

THE FLYER



Middlesex County
R-C Fliers, Inc.

Dec. 2006



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MCRCF Visits the McCall Middle School in Winchester

Jim Orsborn giving a presentation on Aerodynamics

President's Message

There's a lot to cover this month, so let's get to it!

» I hope you enjoy reading Jim O's story about the **McCall School visit** - he and Ray took this opportunity by the horns and turned it into a great outreach program. Jim took the day off from work to do his teaching stint - I really can't say enough good things about this, but please, read for yourself! (*story page 2*)

» Our annual **Holiday Party** has been scheduled, and will be held on Friday evening, JANUARY 12th at Rick's Chun King in Billerica. Holding it in January avoids the jam-

packed December holiday frenzy, and allows us to schedule a rain/snow date for the following evening of the 13th. (that's impossible in December.) Put it on your calendar, and look for more details coming your way!

» Just before the Holiday Party, our **January Annual Meeting and Elections** will be held on January 10th. This is an important meeting that requires a quorum to complete, and I urge all members to attend. In addition to the officer/director elections, you can expect to vote on proposed updates to the by-laws, the

details of which will be sent to all members before the meeting.

» Our **16th Annual Auction** is on the horizon, to be held on Sunday January 28th. Once again this will be a joint event with our friends at Burlington R/C Fliers Club. Look for the event flier to appear soon.

» Thanks go out to Frank Sullivan for volunteering to help with the MCRCF website. Frank is going to start off by gathering non-MCRCF event information for the "*Event Calendar*" page, and we'll see what else we can rope him into!

» FYI, the December issue of AMA's *Model Aviation* magazine has an article on the new **Spektrum DX7 radio system**. This new full-range spread-spectrum radio system can be used wherever a 72MHz radio can be used. Please note that this is a different system than the previously released Spektrum DX 6, which will still be limited to small electrics.

» See page 6 for a handy calendar you can cut out and stick someplace prominent!

Don't forget to renew your membership - Fly safe and have fun!
Jeff

MCRCF Visits the McCall Middle School, Winchester, MA



LOTS of Questions!

Friday, Nov. 3rd started pretty early in the morning. I arrived at the school parking lot a little after 7 AM, and started unloading everything. I had agreed to talk with four 6th-grade science classes and then give a demonstration of my flying skills on their athletic field.

The story actually started one evening about two weeks earlier when Joe DeMarinis called Ray Capobianco to ask if anyone from our club would be willing to give a presentation on Flight to his Middle School Science class. Joe had been helping the 6th grade Science Class at the McCall Middle School in Winchester study the theory of flight. He

thought seeing a radio controlled model in flight would help explain the theory.

Ray and I made a late night visit to the school to view the “flying field”. Despite several obstructions including soccer nets and football goal posts, the field behind the school was big enough to support either a helicopter or a small electric plane. So Ray and I agreed to the request, and started making plans. The final date was a last minute decision and Ray was not going to be there until the end; so I did all of the talking.

I decided to use my computer for the presentation to the class and included a photo of the C-17 Globemaster from the last Newsletter. When asked who in the class had ever

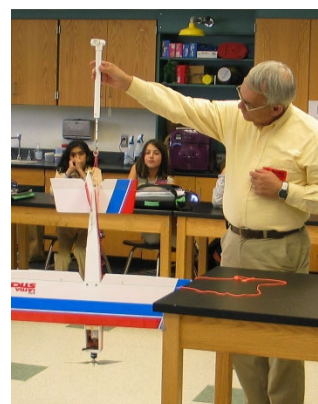
flown in a big plane like it, almost every hand in the room went up. So imagine everyone’s surprise when I showed the second picture with two people standing behind it and told them that it was a model with a wingspan almost as wide as the classroom!

The kids from every class were wonderful. They all had lots of questions and showed some real interest in the topic.

Joe DeMarinis is a retired engineer working with the school through a Northeastern University “reseed” program. With Joe’s help, the class had already discussed the Bernoulli theorem as well as the Coanda effect. So I didn’t need to cover any of the “Theories of Flight.” Instead, I used a model (my Venus 40) and we discussed the three main flight controls.

I had some animated graphics on my computer, but the working model was the best visual aide. With the radio turned on, I demonstrated how each control surface moves.

Roll, pitch and yaw axis were new terms to the students, but everyone learned how the ailerons, elevator and rudder work together in flight.



How Much Does it Weigh?

My talk included a lab experiment where we measured the weight of an electric model and then used the same scale to measure the thrust of the electric motor. Based on our measured Thrust to Weight ratio, the students and I concluded that the model should be capable of a vertical climb. I was not able to show this during my flight demonstration. *[Kids, I have flown the model at our club field and shown that it can climb straight up, almost out of sight.]*



Throughout the presentation, the students continued to pay attention to everything that was said. Several students said they had experience with RC cars, so I expect that some will be looking for a plane in the near future.

After a few more questions, we moved outside for the flight demonstration. I was quite nervous, and it was only a few minutes past 8:30 AM when we went outside for the first time. After checking the wind direction, I filed a mental flight plan that called for a left to right take-off into the wind. Followed by a straight down wind leg, turn

before the football bleachers and land on the first pass — Sorry kids, nothing too risky or dangerous and no aerobatics on the first flight. The outburst of applause and yells on take-off really caught me by surprise. The students were pleased, but I was even happier when the landing was “In the circle,” right in front of me. Later flights would include a couple of loops and even a Cuban 8 turn-around, but the first flight was over, without incident.

We returned to the classroom for a wrap-up session, including more questions and answer.



SR-71 Framed Print

I took this opportunity to present the class with a framed print of my favorite airplane, the SR-71. I told a brief story about the plane, and mentioned that it holds both altitude and speed records.

