

the PINNACLE

The Official Journal of the 495th R/C Squadron, Inc - Our 33rd Year!

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Gold Leader Club!

April Meeting

RC Tails

495th Flashback

Fun Fly Heads Up



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the PINNACLE

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495th R/C Squadron April Meeting

Every year, the 495th R/C Squadron, Inc's own Art Alfano (Life Member 003) hosts a superb invitation only Scale Model Show for the membership of the club. Each year only the finest model craftsman are invited to attend, and display their magnificent models. This year the Scale Model Show will take place on Wed. April 6th, 2005 at the Tewksbury Congregational Church, the site of our regular monthly meeting. The show will get underway at 5 PM, and is sure to be a fun filled event for all model aviation enthusiasts, both young and old! Please be sure to mark your calendars and don't miss this exciting event! This year the club will host a 50/50 raffle at the show. Coffee, donuts and other refreshments will also be served.

Art Alfano's Scale Show 2005 - See You There!
The Biggest and Best Ever!! - Wed. April 6, 2005 at 5 PM

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!

Special Meeting May 4th

During the February board meeting some changes to the club bylaws were proposed and are to be voted on by the club membership during the May 4th club meeting as the business portion of the meeting. The proposed new bylaws include the following additions to **Article IV**:

9. The field marshal(s) for all club flying sites will be selected by a vote of the board of directors. A two thirds majority of the board members is needed to approve a field marshal.

10. All field rule changes must pass a two thirds majority vote of the board of directors before becoming effective.

The following proposed addition is to **Article V** Classes of membership:

7. Lifetime memberships to the club includes lifetime membership without paying dues. A lifetime membership is achieved by the following process:

- A. A club member in good standing writes a recommendation to document the accomplishments of a candidate member to support the request for lifetime membership for the candidate member. This document must show how the candidate worked beyond the call of duty for at least 15 years service to the club.
- B. The board of directors must unanimously approve the recommendation for a lifetime membership to be given to the candidate.
- C. The club general membership at a club meeting must pass a two thirds majority vote on granting the lifetime membership to the candidate.

During the May 4th meeting these additions will be discussed, changes can be proposed, and the final versions voted on for addition to the club bylaws.

Adam Lynch Taking To The Skies

By Jim Thompson

Many of you know Adam Lynch. He has been with the 495th flying airplanes and helicopters. He also served on the board of directors last year and as the field marshal. Adam has been in the ROTC program at college with the desire to fly for the Air Force one day. When you see Adam next, congratulate him on getting one of the hard to get flight training slots!

This December Adam will be assigned to flight training and learn to be an Air Force pilot. After a couple years learning how to fly real planes the way I try to fly RC planes he will get assigned to a squadron. He hopes to fly an F-15 but would be happy in a transport as well. Maybe some more RC combat this summer is just what Adam needs to prepare. Good luck Adam!

RC Tails

By Roy P. Arsenault

Witchcraft - Chapter One

The following story is based on true facts --one being the existence of actual cult meeting places with sacrificial altars and associated artifacts involved in the practice of actual medieval rites. This author is familiar with two such actual sites where these events may have taken place. Their existence, plus another event which will be divulged at the end of this tale is what prompted me to relate this story to you. Of course the events have been enhanced to make this tale what it is. ENJOY

Terry being an up to date RC'er likes to keep up with new trends in this hobby/sport, so it was no surprise to Josh when he showed him his new and latest model airplane. Terry and Josh had attended a major fun fly several weeks ago. One of the events that had peeked Terry's curiosity was the large number of electric powered model planes that he had seen there. He had spent most of his time there asking questions of the

electric pilots. He was particularly interested in how quiet these planes were. They also seemed to fly as well as fuel powered aircraft, another plus in Terry's eyes.

It was also no surprise to Josh that Terry's new plane was a big one, a Sig Kadet Senior to be exact. A plane this size was adaptable to all sorts of experimental changes and made a perfect platform for mounting all sorts of items that could be used in variety of ways to make this hobby more enjoyable.

With a more than adequate electric motor installed it did not lack for any power requirements. The latest battery types provided an ample power source to keep this plane airborne for a good amount of time. The wing bottom was covered with transparent Monokote and two sets of lights were installed in there. A blinking light was installed in the bottom of the fuselage's middle section, on the outside. The bottom of the stabilizer was also covered with transparent Monokote with another string of lights installed in it.

