

Wing Tips



January 2019

The Newsletter of the Mid-Hudson Modelmasters

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2018 Club Officers

President: Kent Wien

Secretary: Larry Kunz

Sgt. at Arms: Flavio Ambrosini

Vice President: Scott Fellin

Treasurer: Tom Eng

Club Calendar

Coming Up:

- **CLUB MEETING , Friday, January 18:** 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*
- **February Wing Tips articles & photo submissions due, Thurs., February 7:** Send your submissions to wingtips@modelmasters.us Due date is first Thursday of each month.
- **Annual Club Dinner Brunch & Auction, Sunday, January 20:** Coppola's on Route 9 in Hyde Park, 10:00am
- **AMA EXPO EAST 2019, February 22-24, 2019:** Meadowlands Exposition Center, Secaucus, NJ. Advance sale tickets available at <https://amablog.modelaircraft.org/amaexpoeast/tickets/>

Other Events:

- **MONTHLY MEETINGS:** At Highland Middle School, February 15, March 22, April 12. Watch for emails from our Google group for updates and cancelations due to weather.
- **OUTDOOR FLYING SESSIONS AT WEST ROAD FIELD** – Every Saturday Morning, weather permitting.

MEETING MINUTES – December 21, 2018

- Meeting location: Highland Middle School
- Open flying 6:00 until 7:30 PM
 - + Four of the rubber band powered models built at our winter build session were up in the air !
As well as Barry's home built Schweizer cub, and the usual compliment of Vapors.

Business Meeting called to order at 7:30 PM

- + Next meeting will be Friday January 18 at Highland Middle School
- + Election of club officers for 2019
 - All nominees have agreed to serve. Special thanks to Kent Wien for accepting the presidency !
- President: Kent Wien.
- Vice President: Scott Fellin .
- Treasurer: Tom Eng.
- Secretary: Larry Kunz.

Sgt. At Arms: Flavio Ambrosini.

P.S. This year we will have no "junior president" since we currently have no junior members.

Holiday Party:

- + Bob Santoro will coordinate again this year.
- + Party scheduled for Brunch on Sunday Jan. 20
- + It will start at 10 with brunch available (until 2 ?)
- + Please send \$20 per person to Bob Santoro (10 Squiresgate, Pok. NY 12603)
- + We will do our usual auction with Model Master dollars by Bill Bolitho
(if you wish to participate, please bring a gift try to aim around \$15, more or less)

Science Olympiad group Build:

- + John Knight sponsored this winter's group build.:
- + Four Model Masters (John, Larry, Brad & Lloyd) met at Brad's factory on Dec 1st, to build rubber powered airplanes. (Scott & Tom had purchased kits, but were unable to attend)
- + Two of us built the official Science Olympiad kit, and two built an alternative kit.
- + A fun afternoon ! Thanks to John for organizing, and Brad for use of his space !

- Treasurer's report: by Tom Eng

- + \$1267.04 (\$117.21 of which is the mowing fund) plus \$500 in escrow at Highland Middle School.
- + Recently paid \$70 for MM PO box for the year.
- + We voted to authorize \$450 for auction items for the party. Dom has been purchasing already.
- + 2019 Membership stands at 11.
- + Membership for 2019 will remain \$25 if paid by the MM party , and **\$35 after Jan 20**)
- + Bring your membership \$ to the party,
or mail to Tom Eng (27 Briar Patch Lane, Pleasant Valley, NY, 12569)

- Show & Tell:

- + Barry showed his Schweizer cub, built from plans found on "AeroFred.com"
- + Bill Bolitho described, and showed a picture of the world's largest rubber powered model.

Annual Dinner Brunch & Auction

COME IN OUT OF THE COLD!

This is a great opportunity to enjoy a fabulous brunch buffet, auction and fellowship of our members and their guests.

Date: Sunday, January 20, 2019

Time: 12:00 PM

Place: Coppola's on Route 9 in Hyde Park

Cost: \$19.95 (tax & gratuity included)



As you know the members were polled to determine their interest in having our traditional Friday dinner or changing to a Sunday brunch buffet. All responses favored Sunday, some members giving specific reasons for their preference.

