

the PINNACLE

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

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Gold Leader Club!

August Meeting

Instructor's Corner

RC Tails

Insider's View

MASSACHUSETTS



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August 2005 The PINNACLE Newsletter Volume 33 Issue 8

Contact us at: 495thrcboard@yahoo.com or write c/o address above:

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Paul Gosselin - Treasurer	Ron Quattrochi - President
Steve Jackson- Directory	Dave Silva - Director
John Morley - Vice President	Jim Thompson - Chief Instructor

'05 Groton Field Marshal - George Werber
'05 Pinnacle Street Field Marshal - Chris Rines

Newsletter Staff Editor - Jim Thompson
Newsletter Associates - Roy P. Arsenault, Paul Howard
Internet Specialist & '05 Webmaster - John Morley

495th R/C Squadron August

Club Meeting - Bring your latest projects for Show and Tell. Let see what everyone has been building lately!

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!

Instructors' Corner

By Jim Thompson

In the line of duty as an instructor a common question is where should I buy my plane and supplies. The local hobby shop is my response because having a local supplier where questions can be answered and an immediate supply of day to day items is something we all need. Try buying nitro fuel over the web and see the shipping problems!

There are a couple local suppliers that I have used for personal and club related business. RC Buyers Warehouse in Nashua has never given direct support to the club and I have had bad personal experiences. Bills Hobby Barn in Salem is not as large but has been great to do business with.

Bill has directly supported the club by donating radios for our actions. He has directly support our training program in the club by donating a buddy box and training cords. I want to thank Bill for his generosity. My only way to show this is to give him my business. I hope you do the same.

On another subject, after two years as chief instructor I have seen instructors come and go and have noticed what it takes to be a good instructor. I wanted to bring this up in case some of you reading this have thought about teaching but were afraid because you are not the best pilot in the club.

Being one of the best pilots does not make you a good instructor. Being competent is all that is required. The key to a good instructor is someone who can talk to a student in a way that presents the material, gives feedback and encouragement to the student, and saves the day occasionally. If you are thinking of being an instructor, talk to any of the current instructors and we will help you join in the fun!



Insider's View

By Roy P. Arsenault

This month we will try to update you members on some club news. Now you may say that some of this is old stuff but not all our members are privy to some of this stuff and others just do not give a good whatever. So I hope that you get some insight as to what is and has happened in the club in the passed few weeks.

The big news is that we are now without a President YEP Ron Q has tossed in the towel. I would guess that John Morley will be taking over the reins till some decision is made or we wait till the fall elections arrive.

Joe Veillieux showed up at the field the other day ----to the astonishment of everyone there, with a brand new Great Planes RYAN ST all pretty and completely equipped. He did not get to fly that plane on that day because the plane was not properly responding to commands from his transmitter.

ENTER the GUARD RAIL GROUP to the rescue. Larry Cummings, Gus Deltwas and several other members finally unraveled the mystery ----but by then Joe had a previous engagement and had to leave without any up in the air time on his plane.

Looks like Dick Adams' generous nature has solved our grass cutting problems with his providing a lawn tractor to keep our landing strip and pits looking great -----for free ---Thank you DICK.

What ever happened to the Gold Leader pins that were presented to the club some time back ?????

Don Grassi continues to amaze us all with his indestructible aircraft. He flies often which is more than the majority of our members do -----and he ain't no young chick either.

So how do you guys like all the changes that have been made at our flying field ? The FLIGHT STATIONS look great and the PICNIC TABLES really enhance the appearance of our pit area. The John Ogonowski memorial looks very impressive there in all of its glory and our nicely manicured flying area and pits are second to none in the country (come on down an have a look-see).

I know that a great many of our members have never even been to the Pinnacle field. Now I want to tell you that you are missing one of the best looking flying areas in the entire country. Why not load the wife and kids in the car and give you and the family a really great outing and see just what you have been missing by staying away.

Jim Thompson and his crew of instructors are keeping all our new members up to date and on their toes as they learn the intricacies and all the fine points of RC flying. Chris Rines is keeping our area flying field and related equipment well under control and also doing his thing as an instructor on an almost daily basis.

