

THE FLYER



Middlesex County
RC Fliers, Inc.

November 2015



AMA's Parallax. Scratch built from AMA plans. See additional info throughout the Newsletter. *Photo by Jim Orsborn*

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Monthly Club Meeting
is this Wed. Nov. 11th
Happy Veteran's Day

Editor's Message, *by Jim Orsborn*

Greetings to all and welcome to early Fall in New England.

I'm sorry about the scarce Newsletter coverage this summer, I have been distracted by a number of other duties and just not had the time. In fact this issue needs to be completed in record time as it is already Monday before our monthly club meeting. I have two ideas and intend to turn them into a quick edition that can go out to everyone before noon.

The cover photo is my new, scratch built Parallax. I saw this model on the cover of AMA's magazine two years ago and promised myself that I would build it. I've had a maiden flight and I'm working on the final trim settings. Thanks to Ray for some help with the painting and Neil for his assistance with the maiden flight. More details in the inside story. Last month I mentioned during the club meeting that Tony had asked me to fly two of his foam warbirds; a Corsair and a Mustang with retracts. Several other pilots have also flown these planes, but Tony helped me have a truly exciting experience that I thought I'd share with everyone. Again, see the inside story for additional details.

News From the Field *by Jim Orsborn*

As most of you know, Paul sent out a notice about another Night Fly event that was held at the field last Friday. Paul will probably add some more details at the meeting, but I can report that about a half dozen members showed up for the early portion. There was chili, dogs, chips and drinks available; and after a short adjustment time, Paul was able to set up his phoenix flight simulator with a projector and a large screen that filled the “window” above the seats on the north end of the gazebo. It was like Drive-in Movie Night at the field.

Paul set up the local weather for a 30 mph cross wind with gusts and turbulence factors as well. Several pilots had a great time flying an Extra and a small Warbird in the wind. Chris Parent and Steve Faust both made it look like the was just a normal day.

During last month’s club meeting, I took a minute to thank Tony DiPersio and tell folks about how he and I were doing some Warbird flight training at the field. This whole experience just goes to show what a great club we have and how much fun we have taking the time to share experiences with each other.

So I helped Tony learn to fly and make it through his solo flight. Tony actually got a whole lot of help from several instructors and generous club members. I also encouraged Tony to participate in the flying portion of the Construction Derby event even though he had just solo’d and was quite nervous.

So Tony has brought several planes to the field, including a couple foam warbirds. Most of the time I am VERY NERVOUS about flying a new plane for someone else — mostly because of the high probability for something going wrong on a first flight.

But Tony’s attitude about these foam planes was very different — he felt they were beyond his skill, but wanted someone to help him learn. He had also demonstrated that he saw them as “tools of the trade” and not a “picture perfect trophy.” So I felt I could help Tony without the quilt if something were to go wrong.

Together, Tony and I had a great time with both his Corsair and Mustang. Together, we learned:

- Hold right rudder to make the plane stay on the centerline as the throttle is advanced.
- The tail dragger warbirds can make a straight takeoff at about 3/4 throttle (If you try to use full throttle without right rudder, warbirds WILL show you a torque roll to the left that may be difficult to handle.)
- Landings need to be under power, so they can be flown to a two wheel touchdown. (Warbirds don’t glide well.)

Thanks to Tony’s confidence, I was able to build my own confidence level as an instructor, and I was able to share the skills with Tony and help him to fly these planes as well. Tony, thanks again for sharing.



Scratch Built Parallax *by Jim Orsborn*

Most of you know the excitement of seeing a plane make its maiden flight. There is just something special about putting a heavier than air vehicle together and watching it fly through the air; with the hope that it will come back in one piece.

In May 2013, the AMA Magazine had a picture of the Parallax on the cover. I was fascinated reading the article and promised myself that I would build the plane and see for myself how well it could fly.

If you missed the article, the Parallax is all about asymmetry. The wing, thrust line, stabilizer, controls; everything; are all asymmetrical. The thrust line is left of center to offset both torque and the off to the side fuselage. The wing looks like a “check mark” because the delta sweep is centered on the offset fuselage. The ailerons are the same size, but the right side is in front of the left. The elevator is centered on the plane’s CG, but the horizontal stabilizer needs to be offset from its mounting on the engine pod. Both lateral and forward to back balance are important. So I needed to check the plane’s CG, not just the distance from the leading edge.

I started this project by ordering the full scale plans from AMA. A second copy is half price and having it allows one the luxury of folding, marking on and even cutting up one copy. I made full scale Xerox copies so I could cut the Depron foam pieces needed for the construction.

I’ve never worked with Depron foam before. It is no longer carried by Home De-

pot, so the scratch material in 3, 6 and 9 mm thicknesses needed to be ordered on-line.

The motor, servos and other materials were easily found in either Hobby Fever or RC Buyers. I did goof with my first glue choice and found that it melted the center core of the foam.

I basically followed the construction plans but added my own details regarding battery access and some extra servo extensions. The Depron foam is worked (cut, sanded, body filled, and painted) very much like balsa wood. So the plans call for a square box that is carved and sanded to shape.

*How exciting when it flew
straight off the construction board!*

So Neil was at the field this past Saturday evening and agreed to help. We thought about trying a couple “test glides” but ended up just giving it a gentle hand launch. Yes, Neil caught his breath when he realized how sensitive the controls were, but it flew straight away and was off on its maiden flight. We’d included 30% expo on the controls, so Neil was able to make an uneventful flight and land the plane at our feet. We turned down the dual rates to about 50% and I flew the Parallax on its second flight.

Neil demonstrated some rolls (they were quite fast) and a loop that tracked very well. The plane flew for about 4 min. on half throttle. The plane has excellent visibility in the air and is definitely one of the more unique planes that has been flown at our field.

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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Next Club Meeting
Nov. 11th, 2015
7:30 PM
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First Class Mail

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

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