The idea of all these lights was to give the impression that whoever was seeing this in the air would think they were seeing a large illuminated face. with two red eyes in the wing, a red nose blinking amidships and a red mouth at the stab end. The outline of the plane would not be visible at night. All this was to be seen in a night time flight to be affectively enjoyed.

Josh was amazed at all the innovative ideas Terry had in this plane, but he really flipped when Terry showed him the cassette player and speaker he had installed inside the fuselage -----YEAH THIS PLANE COULD ALSO SPEAK TO YOU.

Terry and Josh flew this plane at their field as a regularly equipped Sig Senior Kadet in the daylight hours in order to check it out. They told no one about its night time and vocal capabilities. This they kept a secret. The Senior Kadet's flight performance lived up to Terry's expectations in every respect. He had in mind to put on a night time demonstration for his club members at a later date, possibly some time around Halloween would a very good idea.

Josh and Terry were both invited to attend a cookout at Josh's cousin home out in the country. Josh's cousin lives on a farm, not the usual type farm. this farm was a tree nursery. They grew all sort of trees native to this part of the country. The farm itself covered about one hundred acres, some of which is flat land and some hilly. The lot is not square but longer than it is wide, putting some of their trees at a good distance from the main house. There is a large flat area where the house is situated with a huge grassed area making it ideal for flying RC model planes. This was to be one of the highlights of the cookout, where Terry would unveil his night time RC spectacular airplane to amaze all his friends.

The day of the cookout arrived. Terry and Josh arrived early. After some cherry greetings. the conversation turned to a rather serious nature. Josh's cousin, Ted had a problem. A few days earlier, he had made an inspection tour of his tree farm. He came across an open spot at the far end of his land that caused him to gasp in amazement.

Come with me guys and I'll show you what I am talking about. It only took a few minutes to walk to the spot he was talking about. The designated area was surrounded by blue spruce trees, all about eight feet tall. In the center of this growth of trees was an open area, mostly round and some twenty feet in diameter. A road ran parallel to this area some fifty feet to the left of the clearing.

At one side of the clearing was a crude stone altar. Several large stones were situated at different locations within the clearing with partially burned candles on them. The altar's top slab of stone was stained with what looked like blood. What an eerie scene to see.

to be continued next month ----chapter two

WARNING WARNING

This is the second of a series of warnings to all 495th rc squadron members of upcoming events that you should all mark on your calendars. On June 11th (rain date June 12th) you are all invited to the John A. Orgonowski memorial RC model flying field on Pinnacle street. For more information read the Insiders Views column below!

Event Director - Roy Arsenault

495th R/C Squadron - Opening Day 2005

Opening Day Celebration and Spring Cleanup 2005

This year the 495th R/C Squadron will hold an "Opening Day" celebration on Saturday April 9, 2005 at the "Captain John A. Ogonowski Memorial Model Flying Field" (Pinnacle Street) beginning at 10AM, and running until 4PM. After a long winter, it's a good excuse for everyone to come out, show-off their Winter projects and enjoy some relaxed spring-time flying and a free lunch! We'll be serving up grilled hot dogs, potato chips, cookies and soft drinks beginning at 12:00 noon to anyone with an appetite. Please bring your own lawn chair.

Our Opening Day celebration will be held in conjunction with our annual spring cleanup of the Pinnacle Street field. If you are able, please bring a rake and a trash bag to help us with the clean up. Remember that the 495th R/C Squadron, Inc. is the chief custodian of the Pinnacle Street field, and keeping it looking nice reflects well on our organization with the local community, the State Hospital, and the Town of Tewksbury.

Won't you please join us for a little bit of cleanup, and a lot of fun, food and flying! Free Hotdogs, Chips, Cookies and Soda!

Instructor's Corner

By Jim Thompson

Spring has sprung and the runway is cleared! Time to start up the training nights again. The Thursday night after daylight savings time starts is when training nights start again. Bring a canoe to get over the pits and to the runway! Time to dust off the equipment and start flying again. See you at the field!