Gus Deltwas has had yet another medical operation (his fifth I believe this season) there ain't no stopping this guy from being one of our greatest advocates of RC flying. You say your engine is not performing up to par-----Gus just loves to tinker and he gets them going right too.

With people like Bob Michaud --Bill Copp-- Gus Deltwas-- Larry Cummings --George Desrosier-- Steve Jackson --Jack Berglund--Dave Silva --John Morley plus many others are keeping our spectators happy with all the super scale aircraft that they bring and fly at the Pinnacle field.

Now if all the previous information presented here does not give you some insight as to what is going on in this club KEEP TUNED IN. Drop in on our web sight at www.495thsquadron.org. Read our monthly newsletter and drop by the field and get in on the GUARD RAIL GROUP'S great discussions that go on daily (almost). There are a lot of people that make this club all that it is and if you are not an active part of it **you don't know what you are missing.**

COME ON DOWN AND JOIN THE FUN ---. Happy landings to all.

Helicopter Fun-Fly

September 17th 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!

We are looking for volunteers to help with frequency control and barbeque chefs. Please contact Chris Rines if you can help out.

chrisrines@attbi.com

978-490-9411

495th Squadron AT-6 Pylon Racing Results as of 07/03/05

Chris Parent leads close championship race

Eleven different competitors have competed in at least one of the 32 official races held so far. Ten points are awarded for first place in a race and 7 points for second. The championship will be awarded to the flier with the highest average number of points per race, after completing a minimum of 20 races in the season starting May 15 and ending September 1.

Chris Parent leads the championship race with 5.52 points per race after completing 31 races. Dave Silva is closing in on his rudder with 5.40 points per race. Dave has only completed 10 races so far, as he handed off the transmitter to his son Mark for the July 3 contests. Steve Jackson gets the "iron man" award for competing in all 32 of the official races held to date. Steve has stepped up the pace and dominated the proceedings on Sunday July 3rd with three wins and a 2nd in five races.

Please note that the race course has been evolving through the early part of the season. The short leg of the course has been lengthened from 40' to 60'. Turns one and two now must be flown as two distinct turns rather than a single, large radius turn. The orange cones marking the course have been replaced by 10' high orange swimming pool "noodles" which are placed over 6' steel rods. The high pylons allow for easier officiating. Pylon "cuts" are now obvious, with the pylons themselves now doling out much of the penalties immediately. Extensive "testing" has shown that only one out of four pylon hits result in significant damage. Mike Tully unofficially holds the record for direct pylon hits at seven. Many indirect hits are common, with the planes continuing on after contact with the pylons.

Sunday morning from 8-12 has become the most popular time for races. A total of seven fliers competed July 3rd, with a season high 6 competitors in one of the races. We are looking for more to join in on this great activity. The New Hampshire Flying Tigers are forming their own AT-6 racing organization using the same formula. Their first planes are just getting finished up now. We are hoping for an inter-club meet in the near future.

Results are posted below. Please contact Chris Parent, Jack Berglund or Mike Tully if there appear to be any discrepancies in the results.

