

THE FLYER



Middlesex County
RC Fliers, Inc.

July 2015



Construction Derby Winners Congratulations go out to Paul Sullivan's, Team 2, as they were declared the winner of this year's Construction Derby. See pages 4 and 5 for details and additional photos from the event. *Photo by Jim Orsborn*

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President's Message, *by Jerry Crowley*

I would like to thank everyone who came and helped with the annual Construction Derby held on June 14th. It was a great showing and job well done by all. In particular I would like to thank Ray Capobianco and Jim Orsborn for all the effort and creativity that has gone into such an event. We, the recipients of their efforts don't realize the amount of work that goes into an event like this, so hats off to these guys. Also a big thanks to the Captains, Judges, and participants who make it all possible. We had a great time! The cookout was great as always. Jim Orsborn our Newsletter Editor has a great article covering all the events of the day further in the newsletter.

Unfortunately we had to cancel our Family Day Cookout and Fun Fly that was to be held June 28th due to inclement weather. At the meeting this month we will pick another date for this event.

As I stated last month, a new RC Club, the "River Bend Flyers" is being formed in Tyngsboro near the bridge that crosses the Merrimack River. I hope those wishing to join a second club took advantage of their offer to waive the initiation fee normally charged when joining the club for those who currently belong to an existing R/C club. Please refer to last month's Newsletter for details or review the Newsletter on line

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President's Message (Cont.)

from May and June for details. The field is still a work in progress but flying has now begun at the site. For additional information, contact the Club's president, Ken Pappas, at <kenpappas@comcast.net>. This looks like a great opportunity to join a second Club.

Try and make out Club meeting on July 8th, we need your inputs. Note that our July and August meetings are traditionally held at the field. Hope to see you all there.

One last item. It was brought to my attention that one of our members had an incident a week or two ago that resulted in his plane crashing onto Route 3 and possibly hitting a car. Fortunately no damage has been reported by anyone, however the plane was never recovered. The State Police inquired on the incident but no further action was taken.

I have talked with the member involved and couldn't come up with a cause. But it seems to involve lack of communication and control of the model while trimming the plane. A couple of theories were explored. A new six volt receiver pack was used to power the flight pack. But a standard 4.8 v charger was used to charge the pack. This is a potential cause of the problem, since the charger is designed for a lower voltage battery pack and may have not fully charged the batteries.

I encourage everyone to invest in a good charger that display's the amount of charge put into a battery and the time it took to perform the charge. The information derived can indicate cells that may be problematic.

A second possible cause is the Transmitter used was a Spectrum DX6-I. These radios use individual alkaline cells for the battery,

MCRCF Events Calendar

Regular Activities

Student Training	<u>Thurs.</u> 3PM to Dusk
War Birds	Wednesdays

Our Future Events

Club Mtg. at Field	Wed. Aug 12th
Open Fun Fly	Aug (date is tbd)
Yankee Doodle Day	Sat. Sep 12th
Xmas Party	Sat. Jan 9th 2016
25th MCRCF Auction	Sun. Jan 31, 2016

Other Events in the Park

Horse Activity	Sun. Aug. 16 (23)
Horse Activity	Sun. Sep. 21 (O 4)
Horse Activity	Sun. Oct. 25 (N 1)
Bocce Ball Activity	Sun. 5 to 10 PM Apr. thru Oct.

and we've seen problems when they are replaced with rechargeable NiCd's. The radio has become intermittent, resulting in loss of communication and control due to unreliable battery contact. The NiCd's are slightly shorter in size and the positive terminal does not make good contact. We recommend that these radios be used as a Buddy Box rather than the primary transmitter.

Incidents like this could cause us to loose our field. It's a small expense to have proper equipment to insure we operate our equipment at peak performance and reliability. When you consider the cost of aircraft and equipment lost to incidents like this, investing in good support equipment becomes a small portion of the whole investment.

Jerry Crowley,
President MCRCF



Notes From the Field

I had an opportunity to talk with Rohan Kangralcar about his new plane. First, I have to tell you how impressed I am with the improvements that Rohan has made in his flying skills. Not only has Rohan been practicing his landing techniques, but he is flying a consistently straight line at the same distance out from the flight stand. He can fly at a constant altitude and has started using Split S turn arounds rather than procedure turns.

We also talked about the control linkages in his new plane. Rohan has used Ball Joints and heavy duty clevis. But he recently had a problem with his throttle linkage. The issue was a cold solder joint where he added a 2-56 threaded coupler to a bare wire pushrod. The coupler was slightly larger than the wire, and the solder joint apparently broke when it was stressed.

