

the PINNACLE

The Official Journal of the 495th R/C Squadron, Inc - Our 34rd Year!

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AMA CHARTER #340

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Gold Leader Club!

January Meeting

View from the Left Seat

BOD Minutes

Insiders View

RC Tales

AT-6 Pylon Racing in Review



AMA CHARTER #340 **THE 495TH R/C SQUADRON, INC.** Since 1972!

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

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495th R/C Squadron

January 4th. - Club Meeting - Bring your latest project; enjoy the company of members along with a video of Top Gun 2005, and enjoy Hot Chocolate and Chocolate Chip Cookies for refreshments.

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!

View From The Left Seat™

By

John Morley, President, The 495th R/C Squadron, Inc.

It's hard to believe that the holiday season is upon us once again! I would like to personally wish all the members of the 495th R/C Squadron, Inc., a very Merry Christmas, a Happy Hanukkah, and a Happy and Prosperous New Year! I hope that you have all been nice this year, and that Santa will leave that special R/C goodie under your tree!

As your President it is my duty to lead this organization. Like the other officers of the Club, my involvement stems from a life-long love of model aviation, and the belief that I can make a positive contribution to the Club. I was recently disheartened to read an article in the Club newsletter that left the impression (at least in my mind) that the author felt that the "members" of the Club were somehow different from the "officers" of the Club. In fact, nothing could be further from the truth – we all share the common goal of making the 495th R/C Squadron, Inc. the very best that it can be! Many of us (officers) spend countless hours administering the business of the Club because we truly enjoy doing so. There will always be differing opinions within a group as large as our Club, but as long as we confine our debate to the facts, and avoid personal attacks, we can move forward together as a Club!

Each month the BOD will meet on the Thursday evening immediately preceding the regular Club meeting. Our meetings are held at the Jade East Restaurant, on Rt. 38 in Tewksbury, beginning at 7:30PM. There is plenty of room, and the atmosphere is informal, so we invite interested members to attend! The minutes of the BOD meetings will be posted on the Members Only section of the website, and printed in the newsletter. The username and password for this restricted section of the website can be found on the back of your 2006 Membership Card. A quarterly Treasurers Report will also be posted on the website, and published in the newsletter!

Al Kinnon and I recently met with Mr. Tom Deitner of the Tewksbury State Hospital. Our meeting was extremely cordial, and Mr. Deitner reports that the Hospital is very pleased with our use of the Pinnacle Street field, and that there are “no issues” and “no concerns” (Mr. Deitner’s words) for the upcoming flying season. Before leaving I was given a copy of the new “lease-holder” license for the field.

We are off to a great start this year with the success of the Italian Banquet at the December meeting. Thirty one members enjoyed a catered Italian meal, and the company of their fellow Club members! Following the dinner, long-time Club member George Desrosiers was honored for his Outstanding Service to the Club. As many of you know, George does most of the grass cutting, and field clean-up, at the Ogonowski Field. And, last year, George was instrumental in helping to construct the Ogonowski Memorial. Thank You George!!

I'm looking forward to an exciting year in 2006, and I hope you see all of you at upcoming Club meetings, and at the field!

Board of Director’s Meeting minutes 12/01/05

Following a welcome to new board members, and guests, the following business was discussed:

- John Morley volunteered to fabricate a new pin pole for the upcoming flying season. The new pin pole will eliminate the old wire reel and will utilize a sunken sleeve in a concrete foundation to allow removal as needed. It was also utilize a nice stone footing so that the mower can pass over the footing without mishap. The new pin pole design will be published in an upcoming newsletter for member review.
- Transmitter Impounding was discussed. It was agreed that we should be more in accordance with the AMA field rules regarding the impounding of transmitters. Plans will be drawn up for a 20-40 transmitters impound rack to be decided on at a future time.
- A recognition plaque was agreed upon for one of our members, George Desrosiers.
- An advertisement for our February Auction will be sent into the Model Aviation magazine as soon as Al Kinnon gives me the \$10 check.
- We will be asking the membership for a by-law change that will make the President responsible for the upkeep of our Gold Leader Club status.

- We had an in-depth discussion about one of our field neighbors. This neighbor has been complaining alternately of being able to see planes over his house or of the noise of planes over his house.
It is the recommendation of the BOD that we hammer into the membership that they must stay within the tree line and to try to stay away from the left side of the field when flying higher than the trees on that side.
We also discussed changing the sound requirements to be a standard 90 decibels at 12' (at full throttle for the engine), instead of the current sliding scale "Canyon RC" method. A final decision was not made on this point, although Dick Adams was a strong proponent of this.
- It was decided that all Newsletters will be posted on the website as-is. It is the responsibility of the Newsletter Editor to make sure that the content is accurate and non-inflammatory. **[Editors note: Since this is the first I have heard about this ruling I will need to have further discussion with the BOD before this editor will agree to this as I feel a set of guidelines must be agreed upon by the BOD and membership concerning non-inflammatory and as far as accuracy goes it is my believe that that responsibility lies solely with the contributor]**
- We discussed administrative activities for the new Club year, including Membership Cards, AMA Charter Renewal, and Meeting Hall rent.
- We elected Rick Breton as the Field Marshal for 2006 with Chris Rines as his deputy.
- Dick Adams discussed the EPA visit and tests at our field last week.

