

THE FLYER



Middlesex County
R-C Fliers, Inc.

December 2008



Yankee Doodle Homecoming 2008 - Ray and Rich do flying duty, while Dan conducts training and Don chats up the spectators (Photo: Jeff Ward)

Inside this issue:

Winter Storage Tips	2
November Club Meeting Notes	4
Events Calendar	5
Club Officers	BC



President's Message - *Shifting Winds*

→ 2009 Elections

Our 2009 Annual Meeting and Election will take place on **Wednesday, January 14th**. As many of you have probably heard, I won't be running for re-election in January. As much as I've enjoyed being president for the last *seven years*, it's time for a change for any number of reasons, only a couple of which I'll mention here:

- I'd like to expand my participation in some other areas of interest (especially flying full-scale)
- I'd like to spend more of my very-rare "R/C time" actually flying models and finishing my shop projects.
- I increasingly find myself attending to the needs of an elderly family member who lives 60 miles from Billerica.

And frankly, it's just a good idea to rotate club leadership periodically to bring in fresh ideas and perspective, and to give others a chance to shape the club

and its future. I've probably hung in too long as it is!

I will be serving as a Director for the next year (as allowed by the bylaws) and will use that period to transition out of some of the other miscellaneous duties I created for myself (like hosting/maintaining the web page and the club email list.) I certainly intend to remain active in the club - just not quite so married to it for a while.

Please help the Nominating Committee (chaired by Frank Sullivan) by taking this opportunity to give back to the club. Put your name forward as a candidate for election to office, and especially for the President and Vice-President positions that will be losing their incumbents next year. ***If not you, who? If not now, when?***

→ Winter Safety

Any time now, we'll be finding ourselves confronted by winter weather and snow on the flying field. If you recall from last winter, some concerns were voiced about

the safety of operating from the road when the field is snow-covered. I wrote about this in the April 2008 newsletter, which I invite everyone to review before the snow flies this winter. Let me again remind everyone that under no circumstances should any member fly their model over any unprotected person, club member or not. Model operations from behind someone who is using the designated runway and flight stations just can't be tolerated.

→ Holiday Party

The annual Holiday Party is scheduled for the evening of **Saturday, January 10th**. Please keep an eye out for more information on location, time, etc.

→ 18th Annual Auction

The 2009 joint MCRCF/BRCF auction will be held on January 25th. Pick up a flyer at a hobby shop or see the MCRCF web site for more information.

Jeff

Winter Storage Tips by Jim Orsborn

Introduction

Okay, so how many of you have already made your final flight for the 2008 flying season? Cold weather, early nightfall and rainy weekends have been the norm for the past month. So if you are planning to put things away, take a look at these Winter storage tips.

Airplane

Be sure to give the entire airplane a thorough cleaning to remove all traces of exhaust residue. Check the covering to be sure that fuel is not creeping under the seams around the firewall and areas around the exhaust outlet, soaking the balsa. If so, make the repairs during the off season while you have some extra time. Check the fuselage and flying surfaces closely for cracks or other damage. Check the servo

arms, control horns, clevises, pushrods, and/or control cables for excessive wear or damage.

The airplane can be stored indoors or outdoors in the garage; the constant cold temperatures can be tough on batteries, but otherwise don't seem to cause any problems. The only problem that could occur would be if you stored it in, for example, a workshop that is heated occasionally and then allowed to cool down after use. This could result in damage to the engine because of condensation and probably to the balsa or covering material from temperature changes. If you store the airplane on a wall, it should not be supported on the nose because this could damage the engine bearings. Support it by the tail structure

or similar means. If the wing is removed, do not stand it on end. Support it similar to the way it is normally mounted on the fuselage. Do not leave the weight of the airplane resting on the tires if you don't store it vertically.

Engine

The major concern regarding engine storage is to remove all the glow fuel from the inside of the crankcase and cylinder to prevent rust formation on the bearings, crankshaft, etc. The best advice is to remove the engine from the airplane, remove the glow plug and backplate, and flush the inside out with a solvent such as kerosene.