I left this souvenir with the school and told the students that I hope someone in the class will look at the picture, remember the visit and maybe decide to follow a career in aviation.

As a final gesture, I handed out small balsa gliders to every student to take home with them. The club helped pay for these gliders, and I heard several students talking about how much fun they were to fly. Maybe someday soon they (and or their parents) will visit the club field and experience the fun of RC model flight.

Footnote — see page 4.

MCRCF Visits the McCall School — Footnote

This was a successful program and an offer is extended to anyone who reads this Newsletter to join us at the MCRCF Flying Field for a FREE demonstration flight.

For information about a similar program at another school, please contact Jim Orsborn (See back cover).

Free Demo Flights

If you are new to the sport or just want to find out, join one of our instructor pilots for a free demo flight. Stop by the field and join us or preferably call ahead for an appointment.

(Contact either Jim Orsborn or Ray Capobianco (See back page info.)



Membership Renewals:

*Got your new AMA membership card?
How about your MCRCF membership?
Renewal forms are available on the Website.*

Two more students receive their Intro Pilot certificates

The MCRCF Flight Instruction committee is please to announce that two more pilots received their Intro Pilot certificates. Frank Sullivan and Dean Reed received their certificates at the October meeting, so please offer your congratulations the next time you see them at the field.

Frank started training with an Avistar that he kept through the whole training program. Kadet LT-40s were temporarily out of stock when he started, so the Avistar proved to be an excellent alternative. Frank did have one or two mishaps while training, but nothing severe enough

to require a new plane.

On the other hand, Dean was seen flying several different models over the past two years. I remember there were some early problems with the Hobico NexSTAR that he started with, including a complete wipeout while I was on the in-

structor sticks. I believe it was an Eagle II that Dean used for the final series of flights.

Both Frank and Dean had some early problems with over controlling the plane, but they quickly learned that a heavy hand is not needed.

Seen at the field recently

The photo to the left shows Dave Varrell with his Tiger Moth. Dave told me that he bought this one at the RAM show last year. Some ARFs (like this one) have a lot of scale detail that make them very attractive; and when you put a four stroke engine (OS-91) up front they make excellent flyers. Dave also flies the GP RV-4 shown to the right. This one was obtained as a salvage project. Equipped with flaps, the plane slows to a crawl on landing, even with the 46-AX and Pitts muffler up front.

Jerry Crowley and John Parisi were seen at the field with this pair of F4U Corsairs. You know they are ARFs by the identical insignia markings. I believe that John (left) installed retracts on his while Jerry went with the standard, fixed gear.

The final plane in this feature is John Parisi's Great Plane's Super Stearman ARF. This is another excellent scale subject that has been rendered with a lot of scale detail. Recognize the field in the background? Seems that

John felt this plane was too big for a test flight at our field, so he took it up north to the "Sod Farm" field in Concord, NH where they have a very wide runway that's 1/4 mile long.

So has anyone been to a Scale Fly-in in the area recently? The magazine write-ups are



Great Planes RV-4 Kit



Hanger 9 F4U Corsairs

full of stories about the "Big Guy" scale shows, but I suspect there are other "Fun Scale" events that could be just as much fun to attend. What if we were to consider some sort of scale event for next year's calendar? Let one of the officers know if you think it might be a good idea.



Great Planes Super Stearman

December 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

Schedule of Events

- 13 Dec — December Club Meeting
- 22 Dec — Winter Solstice; shortest day of the year
- 25 Dec — The big guy comes to town

January 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Schedule of Events

- 10 Jan — January Club Meeting, Elections
- 12 Jan — Annual Holiday Party, Chung King's Chinese Restaurant, O'Connor Plaza
- 13 Jan — Holiday Party
Rain/Snow date.
- 28 Jan — Joint Auction, Burlington Legion

Comments

Okay, with Dec 22nd being the shortest day of the year, summer has got to be coming soon.

The latest information on the Holiday party is that it will be on Jan 12th this year. We're looking at the same location, Chung King's in the O'Connor Plaza.

Then the Annual R/C Auction is scheduled for Jan 28th, the weekend between the Division Playoffs and the 2007 Super Bowl. Again the location will

be the Burlington Legion Hall on Winn Street, and again this is a joint event with the Burlington club.



F-4 Phantom, on static display



and headed for the runway.



Long EZ from Rich Models

More Planes

Jerry Crowley brought his F-4 Phantom to the field for a qualification ride. You know, with a plane that looks like this one, we probably should require pilots to take an annual test. I've tried to hide it, but I believe this one has an OS-46 FX up front. Retracts? I'm not sure.

The Long EZ belongs to John Parisi who bought it over the net

from Rich Models. This canard design looks a little odd in flight. John did have some trouble getting the CG correct — seems like the instructions came with two different answers. But once this initial setback was overcome John says it flies just fine.

If you're interested in aerodynamics, this plane uses a "pusher"



40 Size, GP Slow Poke ARF — For Sale

prop on the rear mounted engine. The net result is that elevator control is very sluggish at low airspeeds. When doing some maneuvers like a stall turn or humpty bump it sometimes helps to use a burst of power to get the tail to swing around — well this is not going to work with a ca-

nard design.

For Sale:

Jose Mendes says that his Great Planes Slow Poke ARF is for sale. This is a .40 size plane \$80 or BO. Call Joe on (978) 853-7314



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Postage

We're on the Web!
<http://www.mcrf.org>

First Class Mail

Next Regular Meeting

December 13th, 2006

7:30 PM

Lewis Building

248 Boston Road (Rt. 3A)

Billerica, MA

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 at the Billerica Recreation Dept. (the "Lewis Building") at 248 Boston Road in Billerica, starting at 7:30 PM.

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