Submitted by John Morley

INSIDER'S VIEW

Submitted by Roy Arsenault

That television affects our daily lives seems to be a proven fact. Clothing styles --music we listen to -----places we visit ---even the things we do are largely the result of what we view on the tube ---or as of late the flat screen. Case in point ---the twilight zone ----brought to life by Mr. Rod Serling..

With apologies to this late gentleman, I would relate to you the following events as they unfolded to me.

I arrived at the Pinnacle St. flying field with all my rc gear, plane, field box etc.

I did not get a lot of sleep last night so I am a bit tense! Tense isn't the word for it, I am so pissed that I'm ready to explode. I keep telling myself, a good day of rc flying will put me in a much better mood.

I remove all my gear from my station wagon and take up a location in the pit area all by myself. I recognize several of the other persons who are already there, but I cannot remember their names. This bothers me till one of them comes over my way and starts a conversation with "hey".

He has also forgotten my name after some small talk; he goes back to his spot in the pits. I think to myself "No I am not tense ----just terribly alert ". Sure I am.

As i proceed to ready my plane for a flight, another member appears and sets up his gear right next to me. With all the room in the pit area he is practically in my lap. I make a mental note " I don't like this guy; he thinks he knows everything about any subject that may arise, and he's fat too. Brain cells come and go, but fat cells stay foreve"r, seem to fit this situation very well.

His presence really irks me so I hurry my flight preparations. I feel like telling him "Hey fatso don't they ever shut up on your planet?" But I hold my tongue and now I am ready to go flying ,

and fatso is still talking .

My pin is up, my plane is fueled and range tested, I put the electric starter to the spinner and zap off comes my propeller! Damn I forgot to check the prop nut, some days it don't pay to even get out of bed as the old saying goes. I locate the spinner , prop nut and the prop, put it all back together and try one more time, my engine sputters, starts but needs a little tweaking.

Fatso is still advising me as to how to proceed, I ignore him totally. As I reach for the high speed needle, twang—ouch, that prop bite really hurt, but I see no cuts or blood so it isn't that bad. Now my nerves are getting more and more tense as fatso keeps up his " know it all chatter " .

I think to myself "Hey fatso get off my planet " .

By now I am all set to taxi out to the strip and again I think "Hey fatso if I throw a stick ,will you go fetch it ? This guy is really getting to me. My takeoff is uneventful and I am starting to calm down and enjoying my flight till I hear the words "coming out for takeoff ". Guess who stands next to me for a flight of his own ? Right -- fatso again and he is still yakking at full throttle.

I mutter to myself " how can I screw you up today fatso ----so you will leave me alone ? The answer was fast in coming-----just what I needed , a midair collision with the fat boy of all people? crash Both planes brought back to almost kit form. That finished my flight plans for that day ,but I sort of smiled wryly, more like a sneer would better describe it, as I mumbled to myself "Well fatso , I finally shut off your incessant chatter ." I

'll bet that he stays clear of me the next time we are both at the field for a day of flying .

For the remainder of that day I sat relaxed in my living room watching TV.

Can you just guess what the name of the last program that I watched that evening before I went to bed ? Right on; the Twilight Zone.

I woke up early the following morning hoping the sun would be shining so I could go rc flying as it had been raining for the last several days and it had been well over a week since I had been to the field for a flight. It was a bright and sunny day. I went to my hobby room to ready my rc equipment for a great day of flying.

What I could not understand was why my plane way all laid out on my workbench in a million pieces. It was fine the last time I flew it last week.
I'm not crazy, just a little tense. Dum De Dum De Dum De Dum

RC Tails

By Roy P. Arsenault

chapter 5 California here I come

"From what I gathered it seems like the plane flights occur at about the same time every day, .so I'll get a couple of my deputies and we'll patrol that area to see if there are any more flights ". "From what you boys have told me, you can control the plane when you are closer to it than when they are. If we can coax them into coming out into the open again, we may be able to clear all this up . We will patrol with a vehicle of our own that can keep up with their dune buggy ".

