

THE FLYER



Middlesex County
R-C Fliers, Inc.

April 2006

President's Message

Hello all, and Happy Spring! (and it will feel like it soon, right?) The days are getting longer and with Daylight Savings we'll be flying at supper time again before you know it!

Before I do anything else though, I want to welcome some new members. These folks all joined the club during the last few months (like six months, or eight, or maybe ten!) and I have been remiss in letting you know about it. They are:

David Driscoll, Robert LeDuc, Hugh McNeil, Joan Motowylak, Victor Vogel, Michael Whitmore, and William Copp

Welcome aboard! I've met a couple of you, but hopefully with the better weather coming I'll run into the rest of you soon. (Hint: One sure way to meet me is to come to a few meetings!)

Spring Clean-up Day — Sat. April 22

Your board has set Saturday, April 22nd as the date for our annual Spring Clean-up Day at the field. We're calling for all available hands to come out and help clean the field, pits and upper park area. Rakes, gloves, and trash

Anyway, things are warming up in ways other than the weather - by the time you read this we will have held a Board of Directors meeting, and with any luck will have firmed up some spring events. One date I can give you right now is **Spring Cleanup Day** - Saturday April 22nd. See the write-up below for more information.

Please check the web site every once in a while if you can - I'll try to keep it up to date regarding events.

Also looking forward, there has been a lot of buzz lately about the new Spread Spectrum radio technology - there have been several reviews in the R/C magazines and online. I am now the proud owner of one of these systems, and at our next meeting (April 12th) I'll be giving a brief presentation on the basic technology behind Spread Spectrum radios, a

discussion of the limits and possibilities of SS for R/C use, a demo of the new radio (which won't look much different from a demo of a 72 MHz radio!) We'll also talk about the minor changes these systems will have on flying here at MCRCF.

bags are the equipment of the day. We may have some painting and bench repairs to do as well. Our general procedure is that there will be no flying at the field until the clean-up activities are complete.

On a personal note, I recently flew my first solo flight (full-scale) at Hanscom. It was only one trip around the pattern (in Piper Tomahawk N9171A) but it was sweet! Sure was strange being all alone in that airplane, after almost six months with the right seat occupied by my instructor! Still, as much as I'm enjoying full-scale, I'm looking forward to burning some glow-fuel (and Watts) soon. They refuse to let me make a low inverted pass over the field at Hanscom!

Be safe, and have fun!

Jeff

We plan to get started around 9:30 and hope to have a large enough group to spread out and make short work of the project. Light refreshments (coffee and a few donuts) will be available for the early volunteers.

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Special points of interest:

- See Page 2 for this year's MCRCF Calendar of Events
- Need to calculate where the CG for your plane should be? See Page 3
- Interested in precision Aerobatics? See Pg 3
- Wed night is Flight Instruction night.

Review of Last Month's Meeting

John Parisi

About 16 people attended, including a couple of new members. John Caci reported that we have a healthy bank balance again now that 2006 dues are in. We talked about old business; cutting the grass, port-a-pottie, storage shed, dues, attracting new members, etc.

I gave a short presentation on upgrading the typical ARF being sold these days. Examples of things that I buy to improve a plane include: Hayes fuel tanks, JR 125 MG servos, Ernst servo wire keepers, Sullivan gold clevis's, Fult's nose gear, Dubro heavy duty servo arms, remote glow and remote fuelers.

I also mentioned reinforcing key areas like landing gear blocks and firewalls that will fail under less than perfect conditions.

An ARF out of the box is a good beginning but a good pilot will take the time to make it better. Improving an ARF is easier than building a plane from scratch.

Show & Tell was interesting. Bill Copp had his new Dual Ace twin engine by Seagull. (see picture on page 3) Nice .40 size twin engine plane powered by 2 OS 40's. Dave Varrell brought his new Delta Fighter by Modeltech - cool looking delta wing speed plane. I brought the plane I bought at the WRAM show, it is an ARIA Models Long EZ. It is a Canard style plane powered by an OS 46 AX.

50/50 raffle was won by Dave Varrell.

We followed things up with a video on the beginnings of R/C flight.



John Parisi's Long-EZ Canard recently made its maiden flight, as well as several subsequent flights, at our field. Photo by Jim Orsborn

Calendar of Events

The Board is making plans to hold several events this year and would like to propose the following Calendar of Events for the year. Watch the newsletter and the Website for more information.

