



NEWSLETTER

First Class Mail

The 495th R/C Squadron, Inc.
C/O Newsletter Editor
Post Office Box 426
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Quest for Gold Leader

Show and Tell Meeting In May

Opening Day Report

Scale Show Success!

An Insider's View

Bring your winter project to the
May Meeting

Upcoming **EVENTS** in 2004

Show & Tell - Bring your winter projects to the May meeting to show everyone what you have been working on!

Training Night Has Started – Thursday after 5PM is training night. Instructors will be there ready to help students. Sunday after 12PM is also training time.

the PINNACLE

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

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MASSACHUSETTS



THE 495TH
R/C
SQUADRON



(J. Thompson Photo)

The Art Alfano Scale Show showed off the New England Modelers. This B17 shows the quality of workmanship on display.

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

Dick Adams - Director	Jim O'Neill - Secretary
Paul Gosselin - Treasurer	Ron Quattrochi - President
Adam Lynch - Director	Dave Swanay - Director
John Morley - Vice President	Jim Thompson - Chief Instructor

'04 Groton Field Marshal - George Werber

'04 Pinnacle Street Field Marshal - Adam Lynch

Newsletter Staff Editor - Jim Thompson
Associate Editors - Roy P. Arsenault, Ralph Dionne
Internet Specialist & '04 Webmaster - John Morley
Chairman of the 2004 Noise Committee - J. Benincasa

Message From The Editor

After my first edition of the newsletter I have received offers of help from a few people that will allow the newsletter to continue. We still need more content from members. Remember that everyone has a story to tell and this is the place to share it!

Thanks to Carlos Beltran we are mailing the newsletter to members once again. Please remember that you can get the newsletter from the web site and via email. If you can do this we can reduce the cost to the club and use your money for more fun activities. Please send an email to jctpro@hotmail.com with your name and email address if you will accept the newsletter by email.



We also have two new columnists. Roy P. Arsenault will author the "Insider's View" column and will share his current thoughts as a member of our club. Ralph Dionne is the "Old Timers" author and will share his history and memories with the 495th.

We have room for more authors and can use a guest column heading if you have a single article you are willing to share with our members.

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!

Arthur Alfano Scale Show Report

By Jim Thompson

The April meeting on the 7th was used to host the annual Arthur Alfano scale show. This has become one of the best static scale shows in New England all due to the hard work of Art. This year was no exception and the collection of airplanes, boats, and tanks was exceptional.

Special credit must also go to the help behind the scene. Ron Quattrochi was there early to help set up the tables. Ralph and Bobby Dionne were there to provide free food to everyone.

The hit of the show for me was the B-17 bomber. The cover shows a picture of this aircraft and its size, detail, and quality were outstanding. I just wish I could see it fly someday. As I was involved in showing my P-40 during the show I did not get many details of the models. In a future newsletter I will hopefully get more stories from the modelers to include. Instead of using up lots of words to show what was at the show, here is a collage showing most of the models.





Opening Day At Pinnacle

John Morley suggested having an opening day at Pinnacle St. and took the initiative to make it happen. Thanks John!! Everyone that attended seemed to have a good time. John and his wife Jennifer cooked lunch for all with all the food being donated by John, Jennifer, Carlos Beltran, Jim O'Neill, Paul Gosselin, and Dick Adams. We consumed 66 hotdogs, 24 hamburgers, 5 bags of chips, 1.5 bottles of ketchup, 1 bottle of mustard, 1 bottle of pickle relish, and 3 bags of cookies!

Before the food came we all pitched in to help clean up the field. People I saw were all the board of directors except Adam who was out of town for the weekend. Also seen doing some cleanup were John Berglund, Graham Muise, Joh Langner, Lewis Sanderson, Rupert Kosmala and John Benincasa.

While cleaning along the road we were approached by more than a few neighbors that stopped as they drove by to say how much they appreciate what we were doing. They also all had positive remarks about the way we were using the field and our flying in general. All our good work does more than give us a great field. It helps with our relationship in the community as well.

Some extra credit needs to go to Dick Adams for taking care of some hazardous waste disposal, the O'Neill's yard service, and the Morley trash service.

While the cooking was going on we got some flying in as well. Dave Silva had a try at combat with a new Gremlin. Dave, Bobby Dionne, and Jim

Thompson went at it for a couple rounds with two cuts for Jim and one for Dave. After a small meeting of the wings in the sky Dave had a bit of repair work to do but admitted it was worth it for the fun involved. Lets get more involved in combat and have some fun! If you are interested the Gremlin kits are just \$35 and any .25 engine will do.