The next day the plan was set in motion -----Terry and Josh started out on their horses a little after noon with an RC transmitter in Terry's saddle bag, of the same frequency as the one they had used the previous day. After riding in the general direction of their last outing , they stopped at another clearing to wait and see if anything might happen .This time they were both disappointed as the biggest event of their day was watching the movements of several prairie dogs and rabbits scooting around the underbrush . They returned to the ranch four hours later pretty well tired and hungry. "We'll try again tomorrow" Terry sadly remarked. The next two days proved to be just as empty, causing them to become more distraught. By now they were both beginning to lose interest in this venture.

"Hey Josh, what do say we go for a longer ride today and forget about watching for RC planes. Let's just go riding and enjoy the scenery "asked Terry .

Filling their saddle bags with a good size lunch and a cell phone, they related their plans for the day to Terry's father and Uncle Bruce. .Mounting their horses they bid goodbye to the folks at the ranch and headed down the trail southward to see where it would lead them . They passed the two areas where they had been before and kept on riding. An hour passed and the trails seem to have no end.

In the distance they sighted a building that seemed to be in the middle of nowhere .

"Terry can you see that building over there "asked Josh?" Yes I can ----Let's see what it is"

"Right "They urged their mounts to go a little faster as they approached the building.

An old abandoned barn that was ravaged by the elements to a point that it was just a dried up pile of wood disintegrating in the sun . "It doesn't look like much Terry does it "inquired Josh?

"Let's stop here for awhile and rest the horses. The barn door is open and we can get them out of the sun for a little while ". Dismounting they led their horses into the dilapidated structure .After watering their horses from their canteens, they looked around the insides of the building.

The place was just about empty of anything but dust.

"Hey Josh --- get a look at this," said Terry." What's up Terry -----did you find something?"

"Look here on the floor -----tire tracks -----they look fresh too. There are also a bunch of footprints here . They look like they were made recently ".

"Do you think-----NOOOO-----it can't be those same people in the dune buggy who made these prints . " We are way out here in the boonies, and they are the only ones we've seen lately ".

"Then again they may be the ones who came here at that "answered Josh.

Going outside they found more tire tracks and footprints.

At the rear of this building, set back about a hundred yards was a bunch of tall bushes. The boys also checked that area and found nothing of consequence,

"I think we've gone far enough for today Josh -----we should head back to the ranch ---what do think"? "Good idea Terry -----let's mount up and get going ".

As they mounted their horses, the stillness was suddenly interrupted by the sound of an engine without a muffler -----"WHOA -- What is that noise Josh" " Sounds just like the dune buggy's engine that we heard the other day. Quick let's get behind that bunch of bushes back of the barn and out of sight "yelled Terry, as they wheeled their horses around and headed for the clump of bushes.

They no sooner got behind the bushes when the dune buggy in question drove into sight and headed directly into the old barn.

The boys could not see or hear what transpired in the barn ,as they did not want to give away their hiding place .A few minutes later ,the dune buggy engine started up and the vehicle drove out of the barn and out of sight .

Leaving their horses tied up to the tall bushes, Terry and Josh ventured out of their hiding place, and over to the barn to see if anything had changed. Entering the barn they were surprised to see the

RC plane sitting in the far corner of the building. Yes these were the same persons who had accosted them several days before with shotguns.

(to be continued in chapter six)

495th Squadron AT-6 Pylon Racing Year in Review

Submitted by Mike Tully

The last report posted was on August 15th. An especially active tropical storm season wiped out the final two weeks of the championship season, so there was no change in the standings since the last report. Chris Parent won the championship, earning 257 points in 45 races via 11 wins and 21 2nd place finishes, a 5.71 points per race performance. Mike Tully came in second with 5.49 points/race via 17 wins, 11 2nd place finishes in 45 races. Steve Jackson came in third with 4.56 points/race – 14 wins, 8 2nd places in 43 races. These three competitors were the only ones to complete the minimum of 20 races needed to qualify for the championship. Fifty one official races were held during the season which stretched from May 15 to September 1. Fourteen different competitors flew in official races.

Race winners also included Rich Bono of the New Hampshire Flying Tigers, Jack Berglund, Gus Deltwas, Mark Marchese and Dave Silva. Rick Breton, Jim Thompson and Marty Dispenza also got on the scoreboard with second place finishes. There were many spectacular and hotly contested races. The formula was tweaked until it proved to be well

suited to ensuring fair and close competition. Many competitors took the plunge and invested in all the necessary gear to take part in the championship, but the level of participation was still disappointing. The New Hampshire Flying Tigers (<http://www.newhampshireflyingtigers.org/>) adopted the same formula for races at their club field in Derry. Their Monday evening races became quite popular, even drawing regular spectators. Races with up to 6 planes in the air at once continued each Monday until, and sometime after, darkness settled in. The Tigers are currently negotiating with an indoor sports facility for some evening time for indoor winter racing (and also general flying). I am interested in hearing from 495th members on how we can reach the same level of enthusiasm at Pinnacle Street.