Date	1st place	2nd place	3rd place	4th place	5th place	6th place
5/15/2005						
Race 1	Mike Tully	Jack Berglund	Steve Jackson	Chris Parent		
Race 2	Mike Tully	Chris Parent	Jack Berglund	Steve Jackson		
Race 3	Mike Tully	Chris Parent	Steve Jackson			
Race 4	Mike Tully	Steve Jackson	Chris Parent			
5/28/2005						
Race 1	Chris Parent	Mike Tully	Steve Jackson	Jack Berglund		
Race 2	Mike Tully	Chris Parent	Steve Jackson	Jack Berglund		
Race 3	Chris Parent	Mike Tully	Steve Jackson			
6/4/2005						
Race 1	Chris Parent	Mike Tully	Steve Jackson	Jack Berglund		
Race 2	Steve Jackson	Chris Parent	Jack Berglund	Mike Tully		
6/5/2005						
Race 1	Chris Parent	Steve Jackson	Mike Tully			
Race 2	Chris Parent	Dave Silva	Mike Tully	Steve Jackson		
Race 3	Dave Silva	Chris Parent	Steve Jackson	Mike Tully		
Race 4	Dave Silva	Chris Parent	Mike Tully	Steve Jackson		
Race 5	Mike Tully	Chris Parent	Dave Silva	Steve Jackson	Paul Gosselin	
Race 6	Gus Deltwas	Chris Parent	Rick Breton			
6/11/2005						
Race 1	Steve Jackson	Jack Berglund	Rick Breton	Gus Deltwas	Jim Thomson	
6/12/2005						
Race 1	Chris Parent	Steve Jackson	Dave Silva	Rick Breton		
6/19/2005						
Race 1	Chris Parent	Mike Tully	Steve Jackson	Dave Silva		
Race 2	Dave Silva	Chris Parent	Steve Jackson	Mike Tully		
Race 3	Chris Parent	Dave Silva	Mike Tully	Steve Jackson	Jack Berglund	
Race 4	Mark Marchese	Mike Tully	Steve Jackson	Jack Berglund		
Race 5	Dave Silva	C. Parent - 0 points DNF	Mike Tully	Steve Jackson	Jim Thomson	
Race 6	Mike Tully	Chris Parent	Mark Marchese	Jack Berglund		
6/26/2005						
Race 1	Steve Jackson	Chris Parent	Mike Tully	Rick Breton		
Race 2	Mike Tully	Steve Jackson	Chris Parent	Rick Breton		
Race 3	Steve Jackson	Mike Tully	Chris Parent	Rick Breton		
Race 4	Mike Tully	Steve Jackson	Chris Parent	Rick Breton		
Race 5	Steve Jackson	Mike Tully	Chris Parent	Rick Breton		
Race 6	Steve Jackson	C. Parent - 0 points DNF	Mike Tully			
7/3/2005						
Race 1	Steve Jackson	Chris Parent	Mike Tully	Dave Silva		
Race 2	Mike Tully	Chris Parent	Rick Breton	Steve Jackson	Mark Silva	
Race 3	Steve Jackson	Chris Parent	Mike Tully	Rick Breton		
Race 4	Mike Tully	Steve Jackson	Jim Thomson	Chris Parent	Rick Breton	Mark Silva
Race 5	Steve Jackson	Mike Tully	Chris Parent	Jim Thomson	Mark Silva	

	Points (as of 7/3)	races entered (as of 7/3)	Ave. points per race entered
Chris Parent	171	31	5.52
Dave Silva	54	10	5.40
Mike Tully	166	31	5.35
Gus Deltwas	10	2	5.00
Mark Marchese	10	2	5.00
Steve Jackson	132	32	4.13
Jack Berglund	14	10	1.40
Rick Breton		12	0.00
Jim Thomson		4	0.00
Mark Silva		3	0.00
Paul Gosselin		1	0.00

For Sale

Great Planes G3 Software, NEW with Add On number 1. I just bought it and my PC will not run it, too slow. Software is 1 week old and the controller was never even plugged in. Internet price for the software is \$199.99 and the Add-On is \$29.99. I'd like to sell it to a Squadron member for about \$180 total. I hope somebody else can use this great learning tool!!!

Tony DiFinizio
978-851-6083
email: lynntonyd@comcast.net

RC Tails

By Roy P. Arsenault

California Here I Come

Chapter 1

Once a year Terry and his dad make it a point to visit his dad's brother, Uncle Bruce. Uncle Bruce lives in the San Diego area of California. One of the main reasons Terry likes to visit his uncle Bruce has a lot to do with where and how his uncle makes his living. You see Uncle Bruce owns and operates a thoroughbred horse ranch.

Spending two weeks at the ranch gives Terry the opportunity to not only enjoy the year round nice weather, but he also gets to ride some of his uncle's horses. This particular time, Terry invited his friend Josh to accompany him on this trip out west.

So it was that Terry and his Dad, with Josh along found themselves deplaning at Gate 23 at the Lindberg Field in San Diego California. No sooner had they exited the jet way passage into the air terminal, they were greeted by a smiling and jovial Uncle Bruce. All decked out in levis, ten gallon hat and a colorful blue western shirt.

After obtaining their luggage they proceeded to the outside parking lot to a large van that had a full sized painting of a stallion on each side and a circular ring with two" BB" s inside denoting the Circle Double B ranch. The two B's representing Bruce and his wife Betty.