Insider's Views

By Roy P. Arsenault

With the advent of spring in the air, our thoughts, if we are 495th members, turn to the upcoming flying season. New planes are being built and plans are being put in place to make this particular flying season one of the most varied and interesting ever.

It was amazing to see the vast amount of enthusiasm at the March club meeting. We were all treated to a great presentation on the fine art of aircraft painting and assorted anecdotes by Bill Copp, who readily admits that his talents are not an art but we are of a very different opinion. Bill is so down to earth with his method of delivery that one is amazed at the ease with which he makes the entire process seem. I, personally feel that I received a great deal of information to allow me to make my planes a lot more appealing, stronger and longer lasting from what he presented to all of us.

All of his information was well received by all members in attendance, one of the many rewards of being a 495th club member.

Another aspect of this March meeting was the upcoming SUPER FUN FLY and BAR-B-QUE which will be held JUNE 11 2005 at the JOHN A. ORGONOWSKI RC MEMORIAL FLYING FIELD on Pinnacle Street. I would like to appeal to all our membership to join in on this momentous occasion and make it the biggest and best event ever in the 495th's history.

To make this happen we need PARTICIPATION by the all members. I know that you all like and appreciate viewing all types of model aircraft taking part in a contest atmosphere, and with a free BAR-B-QUE as an added incentive we should be able to reach our goal of the best ever fun fly in this area. We have the talent and the planes LET'S DO IT.

Now you may not realize it but you do not have to be a flyer to participate. TRUE the more flyers we have the more of a show it will be BUT if for some reason you don't wish to show off your prowess with your favorite aircraft PLEASE don't let that stop you from being there in person as we can use your talents in other areas to help make things better for all. For example, bring your own aircraft or even more than one and get into the swing of things by participating in all the flying events.

We will be having three events that which will cater to all manner of your particular talents. You could participate in the first event which will consist of a take off -----three attempts to get under the limbo ribbon -----then three loops or figure eights (YOUR CHOICE). Remember, this is a timed event, open to any and all types of aircraft including helos and the new electric type flyers, which should make for some interesting competition at the least to see who is the best of the lot. Your experience and pilot skills will be pushed to their limits. You want to show off your flying skills --this will be the event that will see just who is the fastest. Certificates will be awarded to third place, in all our events.

WHAT ?????? you just soloed last week and you don't think you have enough experience to challenge all those expert flyers-----WELL have we got an event for you. Our third event is custom made for YOU. If you can take off and land a plane by yourself, your chances of being a winner are as good as anybody else's.

You may be wondering JUST HOW IS THIS POSSIBLE. The answer to that question is my secret formula called (now get this) MATHEMATICAL MANIPULATION. HUH ???????? What is this guy talking about (Bob Knight can't even pronounce it).

MATHEMATICAL MANIPULATION IS A CONVOLUTED SCORING SYSTEM developed by me ROY, to put every contender who takes part in this event on a equal footing. It will be a timed event, but your time will not be judged on speed like our first event was. You take your time and finish all the required maneuvers which will be a take off ----three loops, vertical or horizontal (as you prefer)then proceed to land your plane (any type including helos)anywhere you please.

Your time will be from the moment the plane left the ground till it landed. See how easy that was. You didn't even have to put it down on the landing strip. Now what could be easier than this. After you land your time will be noted. If you performed all the maneuvers in let us say 252 seconds, we total up your number of seconds $2+5+2=9$ nine is your score. That is as high as you can get.

Now if you time was 121 seconds, then we total up $1+2+1=4$ four is your score. now isn't that easy. This way nobody can tell what score they will end up with and we all had FUN after all this is a FUN FLY and this scoring system makes it so. So you see flying experience and skill will have no effect or consequence on the final scores giving all contenders an equal chance to join in a truly real FUN FLY. A tie breaker system will be available in case that situation pops up.

Now you may not be able to participate in the flying events, don't despair. You can still be a participant in our static display, where you can show off you building abilities. By now you must realize the purpose of this article. To be successful a fun fly needs participants. they do not all have to be flying contenders. We need judges,

timers and all sort of assistants to carry out our events. Scorers, photographers, people to run the raffle and we must not forget our BAR-B QUE.