MCRCF Events:
Sat. Apr 22 (9:30 AM)
Spring Clean-up Day

Sun. May 21 (9:30 AM)
Fun Day Fly-In

Sun. Jun 11 (10:30 AM)
Cookout & Fly-In

Wed. Jul 12 (7 PM)
Cookout & Club Meeting

Other Dates:
Wed. Apr 5 (7 PM)
Art Alfano Scale Show in
assoc with 495th RC at
Cong. Church Tewksbury

Sat/Sun Oct 7/8
IMAC / Pattern show in
Concord, NH

Flight Instruction — Wed. Evening Training

Just a reminder that we've designated Wednesday evening as a Flight training time when students have priority for access to the flight line.

As you know, standard procedures for shared access to the field call for using the frequency pole to help control the flight line.

Pilots should limit the time their pin is on the top rung of the pole to 15 minutes. After each flight, the pin is moved to the bottom of the vertical stack of pins.

So, the change in procedure for Wednesday evenings is that a student can move from any position on the pole to the active rung

when he/she is ready to fly, and not have to wait.

Other pilots at the field should please be aware that instruction may involve landing and takeoff maneuvers that tend to occupy the runway and airspace close to the field. As always;

Safety comes first.

Safety Review

General Rule 6.

I will not fly my model aircraft unless it is identified with my name and address, or AMA number, inside or affixed to the outside of the model aircraft. This does not apply to model aircraft flown indoors.

(From the AMA National Aircraft Safety Code, Jan 1, 2006)

Are you in compliance with General Rule 6 with all of your models? For some free AMA model identification labels, see Jeff Ward at any club meeting.



Bill Copp shows off his Dual Ace by Seagull Models

Photo by Jim Orsborn

Aerodynamics: CG , Balance, Stability: Info

John Parisi recently brought a new canard style airplane to the field. On the first flight attempt he ran into some apparent stability problems that may have been attributed to an improper Center of Gravity (CG) location.

In an attempt to help, I did an Internet search for “Canard CG location” and came up with several interesting web pages.

The first link listed above is an introduction to airplane stability con-

Info Available on the Internet

- 1) <http://adamone.rchomepage.com/index5.htm>
- 2) http://adamone.rchomepage.com/cg_calc.htm
- 3) http://adamone.rchomepage.com/cg_canard.htm

cepts. The page includes a nice description of the effect that CG location has on stability. It also discusses Neutral Point (NP), Mean Aerodynamic Chord (MAC), and Aerodynamic Center (AC). Wonder why we say the CG is typically between 28% and 33% back from

the leading edge, this page explains all of the details.

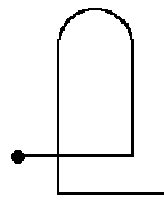
Want to know exactly where the CG should be located, URL 2 above is for airplanes with a standard wing configuration and 3 is for canard designs.

Aerobatic Maneuvers — Humpty Bumps

Humpty Bumps include a variety of maneuvers that are typically done as a turn around maneuver at either end of the runway. Similar to a stall turn, the Humpty Bump starts as a 1/4 loop to a vertical climb and ends with a 1/4 loop back to level flight following a vertical dive.

There are many varieties of this maneuver, each defined by the details of what happens on the climb, dive and turn around at the top.

The easiest Humpty is a straight vertical climb and a 1/2 loop at the top. A 1/2 roll on the dive and 1/4 loop at the bottom finishes the basic maneuver.



Other variations of the Humpty might include snap rolls or an outside loop at the top.

Technique hints might include; keep your wings level going into the maneuver, reduce power for the vertical descent, make the loops much tighter than a standard full loop.



Postage

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We're on the Web!

<http://www.mcrcf.org>

First Class Mail

Next Regular Meeting

Wed. April 12, 2006

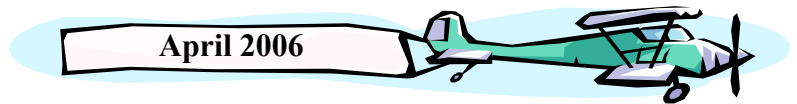
7:30 PM

Lewis Building

248 Boston Road (Rt 3A)

Billerica, MA

April 2006



Official Publication of the Middlesex County R-C Fliers, Inc.

The **FLYER** is the official publication of the Middlesex County R-C Fliers, Inc., a non-profit organization chartered for the promotion of radio controlled model aircraft building and flying. The club operates a flying field located on Treble Cove Road, Billerica, MA. The club offers free flight instruction to any member provided they have a current membership with the Academy of Model Aeronautics. Contact any club member for details. Meetings are held on the second Wednesday of every month between September and June in the Billerica Recreation Dept building at 248 Boston Road in Billerica, starting at 7:30 PM.

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