



Whirlwind



Newsletter of the Beltzville Flying Machine Society

September 2018

COCKPIT CORNER – by Brian Sherman, did4ways@aol.com

IMPORTANT REMINDER! Don't forget that the BFMS annual picnic will be held on Sunday 9/16! The club will supply the burgers, dogs and drinks. As has been the BFMS tradition members are free to bring their favorite specialty dish or desert. We look forward to great turn out and lots of fun flying. Well, maybe some of us won't have our favorite planes. Over the past few weeks several members have fallen victim to the WALL OF PAIN.

Victim #1 – Larry, he lost control of two aircraft in one day. The first was a plane which is somewhere in the trees at beyond the east end of the runway. Maybe he'll look for it after the leaves fall off the trees.

The second when was his six bladed quad. Apparently two of the prop nuts were not fully tightened causing the props to spin off in mid-flight. The quad came screaming by me and my trailer at about 50 mph and 10 feet above my head as I heard the scream "Oh 'S', watch out!" I don't think the "S" was Sherman.



Fortunately Larry was able to recover the quad in the woods behind the parking area. Unbelievably it was basically undamaged.

Victim #2 – Randy, "I swear I was above the trees". How many times have members made the same claim when landing from the east end of the run way. The nick in the wing, however, shows where the branch hit it. He won't be needing the green body bag by the truck tire but I don't think he's going to be able to fix the firewall with the set of Allen wrenches on the ground. Actually the damage is not too bad. With a little luck the Ryan may be back in the air for the picnic.



Victim #3 – Your's truly. I finally upgraded to the DA-170 for the Sukhoi. And it runs great! I was finally able to fly low to the ground for 3D with complete confidence that the motor would not stumble or quit. (Now don't get ahead of the article, I did not tail slide into the ground.)

In fact I was flying a straight and level pattern from the east end of the runway (starting to get the feeling that we have our own Bermuda triangle) on the 4th flight with the DA170 when the plane became unresponsive to stick inputs. It went down behind the trees, how I hate that visual, but did not give up. Apparently I was able to gain just enough control to get it straight and level as it flew into the woods about two feet above the water on the far side of the creek arm. Amazingly the landing gear and wheel pants are untouched. But the divots in the wing panels show where it hit the trees. Luckily the rescue pontoon boat was only 15 minutes out and was able to pick me up for the recovery.

The engine and equipment survived. At this point I think the Li Ion receiver batteries went south. But due to the time it took to recover the plane and the fact that one or more of the servos may be stalled during the crash, the pack voltage was just over 4V when I got it home. Because it is a 2S pack the cells now are below the minimum safe discharge voltage. The pack is about 5yrs old but has never shown signs of deterioration when load testing after charging.

I won't know what failed for sure until I get all the equipment on the test bench and can wring it out. The new plane and battery packs are on order. This will be my winter project.



(That's my brother-in-law driving and one of my brother's daughters and son are in the front)

Until next time keep the cockpit up and be safe.

Upcoming Events:

- BFMS Meeting - Saturday September 8, 2018
- Ashfield R/C Club Picnic – Open to all, bring your own food – Saturday September 15, 2018
- BFMS Annual Picnic – Sunday September 16, 2018

Any questions or comments
should be directed to
Scott King at:
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The next meeting of the
BFMS will be at :
The BFMS Flying Field
Saturday, September 8 at
Noon