

the PINNACLE

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

Pursuing R/C Excellence. Everyday.
AMA CHARTER #340
www.495thsquadron.org



Art Alfano and crew get down and dirty at the field. Come to the Picnic on September 11th for the dedication of our field. On top of this new cement slab you will find something else new. Don't miss it! Come to the picnic!

Quest for Gold Leader

September 11 Picnic - Be There

Insiders View

Instructors Corner

RC Tails



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

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September 2004 The PINNACLE Newsletter Volume 32 Issue 9

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

Dick Adams - Director	Jim O'Neill - Secretary
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Adam Lynch - Director	Dave Swanay - Director
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'04 Groton Field Marshal - George Werber
'04 Pinnacle Street Field Marshal - Adam Lynch

Newsletter Staff Editor - Jim Thompson
Internet Specialist & '04 Webmaster - John Morley
Chairman of the 2004 Noise Committee - J. Benincasa

495th R/C Squadron - September Meeting

Flea Market at the September Meeting of the 495th R/C Squadron!

As we do every year, the 495th R/C Squadron will host a Flea Market for club members and guests at the September 1st meeting. Plan to bring all your unused radio-control related tools, equipment and supplies to the meeting and turn it into cash! Doors will open at 7PM for setup, and the flea market will begin promptly at 7:30PM.

Upcoming Event

John Hagerty called and reminded me of the following event

THE 2004 DANIEL WEBSTER COLLEGE AVIATION HERITAGE FESTIVAL

Saturday, September 25 & Sunday, September 26, 2004
8:30 am - 5:00 pm
Boire Field adjacent to the college

From The Editor

Its picnic time!! This is the time that we get to strut our stuff for the community and share our hobby/sport with everyone we can. Spread the word and help get a good turnout. Much work has been put into the field to secure it for our club. Thanks to all those that have helped with this effort.

This newsletter would not be as good as it is without the support of articles and ideas from you. Special thanks go to Roy P. Arsenault and Carlos Beltran for their contributions and hard work in helping make this newsletter possible.



I have seen many crashes in the five years I have been flying RC but Adam Lynch had the most destructive to an engine that I have seen. If you have any good stories or pictures of models that have seen better days send them along. Perhaps a section in the newsletter can share your loss with others. Check out this photo of what was left of Adam's OS 32. I wonder if OS will repair it under warranty? Adam did have some help. The engine fell off his plane when it hit Dave Lynch's Gremlin. The engine could not be found until after the

field was harvested and this is what remained.

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!

Presidents Message

By Ron Quattrochi

Governor Romney signed Senate Bill 2427 on Friday July 23rd setting aside the Tewksbury State hospital land for conservation and passive recreation!

SB 2427 is a revised bill by Miceli, that sprang life into the stalled SB 1705 that Tucker/Miceli and Finegold introduced in 2003.

A quick trip (by your club president) to the Tewksbury Assessor's office early this afternoon confirmed what we all hoped for - our field plot is listed on the conservation bill!!

SB 2427 wording, <http://www.mass.gov/legis/bills/st02427.htm> includes MAP 90-LOT 1 (our field) and MAP 90-LOT 2 (directly across from our field)

The wording on the bill protects the land for the use of the Tewksbury Hospital Equestrian Farm (T.H.E Farm) and other passive recreational uses....read model airplane flying!

Thanks to all who took the time to assist in the letter writing campaigns.

September Picnic 2004

Picnic 2004 - A Family Style Picnic returns to the 495th R/C Squadron!

This year the 495th R/C Squadron will hold it's annual September Picnic on Saturday September 11, 2004. In addition to the picnic, we also have the unique pleasure this year of dedicating our field as the "Captain John A. Ogonowski Memorial Model Flying Field". Captain Ogonowski was the pilot of American Airlines Flight 11 on September 11, 2001.

As always, the picnic will be held at the Pinnacle Street flying field beginning at 10AM, and running until 4PM. This year we plan to host a fun-filled family style picnic with hamburgers, hotdogs and chicken cooked on a large gas-fired barbeque grill. The picnic is the primary yearly social event of the 495th R/C Squadron, and it is also a great time for us to meet our Pinnacle Street neighbors, and the townspeople of Tewksbury! Please put the September picnic on your calendars and be sure to attend!! Please plan to bring your own blankets and chairs for sitting on the grass!

Food Menu

Hamburgers, Hot Dogs and Barbecued Chicken
Garden Salad, Potato Salad, and Chips
Soda and Juice
Cookies and Brownies

Schedule of Events (Note: Subject to Change!)

- 10 AM - 11 AM Open flying for all members! Buddy-Box flying with Intro-Pilots.
- 11 AM -12 Noon Captain John A. Ogonowski Field Dedication
Cody Wojcik Freestyle routine to music
Ribbon Drop from George Werber to start barbeque
- 12 Noon Barbecue is served!
- 12:45 PM AMA Gold Leader Club Award Presentation
- 1 PM Picnic Raffle!!
- 1:15 PM - 2 PM Flying Demos
Helicopter demo from Chris Rines and Dave Silva
Smoke Flyby by George Werber over the helis
Electric Demo (Pilots still being recruited)
Cody Wojcik flying another IMAC routine
Combat Furball
Aerobatic demo from Dick Adams and Chris Rines
Candy Drop for kids of all ages by Rupert Kosmala
- 2 PM - 4 PM Open flying for all members! Buddy-Box flying with Intro-Pilots.
From 10-11 and 2-4 all members are welcome to fly. We will give buddy-box flights priority as long as our guests want to give it a try.

