

the PINNACLE

Volume 32 Issue 4

The Official Journal of the 495th R/C Squadron. Inc - Our 32nd Year!



Quest for Gold Leader

Art Alfano Scale Show – April 7th

Future Of The Newsletter

Float Flying Making A Splash

Instructors Corner

See you at the scale show!



Pursuing R/C Excellence. Everyday.

AMA CHARTER #340

THE 495TH R/C SQUADRON, INC.

Since 1972!

the PINNACLE

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The PINNACLE Newsletter

Volume 32 Issue 2

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Dick Adams - Director	Jim O'Neill - Secretary
Paul Gosselin - Treasurer	Ron Quattrochi - President
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'04 Pinnacle Street Field Marshal - Adam Lynch

Newsletter Staff Editor - Jim Thompson
Associate Editors - Paul Gosselin & Adam Lynch
Internet Specialist & '04 Webmaster - John Morley
Chairman of the 2004 Noise Committee - J. Benincasa

Upcoming **EVENTS** in 2004

Art's ALL Scale Show - Wednesday April 7th Starts at 5PM
Art has pulled out all the stops and has a full house of scale airplanes,
WW1 & II WARBIRDS, boats and ships, and a few NEW ALL scale items
are coming - The Best scale modelers from New England will be on hand to
answer your questions!

MARCH COVER - P40 Warhawk scale 'bird by Chief Instructor Jim
Thompson of Andover, MA.

(J. Thompson Photo)

Pinnacle Street News

By Adam Lynch

Greetings From The Pinnacle Street Field Marshall,

Hopefully the snow will be completely melted in the next week or two. Once the ground is thawed by the middle of April, I'll see what people think about the runway needing to be rolled out. Spring-cleaning will be occurring some time in the near future but a date hasn't been set yet. It's important to participate in this event because it shows the public that we care about our area.

Accepting Bids For Mowing Service

Any member who would like to bid on cutting the grass of the Pinnacle St. field will have to submit their name, telephone number, and the amount that they bid for cutting the field. It will be sent to the following address:

**Adam Lynch
800 Bulfinch Dr. #314
Andover Ma 01810**

Please be aware that the field will be cut when requested by the field marshal or one of his designated representatives in case of his absence. You will have three days from the day of request to cut grass. The job will go to the lowest bid. Also be aware that this is not a binding contract, and that if the job is not done sufficiently you may be removed from this position.

**Good Luck and Have a Great Month of Flying!!
Adam Lynch**

Future Of The Newsletter

Welcome to the next generation of our newsletter. This is my first time as editor of the club newsletter and my goal is to get help from everyone in the club. Everyone has a story to tell and this is a great place to tell it.

I am the chief instructor of the club and volunteered to assemble the newsletter for electronic delivery. I know when I started in this hobby (or is it a sport?) I read everything I could get to learn all I could. Having a club newsletter is an important part of this learning experience where we all can participate.



Please send me an email at jctpro@hotmail.com with some information to include in the newsletter and I will assemble them each month. Building tips, techniques, funny stories, news from the week, or whatever. It would all be interesting to others in the club.

I will also include a list of topics that club members would like to hear more about in the newsletter. So even if you are a beginner in the hobby, send an email with topics you would like to hear about so we can be a service.

Without your involvement this newsletter experiment will not last long. Lets see how involved we can all get and contribute something to the club through the newsletter.

If you are interested in writing a column each month on a topic that would be much appreciated. I know we have some great scale modelers, electric flight experts, 3D flyers, helicopter flyers and many other experts. Consider sharing your experience with a column each month.

I look forward to seeing what we can all make of this club with sharing through the newsletter. Comments are always welcome!

Jim Thompson
Editor

SAFETY: EVERY MEMBER is RESPONSIBLE

www.495thsquadron.org/Fields.htm

Rules and Operational Procedures for both of our premier flying sites located in Groton and Tewksbury, Massachusetts!

A word about Flying off Water

By Paul Gosselin

Float Flys are FUN. Just think about it. You are not restricted to a 60' by 400' runway. Anyplace you see water is a potential runway! You don't have to take off and land with a crosswind; you can simply turn into the wind and do your thing (take off, land, etc.).

All you need is a plane with floats on it, or one that was designed to fly off water – like a flying boat. Most airplanes can be converted to a floatplane very quickly and easily. Just remove your landing gear and

bolt on the floats. It only takes 3 minutes to replace the landing gear with floats and you have a whole new plane!

The flying characteristics of most planes do not change very much when floats are added. The center of gravity is lowered a bit, but that is usually a good thing – this makes most planes more stable in the air, especially the high-winged trainers. Even acrobatic planes such as the Ultra-Stick and Magik have been known to perform just as well with or without floats attached.

You do not need to put a larger engine into the plane, either. If your plane can currently take off from grass, then it has plenty of power to take off from water. After all, water is a lot more slippery than grass.



There are 2 basic types of floats available on the market today. Pre-built and kits. A kit is cheaper and you will get the satisfaction of building the floats to your personal preferences. However, there are a lot of pre-built floats on the market that have that scale-like look to them. Most of these require painting and the addition of a water rudder.

If you are looking for just a quick and simple method of adding floats to an existing aircraft and don't really care about scale-like appearance you should look into Gee Bee floats. They are made of durable plastic and come with all of the required hardware to easily install them on a plane, with excellent instructions. Note: like most floats, they do NOT come with a water rudder – that would be an additional purchase. Water rudders make turning the plane while taxiing and landing much easier and more responsive.