It did not take them long to get away from the airport onto highway 5 heading south. Traffic was not particularly heavy at mid afternoon.. so they were making good time heading to the ranch. Terry's dad and his brother were deep in catch-up conversation. while Josh and Terry kept busy observing the passing scene. From highway 5, they took a right turn onto route 94 which headed east. They soon left the urban vicinity and the terrain changed to a more rural appearance. No more houses in sight and only shrubs and weeds with some dried up patches of grass in sight.

The change was quick from city sights and noises to quiet country roads. Another ten minutes and the van turned into a paved side road, up a slowly slanting long driveway that led to a low slung, long ranch style building. Off to the left of this building was a corral with several horses. To the rear of the corral was matching low slung building that turned out to be made up of many individual horse stalls.

The van pulled up to the front of the ranch house where they were all greeted and welcomed by Aunt Betty who made them all feel right at home. After introductions, Terry and Josh proceeded to go off by themselves so Terry could show Josh around the ranch.

The first place Terry took Josh to see was at the far end of the building housing the horse stalls. Terry opened the door to a room that surprised Josh and brought a wide smile to his face. As this was an annual visit, to keep him busy while he was there, Uncle Bruce had set up a hobby room for him so he could keep up with his RC hobby.

Here was Terry's hobby room away from home, with everything he needed to build his RC planes. Behind the barn was a large field that Terry used to fly his planes. There were two complete planes on a large bench. Another partly finished biplane hung from the ceiling.

"WOW Terry! You sure are a lucky guy to have a setup like this" ,said Josh." Hey Josh, we can go flying later on; I want to show you my own private horse." You've even got a horse" asked Josh." Yeah and you will too. then we can both go riding together."

Terry led Josh down the corridor that separated the horse stalls, stopping at the last stall on their right." Josh, I want to you to meet my own horse RANGER." Josh was amazed to see a beautiful full size Palomino stallion come to the front of his stall and snuggle up to Terry ---who had a way with Ranger, especially when the horse knew from past experience that his snuggling was always rewarded with some tasty morsel.

As Terry and Josh inspected the other stalls to see what other type of horses were there, Terry's Dad and Uncle Bruce entered the barn." Hey boys ----how would you like to go for a horseback ride" asked Uncle Bruce ?" Great" replied Terry. Uncle Bruce could you show Josh a horse he could ride? Sure thing Terry.

I've got just the one for him let's go out to the corral and I'll show you just what I mean. By the way guys, you'll have to change into some proper duds before we go riding. You are out west now, those clothes you are wearing just don't fit in around here. Terry has several western outfits and you are both about the same size so I'll bet one of his outfits should fit you O.K."

Arriving at the corral Uncle Bruce pointed out a gray horse to Josh. That one is really great mount for you Josh. His name is Jingles.

Jingles has a funny habit, whenever you call his name he rears up on his hind legs and answers you with a loud neigh. He also answers to the name of BOY, without doing his little act of rearing up and neighing. So when you speak to him, refer to him as BOY, unless you want him to rear up and neigh."

You'll find him very gentle and easy to handle. All the horses in the corral are prize animals with great pedigrees. Uncle Bruce only raises the best, let's go into the house, supper is waiting and we can go riding after we eat said Uncle Bruce.

After a great meal and much pleasant conversation, Terry and Josh retired to their room to change into more suitable clothes. Levis, boots a colorful shirt and a western style hat turned two city fellers into instant

cowpokes." you look great Josh" said Terry as they stepped before a full length mirror attached to the closet door. Let's see if my dad and uncle are ready to go."

to be continued in chapter 2

NATS CL Combat Report

By Jim Thompson

Kirk Hargreaves is one of our members that has interest in RC as well as Control Line flying. Last month was the NATS and Kirk attended as pit crew for his brother Ken. After the dust settled the New England pilots took most of the high awards. Congratulations to Ken on a 2nd place in 328 Combat and 330 Combat. Also a third in 331 Combat.

I flew control line combat a long time ago in high school and know the reflexes it takes to achieve this level of skill. Maybe I will have to dust off an old combat plane and give it a try again. Anyone else game for some battle?

Worst Definition of the month

INSTRUCTOR: Old pilot who loves flying and teaching others to fly...usually can not tell you how many planes he has crashed.

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