We have been kicking around some ideas on how to tweak the format in order to make the racing better for everyone. One problem I have seen is that everyone settles into a rather two-dimensional circuit at about 4-10 feet altitude. With the current power package you can lose valuable position if you try to climb out of the pack to gain some separation. No one wants to give up position, so the pack remains uncomfortably tight. The results can be like NASCARs dreaded "big ones" at Daytona and Talladega. The mid-air and pylon strikes could conceivably be reduced if we had some more power.

The cost of going brushless has reduced dramatically in the last few months. Balsa Products (<http://www.balsapr.com/catalog/flightPacks2/motorCombo.asp>) is offering combinations of the Fiego 12mm motors (bolt right in to our GWS IPS gearboxes) with speed controllers right down to about \$50. We could conceivably prop these things to run at the same speed we are running currently, but pick up lots of thrust to climb out of uncomfortable situations without loss of airspeed. Other advantages of the brushless motors would be much longer life, no breaking in, no big boost in speed from racers using brand new motors and consistent speed over the (long) life of the motors. The efficiency will also go up a bit so that we could get longer battery runs while generating more thrust.

We also think that perhaps rudders should be allowed, but not required. I think that with a rudder and brushless motor, that the T-6s are going to be more interesting planes for general sport flying. I tend to not fly my own when not racing. It is a bit boring to fly with marginal power and no rudder and I also don't want to use up motor life needed for race days.

I will be putting together a test article for everyone to evaluate. I'm looking for feedback on this. I realize that some may not like the idea of having to pony up more cash to compete next year, but if we each drop another \$50 into our planes, we can make them less likely to crash, more fun to fly, more consistent in velocity and reduce necessary maintenance all at once. I think the racing format is perfect as it is, but we can make the airplanes better by taking advantage of the technological advances.

One thing that we have noted from racing drop-outs is they get very discouraged with the general level of carnage. Some have shown up at races with meticulously finished racers only to leave with broken, battered planes and hurt feelings. We are discussing changes to the pylons to reduce damage from strikes, but the nature of this racing is bound to remain brutal. The close competition breeds mid-air and prop gashes. A "crash kit" of 5 minute

epoxy, paper towels and isopropyl alcohol, making tape, clear packing tape, meat tray material (depron) and replacement props will continue to be necessary more sessions than not. Chris Parent summed up the best way avoid the kind of disappointment that caused some to quit. His advice on preparing planes for competition is as follows: Assemble and finish as simple or elaborate as desired, crush with shod foot, glue back together – now you are ready to race! The depron construction of these planes makes them quite repairable. My personal plane has come home in pieces many times, yet still lumbers along heavily laden with epoxy repairs after two seasons of heavy use. Its replacement is ready for the inevitable day when another repair is not feasible.



Two year battle veteran



Fresh meat

I haven't had more fun in 25 years of RC flying than I have had racing these planes. It is even more fun with more people participating. Please contact me at mtullycts@aol.com with any questions or comments on how the racing could be improved for 2006. It is hoped we can kick off the 2006 season in May with an organized event at Pinnacle Street. Elimination heats, fun fly type events, ugly and pretty plane awards would be included. Feedback is welcomed.

Submitted by Mike Tully (MTULLYCTS@aol.com)

Items for Sale

Submitted by Paul Gosselin

We have a former club member who is getting out of the hobby (and out of the state as well – another story). He would like to sell his modeling equipment, here is a list. If interested please email me. [pgosselin57@comcast.net}

Radios:

JR (unknown model) 8 channel PCM Computer radio with metal transmitter case, servos, receiver, batteries, etc.

JR model 625 with servos, receiver, etc.

JR model 635 with servos, receiver, etc.

Engines:

Saito .91 four stroke (new in box)

Saito .72 four stroke (new in box) OS Max .46 FX – used (in Avistar Trainer

Airplanes:

Avistar .40 Trainer – used, in flying condition with radio and engine installed (the .46 FX mentioned above)

Hobbico Hobistar EP – electric trainer with radio and engine

New in box ARF – Sig Something Extra

New in box ARF – Ultra Stick .60 sized

Sundries:

Flight box

Gel Cell battery

Hand crank fuel pump

Glow igniter with charger

He is asking for \$750 for the whole lot. I'm assuming that he is willing to break it up though. In case you are wondering, just the three engines And any one of the radios are worth the \$750.

Photos below From Bob Knight (captions by your humble editor)



Your hands are cold!
Yea, well yours are sweaty!



A member of the die hard pilots club I presume.



Obviously another member of the die hard pilots club

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