When attaching your floats to the plane, it is critical that you place the “step” in the float as close as possible to the center of gravity balance point. This will allow your plane to float level while in the water.



Yes, you CAN put floats on electric planes – these floats are usually made from foam and are covered in latex paint for waterproofing. GWS and Great Planes both make floats for several of their electric park flyers.

If you have never flown a model off water you should really consider it. We will be having a Float Fly this spring on May 22, 2004 at Nutting Lake in Billerica. This is an annual event held in conjunction with the Middlesex RC club from Billerica, MA. There is usually another Float Fly sometime after Labor Day as well.

This year I plan to bring my Seamaster 120 for her maiden flight. See you there!

Instructors Corner

By Jim Thompson

This is my first column for the instructors corner and would like to start by requesting topics you may want to hear about. If I don't hear from you I will start sharing my ideas on flying and building.

If you read something you don't agree with please let me know. I never will claim to think my way is the right way and perhaps it is just plain wrong! Let all learn something together.

For this month I would like to let you know a bit about how I got into this sport (or is it a hobby?) and what interests me about it. I started flying control line when I was 12 and quickly got into control line combat big time. RC was too expensive at the time and I only read about it. Soon college came and flying left.

After many years past I got the bug and in 2000 I built a PT-40 trainer. I enjoy building and flying airplanes with equal interest. Flying has always been a precision exercise for me and is still is to this day. Flying is where I will spend most of my time in this column.

When I started to fly it was enough for me to just keep the aircraft from hitting the ground until it was time to land. Next was a controlled crash somewhere on the runway. Flying in this manner soon became boring for me as I did not feel much accomplishment is just boring holes in the sky in random places. That is when I learned what keeps people in this sport for many years. The attempt to put the aircraft exactly where you want it to be!

This was a key part of my teaching when I became an instructor in 2001. There are a few basic steps to learning to fly:

1. Fly the plane straight and make turns while at a steady altitude
2. Start making the plane fly where you want it to relative to the ground.
3. Learn throttle and elevator control to adjust the altitude as desired.
4. Land on a specific part of the runway.

These steps can keep any pilot busy for many years as getting that exact spot on the runway can be difficult!

Becoming precise in your flying abilities is the key behind flying well in scale, pattern, combat, pylon racing, and all other pursuits. I will start introducing different maneuvers to practice that will help hone your skills.

Worst Definition of the month

Glide Time: The time between the engine falling out and the airplane hitting the ground.

Club Meeting – March 3, 2004

Members in attendance, approx 55

Meeting opened @ 7:30. Ron Q welcomed those in attendance and thanks all that helped with the recent auction, which was one of the best yet. Our guest speaker was once again, Steve Fause who spoke last time on flying 40% scale aircraft.

This time Steve presented his turbine equipped jet and gave a run down of how thing worked and what's involved in getting started with turbine flying. To top off his presentation, he took the jet outside and ran the turbine. Good show Steve and a special thanks to John Morley for setting up this speaker, twice. The raffle was held right after break.

Paul G. gave the Treasure's report and said the club finances are approx \$6,000.00 to operate the club for the rest of the year. The club made around \$450.00 from the auction.

Dave Swanay reported on the Groton field. Mr. Black, the landowner had requested NO ONE drive to the field due to poor (muddy) conditions. George Werber will e-mail when the road is usable.

John Morley reported on the WRAM show and Ron constant hunger during the trip. The club plans a display at the Tewks. Library and would like volunteers/ suggestions for the display schedules for the month of April. Ron Q took the floor and informed the membership of the two AMA magazine subscriptions donated by the club. One to the library and one to the Dewy school. He also updates the club on the Intro pilot project ant the three pilots chosen. Ron went on the mention he is no longer able to produce the news letter so many of us have come to look forward to. A new newsletter is in the works (you probably holding it as you read this) Best of luck to the new editor.

A motion from the floor was made to have the club purchase a case of AMA delta darts to be used during P.R events, all approved.

Dave Varrell announced an upcoming float fly at Nuttings Lake but the date conflicts with the 495th Picnic. Stay tuned.

Meeting finished around 9:30

<h1 style="margin: 0;">Monthly Raffle</h1> <p style="text-align: right; margin: 0;">“...club raffles, by design, are fund-raising vehicles”</p>

And the winners are!

Ralph Dion- kit	Ugene Desalvo- charger
Lew Andrews- fuel	Dave Silva- slot machine
Marty- servo driver	Paul G.- smart stripe
?- glue	Roger C.- epoxy
Rupert- fuel pump	Bill Regan- test stand
Ugene D - the last bottle of glue	

PLEASE PATRONIZE our LOCAL R/C Suppliers!
(Raffle Items regularly purchased from list below)

Bill's Hobby Barn
326F South Broadway
Salem, NH 03079
Phone: 603-898-9241

Bob Rheault
Weekend Supplier of small parts
Methuen, MA
Phone: 978-683-4250

RC Buyer's Warehouse
95 Northeastern Blvd
Nashua, NH 03062
Phone: 603-595-2494
Fax: 603-595-2559

<h2 style="margin: 0;">SHOW AND TELL</h2> <p style="margin: 10px 0 0 0;">...Club Modeling at its best!</p> <p style="margin: 10px 0 0 0;">Roger C showed off two examples of his micro light slow poke airplanes, in a word, amazing.</p>