While the backplate is off, check it over for signs of rust, bearing failure, etc. After cleaning, generously oil the bearings

and the cylinder with lubricant such as one of the after-run oils or Marvel Mystery Oil. After it is well oiled, reinstall the backplate and plug and place it in a sealed plastic bag along with the mounting hardware until next season. If you decide not to remove the engine, at least remove the glow plug, pour some oil into the carburetor, and spin the engine over clockwise to distribute the oil through the bearings. Add some oil through the glow plug hole, turn the engine over slowly a few more times and reinstall the glow plug. Remove the propeller if it is made of wood. Put a plastic bag over the engine to keep dust and dirt out.

Batteries

Ideally you should cycle the transmitter and receiver batteries and record their ca-



capacity for reference next season. It is best to leave them on a trickle charger to maintain a charge during the off season. If this is not practical, try to charge them at least every one to two months. When ready to fly again next spring, cycle the batteries first to be sure they have adequate capacity.

Ed Note: Here is an idea for a permanent trickle charger. Buy a cheap light timer. Set it for about 30 minutes per day on and off for the remainder of the day. Plug you house charger into the timer. Your batteries should get about 30 minutes of trickle charge time every day. This is more than adequate for long term storage.

Transmitter/Receiver/Servos
Don't forget to check over the servo wiring and connectors. If there is any sign of corrosion on the connectors, then get them

replaced. Also check the output shaft for looseness.

Check the receiver antenna for damage. If there are any doubts, get it fixed or replaced. Extend the transmitter antenna and clean it with alcohol. Collapse the antenna and repeat the cleaning several times. (There are contact fingers inside each antenna section that may become coated with oil, preventing the proper contact between sections, greatly reducing the transmitting range.)

Fuel

If you have fuel left, be sure it is capped tightly and store it in a cool place out of sunlight. Some recommend against storing fuel in very cold temperatures, but I have not had any problems doing this in the past.

Fuel Tanks

This topic wasn't actually covered in the

AMA article. But Jeff told us a good story about fuel tanks, so check out the notes from the November meeting
Hint: Fix any air leaks you may have with a fuel tank, and odds are pretty good you won't have any fuel leaks.

Starter Battery

If you have an electric starter hookup, remove the 12-volt lead acid battery, clean the terminals and check the electrolyte level. Add water if necessary. This battery must be charged if stored outdoors during the winter. A monthly charging will keep the battery from freezing and also extend its life.

Miscellaneous

If you have a handful of used rubber bands as I do, throw them out and plan to buy a new box next season. This would be a good time to check your supply of spare glow plugs, propellers, etc., and make up a parts

list to replace those used during the summer. If, during your inspection, you run into problems or there is something you are not sure about, call another club member for some advice or suggestions. Make the repairs during the winter and save the warm weather for flying!

Plan for next Year

Okay, now that we have this year's plane safely put away into storage, what are you thinking about as a winter building project? Never built a plane from scratch? Well maybe this will be the year to try it. How about a new ARF for the coming season. You are planning on attending the upcoming Holiday Party aren't you? That is usually a great opportunity to check out a new plane.

November Club Meeting by Jim Orsborn

Jeff Ward called our November meeting to order a minute or two past 7:30 PM. About 10 or 12 dedicated members had turned out to hear the latest club news. Ray Capobianco reported that the membership currently stands at 81, which is good news for this time of the year.

Ed. Note: If you have not as yet renewed your membership, don't forget to take care of your AMA business first, and then mail in your club membership renewal. Forms are available on the Website.

Our Treasurer, Vic Vogel, announced that we still have a solid treasury balance. After paying expenses for October, we will start the month of November with \$3,779.24 in the bank.

Members in attendance reported that

they are still flying, but the weather and new time changes are making it more difficult as the days pass.

Jeff told us a great story, and it actually relates to the article on winter storage preparations. Apparently he had been flying his Sig Four Star 60, and noticed some slight changes in performance. He had not thought too much about them, and had never been able to identify anything specific.

Well, at the end of his last flight at the field, he started putting things away and suddenly noticed that his pants were wet with fuel? I know Jeff, he always drains the fuel and puts a little after run oil into the engine. So the obvious question was; Where is the fuel coming from?