Instructor's Corner

By Jim Thompson

Maneuver of the Month - Making a vertical line

I thought we would start out simple but flying straight and level is just too boring to write about. It is one of the hardest to do though as there is no way to fly perfectly straight or level so we can always improve! Being able to pull into a vertical line is an important starting point that we can all work on that

leads to better stall turns (everyone likes to do those!). Vertical lines are also needed when trimming an airplane so again are a good starting point.

A vertical line is hard to do without a trimmed plane so after reading this, read about trimming a model and work on them both together at the field next week! Making a vertical line can be done both up and down. In either case the elevator is the only control needed to make the maneuver.

For a down line fly 3-4 mistakes high and adjust your speed to just above stall. Apply down elevator in a slow movement towards full down. When the model is at 45 degrees (half way through the turn) start releasing the elevator slowly. Controlling the speed of this movement will control the radius of the corner. When the elevator is released the model should be traveling straight down with the throttle at idle.

To recover repeat the process with the elevator using up first. Try to control the elevator input so that the corner radius at the top is the same as the corner radius at the bottom. The model will be flying faster after going straight down so you will need faster movement of the stick to keep the radius the same. Slowly increase the throttle as you enter the recovery elevator controls.

For an up line fly straight and level at full throttle and apply up elevator to control the radius. At the top of the line use elevator to recover and reduce throttle to half. When you are tired of doing these perfectly upright, do them inverted. Then start upright and end up inverted. Try all the combinations and make the corners all the same with nice vertical lines. Have fun!

An Insider's View

By Roy P. Arsenault

Our Leaders

In the short time that our present teams of club officers have been at the controls of the 495th RC Squadron, AMAZING changes have taken place in many ways. Let's start off with our President Ron Quattrochi. Here is a fellow who literally puts all his best efforts into making the 495th a top rated organization.

He is a dynamic driving force. Just what this lackadaisical flying club needed to bring it back up to past top performance. As a leader he inspires his fellow officers to bigger and better Objectives.

Next in line is John Morley our VP. John not only revamped our internet web page into the most complete instrument for RC information, he also added so many different categories that you will find it difficult not to find some subject to hold your interest. Add to that, he runs a great raffle. With the able assistance of his son, our raffle has become one of the highlights of our regular meetings. On top of all this the web page continues to grow and become better and better. You will also note the AMA safety benches at the Pinnacle field, the upcoming improved pin pole. All these things did not happen without John's initiative and some funds.

Moving on to our new chief instructor, JIM THOMPSON. When you are at the Pinnacle field take a good look at Jim's actions. He flies his aircraft with great control and enthusiasm. Have you noticed that he almost always has a great friendly smile on his face? Ask him to "take you up " and he is right there 100% to show you and assist you to become a proficient RC pilot. He never complains about having too many students either. A great all around flier and gentleman.

There is much to say about our newly elected treasurer, Paul Gosselin. Another well-mannered happy smiling face (you think he knows something we don't). His financial background and expert handling of the club's finances has proven to be above average. Great work Paul.

With Jim O'Neill as club secretary, we can all be assured of prompt and accurate club records from a very upstanding fellow RC'er.

Young men breed young ideas. Adam Lynch one of our B.O.D. members, who is also the field marshal at Pinnacle field deserves loads of kudos for his undertaking of the not so enviable job of field marshal. He should get all the assistance and respect from us as members to make his tasks at the field as easy as possible. Did you know that he is attending ROTC training to become one of our future U.S. Air Corp officers?

Dave Swanay has by his past performance as president of our club shown us that we have a BOD well endowed with people who advocate the finer points of an RC club.

We must not forget George Werber the present field marshal at our Groton field. Over the years George has held most of the clubs officer's positions, he has run many fun fly's donated his time, money and experience to the 495th RC Squadron. There seems to be no end to George's generosity to club functions.

Last but not in the least we come to the other remaining member of our B.O.D. He designs and builds all his own RC planes, has a most complete spare parts department in his car trunk, makes up his own formula fuel as well as great sound deadening muffler extensions. He claims all repairs can be made at the field in a very short time. He has proven this many times over in the past. You will recognize him at the field; He is a big man and an expert with RC planes of all sorts. His "take offs" are a vision to watch. A fast short roll with an overpowered plane, that does a snap roll as soon as it gets airborne.

