



The FLYER

Middlesex County R-C
Flyers, Inc.

March 2006

President's Message — Jeff Ward

Hello there MCRCF members! Before I do anything else, I'd like to welcome Jim Orsborn to the position of Newsletter Editor, and thank him for volunteering to take on this significant task for the club. Please help Jim out by submitting items of interest for him to include in The Flyer. Your original articles and product reviews are more than welcome. Thanks go out to Bob Forgione for the work he did on the newsletter last year.

We have some catching up to do, and only so much space, so I'll try to keep it brief. At January's Annual Meeting, the incumbent officers and directors were returned to office without opposition. Thanks to all who agreed to serve for another year. As always, your current club officials are listed, with contact information, on the back of the newsletter.

The joint auction, the "15th Annual" was a resounding success at the end of January, and netted just under \$600 for the club. Our partners in Burlington took home a similar amount. We had about 150 attendees, 145 auction items, sold seventeen pizzas, many dozens of donuts, and gallons of coffee and cold drinks. Thanks to all who helped out – many hands make light work!

The board of directors will be meeting soon to finalize some event plans for this year – there will be some changes. Low participation in the Construction Derby recently (and its cost) has convinced us to take a break for this year. We're hoping to replace it with a Fun Fly or similar event that can involve more members. We're also hoping to host an Open House in the spring in an attempt to get some new folks out to see what R-C flying is all about.

I'll be updating the web site again soon, and the new "Events Listing" page will have the schedule for upcoming Club Events, as well as equestrian events in the park. Our annual spring "Clean Up Day" will take place in April. The date will be listed on the web site, and in the next newsletter.

Meanwhile, as we "fair weather fliers" start to thing ahead to the warmer weather, it's a good opportunity to give all of our equipment a thorough inspection. I know that after I've sat around all winter, I'm not in peak condition – and neither are your models and batteries!

See you at the field soon – be safe, and have fun!

Jeff

New Newsletter Format — Jim Orsborn

This is my first edition of the MCRCF Newsletter, so you will notice that it has a new format and hopefully some new content.

In the coming months I hope to cover a lot of material and offer material that is of interest to all. I would be extremely grateful to anyone that is willing to provide material, so please don't feel

bashful about offering drafts or suggestions for topics.

This issue includes coverage of a trip that several club members made to the WRAM Show. It was an exciting trip, especially being the first time for me. If you have been, or plan on going to, a similar show maybe you

would consider sharing a photo or two and telling us a bit about your experience.

With that, let's get on to the rest of the story.

Jim — jto@mitre.org

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Special points of interest:

- Next Meeting is Wednesday, March 8th, 2006 at the Lewis Building.
- Field Cleanup day will be in April, look for the date next month.



Jeff, Ray and John; front row balcony seats just before the doors opened to the public at the 2006 WRAM Show.

(Photo by Jim Orsborn)



John Parisi with the model that he won at the MCRCF Annual Christmas party. (Photo by Jim Orsborn)

WRAM Show 2006

The day began with a 5:00 alarm. With everything ready to go, I was out of the house and off to the designated meeting place — the Sears Automotive parking lot at the Burlington Mall.

John Parisi drove, while Ray, Jeff and I were along for the ride. We stopped for Breakfast at Friendly's in CT and were at the WRAM show just before the gates opened at 10 AM.

With hundreds of people, 90% male, on the street, carrying big yellow Cub wings and strange fuselages, we were certain that we were in the right place. The entry fee was \$10, and we had

to wait about 15 minutes before they let us onto the show floor.

Big names like Bruckner, Futaba, and Zurich were there, but then Tower, JR and Yellow AC were not there. Most of the suppliers had product stacked to the ceiling, while a couple were limited to a few items and incomplete systems. Vendors that did have products were generally selling at about 10% below list, and some were offering free shipping on items that needed to be ordered. Batteries of all kinds and of every size were everywhere, as were Futaba servos, and OS engines.

I got a chance to talk with some IMAC and Pattern pilots. I also got a chance to see some new aircraft and try my skills at 3D flying on a flight simulator. The 3D electric with a brushless, Hacker motor was very interesting — but they were out of stock on some of the pieces.

Besides all of the vendors, the show also featured a nice static display, a swap shop, and a small demo room where they had both car and 3D electric demos.

Jim Orsborn

Featured Pilot — John Parisi

John is currently serving the club as our Vice President. He joined the club in 1999 and this will be his second year in this capacity.

John first became interested in model airplanes Rumor is that John doesn't trust flying in the full scales after seeing and learning from first hand experience what can happen.

John was the winner of the grand door prize at our annual Christmas party last year; so the photo

is one of him getting in a flight during one of the rare "good flying days" we had this winter. John put a Saito 100 and Futaba 148 PCM radio in the bird.

John took advantage of our club Flight Instruction program when he first joined the club. Starting with a basic trainer, John was able to solo in about 3 months. From there he continued to progress on to more and more advanced planes. John is cur-

rently working on some basic 3D maneuvers including harrier, knife edge and hovers.

John has also moved on beyond the introductory radio and engine combinations. He is fond of 4-cycle engines and uses a couple of programmable radios from Futaba.