It turns out that his fuel tank was leaking! Fuel was coming out from the stop-

per that supports the fuel lines. This was therefore the explanation for why he was occasionally seeing bubbles in the fuel line to the engine.

When he checked the tank, he found that all of the foam padding was soaked to the saturation point. This explained why he had not seen the dripping earlier; and the extra weight also explained the changes in flight characteristics he was seeing.

Moral of the story: Parts wear out, and rubber gaskets eventually dry out. When the stopper dries out, fuel will start leaking from your tank.. So check this area carefully when you get you plane ready for winter storage. You may also want to take the tank out in the spring and check it for air leaks. If it is air tight, it probably will not leak fuel.

Jeff went on with

the meeting, and reminded everyone to take a look at the event calendar. The annual Holiday Party is scheduled for Sat. Jan 10th and the annual Auction is scheduled for Sunday, Jan. 25th. Both dates are on the calendar to the left, so plan on attending. Look for more details on the Website and in your e-mail.

New Business: The important item for each November meeting is to appoint a nominating committee. We all owe a great big Thank You to Frank Sullivan for volunteering to serve on this committee again this year. He will be the Chairman, with his brother Greg and Bob Forgione serving as committee members. Look for them to contact you with more information.

The meeting closed with the traditional raffle. Sorry, but I don't remember the winners, but the prizes were a gallon

of fuel and an indoor electric "Vapor" RTF model.

The final topic for the evening was actually a request from yours truly. As you have probably noticed, I've missed a couple of issues of the newsletter this year. So my request was for any suggested topics that I should include in future issues. Do you have any suggestions or would you even be willing to write something? Any inputs would be welcome!

So why weren't you at the meeting? After all, where else can you win fuel for the month, or a complete, new, ready to fly model basically for the cost of attending? Dates for the December and January meetings are shown on the calendar. We will probably have food for the January meeting, because we really need folks to turn out for the elections.

Calendar of Events

Club meetings are the second Wednesday of each month. If you have not been to a meeting recently, we would enjoy having you stop by to renew friendships.

Each month we have a show and tell time, so bring something to share and get a free ticket for the monthly raffle prize.

Tis the Season for Holidays, so we've got three coming up over these two months. But then we also have the Holiday Party and the Annual Auction which is a party too. Okay, so Christmas is also my birthday; please don't forget to send me something appropriate.

December 2008

Sun	Mo	Tue	We	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			

Wed. Dec 10: MCRCF Monthly Meeting, at the Lewis Building on Boston Road

January 2009

Sun	Mo	Tue	We	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

Sat. Jan 10th: MCRCF Holiday Party.

Wed. Jan 14th: MCRCF Monthly Meeting, at the Lewis Building on Boston Road

Sun. Jan 25th: Annual Auction, at Marshall Middle School, 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 in the Billerica Recreation Dept building at 248 Boston Road in Billerica, starting at 7:30 PM.

Club Officers:

President

Jeff Ward
4 Eastview Avenue
Billerica, MA 01821
978-663-4493
jeff@mcracf.org

Vice President

Jerry Crowley
39 Cresthaven Dr.
Burlington, MA 01803
781-272-7034
paris822@msn.com

Registrar/Secretary

Raymond Capobianco
28 Griffen Drive
Wakefield, MA 01880
781-944-6056

Treasurer

Vic Vogel
200 Market St. Apt. 416
Lowell, MA 01852
978-452-7978
conductorvic@comcast.net

Director

Charlie Bacon
15 Tanglewood Drive
Chelmsford, MA 01824
978-376-7187
chazbacon@comcast.net

Director

Daniel Fisher
9 Village View Road
Chelmsford, MA 01824
978-256-3085
danfj@aol.com

Director

Dave Varrell
24 Mathew Road
Billerica, MA 01821
978-667-7012
d.varrell@comcast.net

Newsletter Editor

Jim Orsborn
43 Charne Road
Billerica, MA 01821
978-667-4510
jto@mitre.org



28 Griffen Drive
Wakefield, MA 01880
Phone: 781-944-6056
E-mail: info@mcracf.org

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<http://www.mcracf.org>

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December 10th, 2008

7:30 PM

Lewis Building

248 Boston Road (Rt. 3A)

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