In the air his plane seems to be everywhere all at once, but he is always cognizant of where they are (well most of the time). A very staunch advocate of aviation in all its phases. Very outspoken when asked an opinion he will give you a straight answer every time. He especially enjoys promoting RC flying to the younger set. An expert at getting the most and best performance from an RC plane. He is always ready to help anybody, all you have to do is ask and you got it. Hey he does not wear a red cape or a blue suit with a big S on the front, but he comes close. Who is this dynamic (YES) individual? Why Mr. Dick Adams (of course).

That about covers our newly elected club officers and B.O.D. members. With a group like that at the sticks, our 2004 flight should be a great one. HAPPY LANDINGS to all members of the new 495th RC Squadron.

How I trim a model

By Jim Thompson

I am often asked at the field to test fly a model and check the trim settings. It seems passing along what I do to trim a model can have two useful purposes. Those more experienced can inform me where I am going wrong and we can publish an ongoing discussion on how to trim models. Until then, here is what works for me.

There are two basic types of models and they trim a little differently. These roughly fall around the wing airfoil of symmetrical and non-symmetrical. The goal of most pilots with a non-symmetrical wing model is to trim to a hands off setting where the model flies straight and level. The goal of a symmetrical wing model is to trim for similar response in both upright and inverted flight. Usually this means needing a touch of up to fly level unless the CG point is exactly right. The relationship of CG to correct trimming is important and as the CG changes from optimal position compromises are made in the trim settings.

Ok, where to start. Lets get in the air and start with aileron trim. This is the easiest as you want to have the wings stay level with no input on the aileron control.

Now for elevator. For non-symmetrical wings fly at half throttle and trim for hands off level flight. For symmetrical wings fly 4 mistakes high flying left to right or right to left across the field. Pull back to idle and when the model slows to almost stall, point the nose straight down and let go of the elevator. Trim the elevator so that the model continues straight down without pulling out on its own. Don't forget to pull out before you get to 0 mistakes high! Often this takes four or five passes until you are happy with the trim.

Assuming the CG is set correctly on your symmetrical wing model you should be able to fly upright or inverted using the same amount of elevator control to keep level flight (but in opposite directions!). If a log of pressure is needed to maintain level flight your model is too nose heavy. With the CG adjusted to the point where you have straight and level flight inverted and upright with no elevator input and your CG is perfect although most would call this tail heavy!

Now for the rudder! Remember that control, the one on the left hand? OK, fly a pattern and when in front of you turn the model so it is flying away from you and in front of you (tail pointing at you). At full throttle pull into a vertical climb and trim the rudder so the climb stays vertical. Make sure you have enough speed at the start of the climb so that any fall off is due to rudder control and not lack of power! A later topic can add to this with discussion on checking engine thrust angle and offset. Until then this should get you started!

Worst Definition of the month

Aeromodeling: The art of turning precision cut and glued balsa wood and foam into toothpicks and confetti.

Board Meeting Report

B. O. D meeting 3-31, Dunkin Donut's

All B.O.D members present, two guests, Zareh and Bob Knight

Ron Q opened the meeting at 7:05 and questioned the progress made on the banner. Paul Gosselin reported he has received the delta dart kits from the AMA to be used as a "make and take" during upcoming events. John Morley will be re-working the pin pole as time allows making it more "user friendly".

Adam Lynch reported he's only received one bid for this year's grass cutting duties; the deadline is April 16th. The scale show is all set (a pleasant memory at this printing as is the opening day cook out). There was some discussion around whether it would be feasible to institute a "re-certification" for those flyers exhibiting less than safe flight procedures. The general consensus is not to request re-certification but to approach the offending flyer one on one.

John Morley talked about making the field clean up day an unofficial opening day and offer a free lunch. (Those that were able to attend had a great time!). Thursday nights and Sunday afternoons will be held as "training night" and new students will be given priority to fly (we all remember what it was like when we were learning). John Morley also inquired about a common software platform to keep club rosters and electronic club info.

Zareh (a member for 15+ yrs) took the floor to discuss the change to the grass cutting responsibilities. He mentioned a past member that cut the field (at times while not an active 495th member) and how Fred B. became his replacement. Zareh mentioned that Fred had bought a new mower at the end of last season for the express purpose of cutting Pinnacle St. and not for home use. With the possibility of the grass cutting duties changing hands, Fred may not be able to re-coop the money he spent. Meeting ended at 7:50.