If you need some help, or a suggestion for your next plane, stop by and talk with John.

Flight Instruction

The MCRCF Flight Instruction committee is ready for another year. As Spring approaches, we're all hoping for better weather and the opportunity to get out and burn some fuel.

Sig Kadet LT-40s were out of stock for several months, but they have returned to the shelves at RCBuyers in NH. If you are a new flyer, or just interested in learning the hobby, this is THE model to look at for your first plane.

This plane, like any good trainer, has a big, flat bottom wing. The size makes it easier to see, and the .40 size engine makes it very economical.

The MCRCF offers free flight instruction through the services of volunteer instructors who will take the novice through the whole process of checking out your model and preparing you for your solo flight test.

New members are encouraged to take advantage of this service.

For more information contact:

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

Just Solo'd:

Dan Richards

Active Students, Dec/Jan:

Walter Ackerman



Sig Kadet LT-40
A "Best Choice" model for beginners interested in learning to fly through the MCRCF Flight Instruction Program.

Safety — Propellers

I guess it has been said 1,000 times that a propeller is the most dangerous part of a model airplane. Even small ones attached to an electric motor are capable of inflicting serious injury.

Stay behind your prop!

This is just one suggestion that makes a whole lot of sense. You may need to get in front of the model to start the engine, but as soon as it is running, try to move behind the propeller as soon as possible.

While you are at it, make sure that NO ONE, especially children, spectators and other helpers are either in line with the

propeller's arc or in front of it. Ask them to stand clear, before you even begin to start the engine.

Here are a couple of general suggestions to help improve safety.

Paint the tips — Some of the smaller Master Screw props are all black and almost impossible to see. Use some White Enamel paint to mark the tips.

Low Throttle — When starting your engine, use a low throttle setting, not a high throttle.

Don't Reach Over — Walk behind the engine to remove the glow starter, don't reach over the spinning prop; especially if

you have not painted the tips so that you can see them!

Nylon is better than Wood
Yes the wooden props are subject to breaking much easier than the nylon props.

Things Happen:

Before I had solo'd, I was flying off the snow with a pair of skis and a pretty, wooden prop. A helper straightened my nose gear after a hard landing. We started the engine for the next flight and got it running nicely. When I picked up the model, the ski tip rose and it barely touched the tip of the prop; but the prop exploded, sending pieces everywhere along it's arc!



P-51 Mustang on static display at Barksdale AFB, LA
Notice the yellow tips on each propeller blade. Even the big guys paint the tips to mark them as a safety hazard.
(Photo by Jim Orsborn)

Construction Tips

Got a neat construction tip? Let us know and we'll get it included in a coming article.

Wing Mounting Techniques

We were at the field recently, trying to help Walter with some flight instruction. Well the model (his new Kadet LT-40) was headed down the runway and just as it was about to lift off the ground, the bolt-on wing mount failed and the wing sepa-

rated from the fuselage.

Within a matter of a few minutes (discounting the trip to RCBuyers for parts) the wing was re-mounted, but with a traditional dowel and rubber bands.

What we did was drill a hole and insert a 3/8" dowel through the fuselage. Actually there were two dowels, one just below the leading edge and the other just below the trailing edge. Because

the accident ripped the nylon bolts through the wing, we also had to make some repairs to the wing as well.

The Kadet LT-40 uses the larger #47 rubber bands, and make sure you use at least 10 for a trainer; more if you are going to be doing aerobatics.

By the way, the wing mount failure started with the front and then ripped out the rear bolts.

"Once you've started your engine, move behind the propeller as soon as possible."

Aerobatic Maneuvers — Loops

So what was the first aerobatic maneuver that you tried? If you were like most new pilots, the first aerobatic maneuver that you tried was a loop — pull back all the way on the elevator, and keep pulling until the model goes over the top and comes out at the bottom. Pretty simple!

Well was it pretty? Are your loops really round and not oval? Can you do more than one and keep the loop in the same place?

Performing a really good loop is a fairly complex aerobatic ma-

neuver and requires the use of all four channels on your radio.

Throttle — Start with about 2/3 and advance to full during the climb; but be prepared to back off to idle at the top and back to 2/3 during the final pull out.

Ailerons — The wings MUST be level before you start the loop, and are needed to counter any torque roll caused by the motor.

Rudder — The rudder is

needed to correct for any drift introduced by a cross wind. It will usually be a steady hold for the whole loop.

Elevator — Ah, that's the one that you started with, but to make your loops round, the amount of elevator pull will vary constantly. Start with a small amount, but keep pulling more as you climb. At the top you will be back to almost neutral as you "float" over the top. More pull is needed on the down side, then it's back to neutral at the end.



My Granddaughter's Art Work — Gramps learning to do five loops in a row.
And the fine print says, "Why are Remote control toys so much fun?"



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

First Class Mail

Next Meeting

Wed., March 8, 2006
7:30 PM
Lewis Building
248 Boston Road (Rt 3A)
Billerica, MA

The FLYER

March 2006

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

The FLYER is the official publication of the Middlesex County R-C Flyers, 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 building at 248 Boston Road in Billerica, starting at 7:30 PM.

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