The food selections are numerous and sure to please everyone. They include typical breakfast choices as well as made to order omelets along with lunch/dinner type dishes. Desserts and various drinks are included.

Following the brunch will be our auction conducted by our in-house and talented auctioneer, Dom Fusca. As in the past Bill Bolitho will be cranking out Modelmaster Dollars to distribute to our members at the auction.

If you are planning to attend the event please make out a check to Mid-Hudson Modelmasters for \$20.00 by Sunday, January 13th and send it to: Bob Santoro, 10 Squires Gate, Unit G Poughkeepsie, NY 12603

Wishing you all a very happy, prosperous and healthy 2019, Bob

INDOOR RUBBER BAND POWERED GROUP BUILD by John Knight

On Saturday Dec 1, 2018 the indoor plane build took place at Taylor Manufacturing. Thanks to Brad, for, once again offering the space to the club for a build project. In attendance at the event were Brad Quick, Lloyd Quick, John Knight, and Larry Kunz. Tom Eng also stopped by to see how things were going. But he was unable to attend the entire session.

Larry and I ordered kits from Freedom Flight while Brad and Lloyd had kits from Laser Cut Toys. There was a difference between the two kits. The Freedom Flight kit cost more, but included items that were not provided in the Laser Cut kits. Most notable was the carbon fiber reinforcements used on the motor stick and carbon rod leading and trailing edges on the wing and the horizontal stabilizer. In addition, information on the Laser Cut website indicates that their planes are not legal in Science Olympiad trials. Since none of us are eligible to fly at the Science Olympiad, legal or not, is not of great importance. Both styles of plane flew well, which is all that really matters. Even though the flying space was confined, Brad, Lloyd, and I had several successful flights by the time the build session concluded.

The plane is designed to take advantage of the natural left turning properties of "P" effect, but some of the plane wants to fly straight or even to the right. Lloyd was able to get his plane turning left after adding a trim tab to the rudder made from a "Post it Note." Having experienced a similar problem with one of my 2 planes, I decided to modify the rudder so that it is adjustable rather than fixed.

The wing jig for attaching the mylar covering to the wing is very helpful. Before attempting to attach the mylar to the wing and stabilizer make sure to spray each with a liberal amount of adhesive spray. If you are thinking of using a glue stick, the results were less than satisfactory. I talk from experience.

To follow up: At the December 2018 club meeting at Highland Middle School, we all had an opportunity to fly in a more open space with higher ceilings. I am very pleased with the flight characteristics of my plane. I did not time any of my flights, but I estimate that max flight time approached 2 minutes. Trimming for stable flight was a lot easier than I expected. I was most successful when the wing was set with positive incidence and the horizontal stabilizer with negative incidence.

Minimum weight is under Science Olympiad rules is 8 grams. My plane weighed in at 10.21 grams.

Even though the number of participants was small, the session was a success with all participants completing their planes in time to fly at the December club meeting.

