a follow up to my series on molding fiberglass parts, I've been flying my 80" Extra 300 for a few weeks now. I'm really like how it flies. I'm still experimenting with props and batteries. It pulls straight up, barely, with a 19-12 prop and 6S 5000 Mah pack, but I have a 9S pack ready for testing. I've begun molding some parts for Scott Fellin, so hopefully we'll have two of them in the air before the summer ends.

I look forward to seeing many of you at the field.



MEETING MINUTES – Highland Middle School, April 7, 2017

Open Flying: 6:30 till 7:30

+ A few Vapors, several quads, 3 P17s and a couple of rubber band models.

Business Meeting called to order at 7:30

+ Minutes of previous meeting in Wingtips. Accepted.

+ Next meeting is May 12 at HMS (the last indoor meeting this spring)

- Treasurer's report: by Tom Eng

+ \$1802.21 (\$117.21 of which is the mowing fund) plus \$500 in escrow to Highland Middle School.

- Membership:

+ We now have 38 members for 2017

+ We discussed encouraging early payment of dues by having a \$5 late fee (or \$5 early discount !), to minimize the nuisance of dealing with one by one membership renewals.

- Presentation to Harding club :

+ The Jewish Federation group that meets at the Italian center asked for a presentation.

+ Brad, Lloyd & Bob attended their meeting on March 22. They discussed our club, the history of model flying, and shared flight simulators with the group.

- 10 minute presentations:

+ Anyone with an interesting idea on building, flying, etc. – Please share it with the club !

+ March 12: Peter Gregory will discuss 3D printing

- Jay Cox discussed our AMA insurance:

+ Jay discussed many interesting aspects of your AMA insurance coverage.

Your AMA insurance covers \$2.5 million in medical and liability expenses.

This is secondary insurance - your homeowners, renters, or personal liability policy will cover first.

AMA also provides \$2.5 million coverage to your flying club for the flying field.

- Show & tell / presentation:
 - + Brad showed his fiberglass plane which is nearing completion. This is the product of the molds he has been showing us how to build. Come to the field to see it fly soon !
- Stormville Aerobatic fun fly: At Stormville flying field May 13 from 10 Am to 5 PM.
 - + A fun event right near home ! Bring a plane. Good aerobatic skills not required, but you will see some skilled aerobatic flying by members of the Stormville club !
- Twister Flight competition:
 - + How many circles can you fly in one minute ? Take off and do as many tight loops as you can. We had many entries, some of whom got it in the groove, and had their planes looking as if they were tethered to a pole in the middle. Sorry, I forgot to note who won.

Open Flying: till 9:30

New Members: Please welcome our newest members Michael Gordon, Brett Huttman, Peter Daba.

A little History: A Yank for Good Measure by Bill Bolitho

Lt. Curdes was circling low over one of his P-51 pilots, who was bobbing in his dinghy just off Jap field Batan Island. Another pilot whose plane had the lowest gas, in his tanks headed for home. A fourth plane was circling at 20,000 feet sending out a distress signal. It had been a fairly good day, as fighter Mission days over Formosa go. Curdes' flight had knocked down two planes over the target, Curdes getting his first Nip since he came to the Pacific from the MTO last December. They had blasted three more on the ground at Batan before flak caught one of his flight. Curdes looked down to the tossing dinghy and figured the chances of a Catalina coming in for a rescue before dark. It was getting along towards mid- afternoon, and the nights come fairly early off northern Luzon in the middle of February. Suddenly, Curdes noticed a black speck coming from the southwest



toward a Jap landing strip at Batan. Then the speck became a dead ringer for a C-47. And, as the wheels came down on the transport, Curdes saw the American markings. "Those damned Japs have patched up one of our buggies and didn't even have the grace to take the markings off" Curdes figured as he wheeled about to give the visitor a closer look. Then he read a familiar number on the tail. It was the number of one of the "Jungle Skippers." At this point, the Jap ack-ack, opened up - at Curdes' P-51 but not at the transport. A quick run of thinking convinced Curdes there was only one thing to do since the plane would be Jap property as soon as it landed, if it was not already. The P-51 banked steeply, head on into the flak, and opened up with its fifties on the C-47's right engine. As the transport headed out to sea, with one engine gone, Curdes made a 180 degree turn and cut loose on the other engine. The C-47 settled into the water within yards of the downed fighter pilot's dinghy. Curdes dived in to do a little strafing after all occupants of the transport climbed aboard life rafts, but he observed in time that the survivors were white. So he went back to



his low level circling. His water bound charges had grown from one to thirteen. When darkness fell and still no help had arrived, Curdes figured all would be safe until dawn and returned to his base.

The next morning before daylight, he and his wingman took off. And they were circling over the survivors when a rescue Catalina arrived to pick them up. Back at base, Curdes learned that the C-47 had been American manned with 12 occupants including two Army nurses. The pilot had become lost during a flight from Art island in the southern Philippines and had been forced to head for the nearest visible strip because of a fuel shortage. Curdes gave a start and a shout when he glanced at the names of the survivors. One of the nurses was the "date" he had been with the night before at Lingayen.

"Jeepers," he exclaimed, "seven 109's and one Macchi in North Africa, one Jap, and one Yank in the Pacific -- and to top it, I have to go out and shoot down the girl friend."