My Comment: Don't over complicate the solution — KISS always works best.

Six volt flight battery packs are another case. We've been using 4.8 v packs for years without a problem. Six volt packs cause the servos to move faster (probably faster than your fingers), and they have more power (but most of us are still flying small planes). We don't need them. KISS

Some of the Spektrum transmitter radios come with replaceable, alkaline batteries. Some receivers are even coming with there replaceable batteries—They are junk. But DO NOT install rechargeable NiCds in the Transmitter. Tx batteries should be factory welded, and use a single connector. Relegate the older transmitters to the role of Buddy Box.

Second Trainer Flight School *by Jim Orsborn*

I'm going to admit that I am disappointed in the progress that I've made with this second trainer, but the effort has helped facilitate several good conversations. I'll try to discuss two of them this month.

I'm currently bogged down trying to find time and weather conditions to complete the flight trimming sequence. When asked, I've tried to explain that there is a generally accepted sequence for trimming a plane. The objective is to make adjustments in a sequence that does not effect previous changes and to use flight maneuvers that will allow each adjustment to be observed in isolation from each other.

I've actually seen several different maneuvers suggested as a good check for the plane's CG location. The simplest one is to roll the plane inverted and check how much down (push) is needed on the elevator for level flight. Another option is to check "hands-off" when the plane is inverted on a 45 degree climb. A third option is to check for nose or tail drop in a 90 degree turn. All three options are done at a cruise throttle setting.

Notice that the second option (45 degree climb) is the only one that allows the pilot to observe the plane while it is "hands-off." Start by adjusting the plane's static CG according to the instructions, but then check its flight CG using one or more of these techniques as soon as the trims are set for level flight. The plane's CG will effect all other trim settings so make sure this is done first and then left alone.

MCRCF Construction Derby, Wrap-up *by Jim Orsborn*

By all measures, I would say that this year's Construction Derby was a great big success. Up until the last day, I was a bit worried about attendance, but we fielded a record six (6) teams with about 28 participants. All six teams successfully built a plane, and were able to demonstrate that their plane could fly.

There must have been a few unfamiliar parts this year, because none of the teams were about to finish in the maximum time limit of two (2) hours. With the construction time extended, Paul Sullivan's team was the first to finish, and Jerry Crawley's team was the last to finish — 90 minutes later.

Lunch was a sell out. The teams were apparently quite hungry, because nothing was left over. There were relatively few safety construction repairs either; with most of the planes needing only optional repairs.

The flying segment saw each team make their flight attempt in the order in which they finished construction. As I said earlier, they all passed the 10 second mark, although some did perform better than others. In fact, Jerry Crowley's plane (which finished last construction last) was recognized as the best overall flying plane in the fleet.

According to the rules, there were a maximum of 90 points that could be made up by the flying segment; so Paul Sullivan's team was the overall event winner by being the first team to finish construction and then making a successful flight where they received points for most of the maneuvers.

Congratulations to MCRCF Club Members Paul Sullivan, Dan Boudreau, and Hugh McCormack.

Judging:

A great big Thank You goes out the Dan Micalizzi's wife Theresa who was selected to be the Chief Judge for the flying segment. Theresa read the maneuver descriptions and the judging scale and did a superb job evaluating each flight. She had help from two new members, Anthony (Tony) Digiovanni and Alan Holt. Thank You all.

Flying:

I want to say how pleased I was to see several new solo pilots participate in the flying segment this year. Flying a new plane on its maiden flight can be very nervous. But Tony DiPersio, and Sripati (Sri) Sah came thru just fine as the second pilot for their respective teams. In fact, there was only one of the six teams where we deviated from the guidelines and allowed one pilot to fly both segments.

The point spread for the flying segment was pretty wide, ranging from a low of 3 points to a high of 56 points. The high point score even collected the Spot Landing Bonus points.

Photo Collage Notes:

I hope that you enjoy the collection of photographs that I've chosen. I tried to select at least one photo that covers all six teams. Jeff's team broke up before the flying segment, but I think I covered the team with construction photos. I think that the close up photos show the level of thought and concentration that everyone exhibited during the build session.

Copies of the photos are headed to Jeff so they can be posted on the website. If you have any more, consider sharing them with Jeff as well. Thanks again—Safe Flying.



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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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Next Club Meeting
July 8th, 2015
7:30 PM
MCRCF Field
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Billerica, MA

First Class Mail

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

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