I'm looking forward to the next build session...whatever that may be

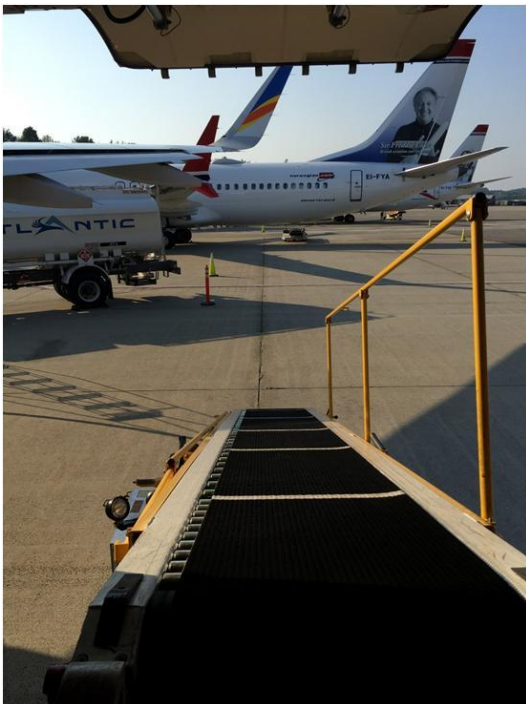
MY AIRPORT WORK by George Amenta

Over the summer I got a job working at Stewart International Airport for Trego/Dugan Aviation. This company is contracted out by Allegiant Airlines to do all the servicing for the aircraft when they come in for turnaround flights. We get the plane in and out in 45 minutes or less and are responsible for bags, passengers, and other things. The one thing we do not deal with is re fueling. Now although we are technically contractors, all the online training that is required and procedures are created by the airline. To get the job, I needed to get fingerprinted, background checked, drug tested, and take two classes given by airport operations to get a security badge. This badge lets me bypass the TSA line, gets me through all security doors in the terminal, and gives me driving privileges on the ramp. After all that was taken care of, I started the large amount of online training which we call "universities" while working a flight or two a week. These universities consist of reading and videos with a quiz at the end of each section covering all the procedure for everything we do. After finishing the universities and my getting badge (whole process took about two months) I was then considered a Ground Operations Agent which is my job title. Now the company I work for has two main parts. The CSA's or "Customer Service Agents" who mainly deal with the ticket counter and boarding passengers at the gate, and the GOA's or "Ground Operations Agents" which is what I am. As a GOA we get to the airport two hours before the flight is scheduled to depart. While waiting for the plane to come in we mainly just hang out in the bag room on the other side of the wall where your checked bags go through on that conveyor belt. Once the bags are inspected by TSA we stack them on a cart to be brought out for loading when the plane arrives. We also take turns taking elderly or disabled people in wheelchairs flying on Allegiant through TSA and up to the gate. When the plane arrives we all head outside to marshal the plane in with those red light saber looking things. The usual crew of us on the ground consists of 4 people. After the aircraft is chocked, we begin unloading all the bags. The aircrafts that we work on are the Airbus 319 and the 320, although we also used to have the MD80's come in but they have recently been retired from service by the airline. We unload all the incoming bags, bring the gate checked items such as strollers and car seats up to the gate for pickup, bring the inbound bags to the carousel for the arriving passengers to pick up, load the outbound bags on, drain the toilets, refill the onboard water tank, restock the ice in the cabin for drinks, and other things of that sort. At the end, we hook up the tow bar and push the plane out. The ramp can get kind of chaotic at times with lots of equipment getting moved around and being that it is an outdoor job, the weather can make things challenging at times too. We usually get 60-80 bags going on the plane and about the same coming off although we occasionally hit over 100. The bags weigh usually up to 40 pounds but the heaviest I have seen so far was 76 pounds. Really loading and unloading the bags takes the most time out of everything. The job pays \$13 an hour with 3 hour shifts per flight with up to 3 flights a day. Also, as an employee (and one other person of my choice), I get \$60 round trip tickets on Allegiant Airlines anywhere they fly. I have yet to use that perk. Although the 3 hour shifts can be short there is one negative. The one catch that can cause issues is that we are not allowed to leave until the plane leaves, or the passengers leave whether that means they fly out or get put up in hotels. So, I have had a couple times where a 3 hour day turns into a 7 hour day due to really bad weather, or something breaking causing the plane to stay on the ground and the flight getting delayed. But that is just part of the job. Overall, I have been working at Stewart for this company since July of 2018 and have enjoyed all of it and look forward to work every time I go.

Below are some pictures mostly from the summer of 2018.



Here is a view from the ramp at our gate before the arrival of our plane. There is a Norwegian 737 in the background parked at the next gate over. In the foreground you can see part of the tow bar we use for the A319 and A320. Behind that you can see our tug hooked up to an empty baggage cart.



This is looking out of the aft cargo bin and down our belt loader on a A320. The belt loader has a conveyor belt (the black with the horizontal white lines) that we use to transfer the bags onto or off the plane.



My supervisor, Ian, sitting on “the beast” as we named it. This was being loaned to us while ours was being repaired. We used the pushbacks to move the planes around. Kind of like tugboats.



This is the aft 4 compartment of an Airbus A320 just after having been offloaded.



Looking down the side of a MD80 just before departure.

Interesting Stuff

John Knight: First flyers for 2019. John has the honor of being the very first to have a plane in the air in the New Year. From left to right, John Knight, Domenick Fusca, Scott Fellin, Tom Eng