A few weeks' later, Captain Louis E. Curdes of the 4th Fighter Squadron, Third Air Commando Group was awarded the Distinguished Flying Cross for shooting down a C-47. Captain Louis E. Curdes was assigned to the 95th Fighter Squadron, 82nd Fighter Group. He was reassigned to the 4th Fighter Squadron, 3rd Air Commando Group (1945) where he flew the P-51, "BAD ANGEL". A Jap flag and U.S. flag were added to the seven German and one Italian markings on the fuselage of his Mustang. Curdes made wheels up forced landing on a beach South of Naples, Italy in August 1943 when he ran low on fuel trying to return to N. Africa. He was interned as a Prisoner of War until October 1943. He escaped twice and evaded capture for about eight months before returning through enemy lines on May 27, 1944. He received the DFC for shooting down a C-47, becoming the only flyer ever to be decorated for shooting down another American plane in combat.

Video of Capt Louis Curdes of 3rd Air Commando Group Philippines in his P-51 aircraft HD Stock Footage:
<https://www.youtube.com/watch?v=9Vu3yU4KQ6c>.

His future wife Valeria was a nurse onboard, that he had recently taken out to dinner. She escaped harm and was later rescued in the ocean with the other passengers. In Allen County, Indiana on April 2 1946 he married Svetlana Valeria Shostakovich Brownell.

As for trivia – you can check out this lengthy blog: <http://thefirstairraces.net/stuff/breguet/pre1914index.html> There are other trivia questions/answers in most RC Forums.

Another new XT60-type connector by Rich Kleinhenz

A couple of months ago I received some batteries I had ordered from China. When I unpacked them I noticed they had what looked like an EC3 connector to me. No big deal, I'd have to solder an XT60 connector on, but I was surprised, I usually would not order a battery with EC3 if I had a choice or order EC3 and not notice (hah!!!). So I go to my charger that has one of these multi-lead cables on one port and it does not fit the EC3! Then of course it dawns on me that I have never seen a black EC3 con-



connector. XT60s comes in different colors, but this would have been the 1st non-blue EC3. Anyway, then I see it has printed SY60 on its side, and the back does not really look like EC3 – in short, it was not an EC3! It turns out to be a new connector, compatible with

XT60. It fit the male XT60 charging plug very nicely. I searched for these and at this point could only find them an aliexpress.com, so I ordered some. The most interesting feature is that they have a separate shroud over the solder connection and need no heat shrink. The cover clicks in place and is not easily removable. It takes considerable force to click it on – put the connector face-down on the table and push the cover on from the back. I was able to disassemble the covers with a pair of pliers, non-destructively. Another nice



feature is that the cutouts on the soldering cups are on the same flat side of the connector. On an XT60 they are facing the ends. (Of course one could rotate them with a bit of heat) So on an XT60, you'd usually solder one side, then flip the connector in whatever fixture you use to hold it and solder the other side. On the SY60 you orient the connector flat and both connection cups are facing up – you can solder both without changing setup. I verified that the male and female connectors fit the XT 60 and the newer rounded version of the XT60. It seems to be a very nice system and I will use the ones I have on hand before I go back to the XT60s I have. The feel of the connection is similar to other XT60 flavors – a little stiff which is good that they won't accidentally disconnect. The grip to actually disconnect them is very good, the back covers are solidly attached and the ribbed surface gives an excellent grip. The weight of a connector pair with the shrouds is the same as for XT60s – about 6g.



Interesting Stuff, Contributions from Members

Dillon Losee

- 3D Printed plane - Will it fly? - <https://youtu.be/qEQekD1TXBE>
- 3D Printed Airplane - P 38 Lightning | Flite Test - <https://youtu.be/EDppqGm-x0I>
- Tevo Tarantula 3D Printer Kit - USA Shipping Optional – 3D Printer Universe - https://www.3dprinteruniverse.com/products/tevo-tarantula-3d-printer-kit-with-2-free-rolls-of-fila-ment?utm_medium=cpc&utm_source=googlepla&gclid=CjwKEAjlwlpbIBRCx4eT8l9W26igSJAuQ_HGghe6azlConD41nr6lk129H1ZzIVWm2VQZ3000MXWnBoCfe7w_wcB&variant=27341679687
- Best 3D Printer Under \$200 - Tevo Tarantula Full Review - <https://youtu.be/XIk-w5OSVh8>
- Now, Everyone Can Afford 3D Printing (Monoprice Select Mini Review) - <https://youtu.be/ispolAHB4jA>
- Episode 144 - NCR18650B The Future of RC Batteries? - <https://youtu.be/adfydRg8PYU>
- Blade Torrent - Mini Review - AWESOME! - <https://youtu.be/6G1-QDvnI7c>
- World's Largest Race Drone | Flite Test - https://youtu.be/Vli_vuzmOSY

Bill Bolitho

- This site boasts a rather impressive set of downloadable plans. Site is a mix of German and English languages. On the Left hand side of the page – scroll down to software and click for their software page. - <http://www.rottwil.fwrw.de/adagdesign/>

Scott Fellin

- Unusual sight at the field (Glad you got a photo, no one would believe it)