Regardless of your intentions we need you to join in the fun. No matter what you do PARTICIPATE. You'll have a great time and add to the great time of all concerned. Like a giant jigsaw puzzle, the more pieces we put together, the better the entire picture gets to be -----so the more participants, the more fun for everybody. Come on down and get in on the fun----get something to eat (FREE FOOD) and enjoy all the events. If you have any ideas as to how we can enhance any or all the planned events or have ideas of others we can do ---please contact me -- Roy Arsenault. I would be more than glad to hear from you.

Now that you have read all about our big event pass the word around.
JUNE 11 2005 (rain date June 12) THERE WILL BE A SUPER GIANT FUN FLY AND BAR-B-QUE
at the John A. Ogonowski Memorial RC flying field on Pinnacle street --the home of the 495th RC Squadron.
Come on down and let's make it the best ever.

Helicopter Fun-Fly

September 24th is the date of the first Helicopter Fun-Fly event for the 495th! There will be a flightline fee of \$10 to join in the fun with your helicopter. Food will be available and a Raffle with great prizes. Pass the word around the Northeast and come see all the fun! We expect a large crowd of pilots from the entire northeast!

495th Flashbacks

By Robert and Ralph Dionne

The 495th Squadron,..... Fact or Fiction? (Part 2)

In a prior issue of the Pinnacle Newsletter we referred to the 8th USAAF, 495th Fighter Training Group operating in England during WWII, whose mission was similar to our own 495th, that of training pilots! Further research revealed, that the 9th USAAF as well, also stationed in England at that time, contained a bit of 495th history. How so?

The US Army Middle East Air Force began as a group of twelve B-17s in the Middle East that were joined by a group of B-24's being ferried in 1942 from the U.S. to China. However, Rommel's successes in Africa resulted in a change of plans. The USAMEAF remained in the area to assist the British 8th Army in holding Cairo.

Soon after, it acquired various fighters, Medium and Heavy bombers, and Troop Carriers. It was re-designated as the 9th Air Force and helped hasten the "Desert Rat's Afrika Corp's" departure. It then went on fighting well into the Italian campaign including raids on the Ploesti oil fields.

The 9th then re-located to England in October of 1943, in order to provide tactical air support for the coming D-Day Invasion and the subsequent destruction of German air and ground forces. By mid 1944, the Ninth had over 3500 planes and was making over 1000 plane sorties a day, pounding German supplies and infrastructure between Pas de Calais and the coast of Normandy.

Where's the 495th you ask? Well, the 9th Air Force was organized by Commands, down to Wings, to Groups and finally, to Squadrons. The five basic 9th's Commands were: Bomber, Fighter, Troop Carrier, Service and Engineering.

The Bomber Command consisted of the following Bombardment Wings: The 97th, the 98th and the 99th which were stationed at different English airbases. The 99th Bomber Wing itself was stationed at Great Dunmow in Essex county. It operated several Medium Bomber Squadrons, one of which was designated as the 495th! At last, we've found it! The 495th Medium Bomber Squadron flew Martin B-26 Marauders, and later, Douglas A-26 Invaders.

It moved on to France in September 1944 to hammer the reeling German forces. After the cessation of hostilities it was headquartered in Germany, and was finally deactivated in December 1945 where the trail (or tale) of the 495th Squadron ends. (Due to Cold War pressure, the "new" Ninth was reactivated in 1946 in Texas. It subsequently served in the Korean War, the War in Vietnam, Desert Shield and Storm, including today's Operation Iraqi Freedom. Certainly a proud record! Today the Ninth is based at Shaw AFB in South Carolina.)

In our earlier 495th Fact or Fiction article, we referred to a P-51 fighter pilot's first mission. This time we are referring to "The last Mission I flew in the B-26 Marauder" by Lt. Joseph R. Chiozza, a bombardier who later, we believe, befriended and influenced a member of our own 495th,..... Roy Arsenault!

Check <http://www.members.aol.com/famjustin/usafanec.html> and look for this specific story covering a genuine 495th bombing run and subsequent survival.

There were other 495th Squadrons? Fact or Fiction?...Keep Tuned!

Worst Definition of the month

Fuselage: Optional interconnecting structure between wings and engine.

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