NOTE: If you want to participate in a flight demos please contact Jim Thompson at jctpro@hotmail.com or 978-683-0060 to see how you can fit into the schedule.

If you can provide a trainer for the buddy box flying please contact Jim Thompson and let him know. We need a couple our instructors can use to introduce our guests to RC flying.

The Raffle!

This year we plan to have a large raffle for the picnic including a complete 7 channel Futaba computer radio system with digital servos! And, as always, a number of other R/C "goodies" will also be raffled!

Field Dedication

As many of you know, through the tireless efforts of Dick Fedorchuk, the Pinnacle Street Field will soon be dedicated the "John A. Ogonowski Memorial R/C Flying Field". As many of you may recall, Capt. John A. Ogonowski was the pilot of American Airlines Flight #11 on Sept. 11, 2001.

Now, as a result of Dick's foresight and thoughtfulness, the 495th R/C Squadron, Inc. has the unique opportunity to honor Captain Ogonowski in such a meaningful way.

Note: The Field Dedication Ceremony Will Be Held "Rain or Shine"!

Remember that the Club picnic is only as good as the members make it! Let's make the 2004 Picnic the best ever!

Note: Bathroom facilities will be available at the field for the Picnic!

RC "Tails"

By Roy P. Arsenault

Now I'll show you what probably happened to you when you tried to escape from the two German planes that were after you. At full throttle Josh pointed the plane upwards. " Let's get some altitude" said Josh, Let me know if you lose sight of it Jerry, O.K.? "Right Josh ", he answered.

Up and up flew the SE5 until it was just a speck in the sky. "There, that's high enough", said Josh. Can you still see it way up there Jerry? "Yes I can" he replied. "Now I'm going to put it in a spin just like it happened to you when you ran out of oxygen and passed out". Down came the plane in a slow spin. Round and round it came down. Jerry never took his eyes off it for even one second. He stared at it as if he was in a trance, as if he was actually in the plane himself reliving the exact experience of many years ago. This time from a different point of view, but seemingly just as involved as before.

His hands tensed on the arms of his wheelchair as the SE5 spun lower and lower towards the ground. All of a sudden he screamed "Pull out! Pull out!, in a wild frenzy as he yanked at the sides of his wheelchair. Josh pulled back on the stick and leveled off as the plane zoomed by them at eye level.

Making another circle around the field, Josh prepared to bring the plane in for a landing. Throttling down and slowly descending for a near perfect landing directly in front of them. As Josh taxied the SE5 back to the pit area, Terry pushed Jerry side by side with Josh all the way to the SE5 starting point .

Shutting off the engine Josh asked "Well Jerry how did you like our flight "? Jerry with his eyes all watery replied tearfully, " I would like to thank you ever so much for what you did for me today. You have taken me back a very long time to when I was a young man. To things I had almost forgotten. They all came back to me just a few moments ago when I actually relived a past part of my life just watching your wonderful airplane. I'll never forget you and what I have experienced here with you today .I just cannot thank you enough Josh."

The old gentleman took out his handkerchief, dried his eyes and blew his nose, coughed a little and headed off towards his van. Josh watched him leave with a great feeling of satisfaction in his heart. It sure was a nice day. He stood there in a trance watching the old veteran's van pull out of the parking area.

Watching the van disappear down the road, a look of bewilderment appeared on Josh's face. Terry noticed this right away and asked his friend what seemed to be troubling him. "You know Terry, something about that old gent doesn't seem right. He claims he was a WW one pilot. He sure had an exciting time, but if all he told us is true -----he should be pretty near one hundred years old. I find that hard to believe". Now that you mention it Josh, I see what you mean, he is old but not that old?????????

Instructors Corner

By Jim Thompson

I seem to have trouble getting back to flying the IMAC routine. This time another topic came to light when I finally got around to flying my scale P-40 I showed at Art's last scale show. With a new plane there is a need to do a flight check to make sure it is flight ready. In my case I did this at three different times just to make sure I did not forget anything!

This brings up some memories at our field with students that say they are ready to fly when interesting things are missing, not checked, or just plain wrong. Controls moving the wrong way, no gas in the tank, not enough rubber bands on the wing, control surfaces not centered and missing screws are just some of the things that can slip by at times.

It is because of this that a pre-flight check is an important ritual to make sure your aircraft is safe and your investment secure. Here is a checklist you can use after getting a new plane ready to go. It has worked well for me!



Before the first flight or after any repair

Weight

Is the model too heavy?

Balance

Is the center of gravity (fore and aft) within the range shown on the plans?

Is the model balanced side to side? (right and left wings of equal weight)

Alignment

Are all flying surfaces at the proper angle relative to each other?

Are there any twists in the wings? (other than designed-in washin or washout)

Control surfaces

Are they all SECURELY attached? (i.e. hinges glued, not just pushed in)

Are the control throws in the proper direction AND amount? (usually indicated in the plans)

Control linkage

Have all linkages been checked to make sure they are secure?

Are all snap-links closed?

Have snap-links been used on the servo end? (They are more likely to come loose on the servo)

Have all screws been attached to servo horns?

Engine and fuel (if applicable)

Has the engine been thoroughly tested?

Are all engine screws tight?

Has the engine been run up at full throttle with the plane's nose straight up in the air?

Is the fuel tank level with the flying attitude of the plane?

Is the carburetor at the same height (not above) as the fuel tank?

Is the fuel tank clunk in the proper position and moving freely?

Radio

Has a full range check been performed?

Has the flight pack charge been checked with a voltmeter?
Have the receiver and battery been protected from vibration and shock?
Is the receiver's antenna fully extended and not placed in a fuselage with any metallic covering?

It never fails that I find at least something that needs a correction after building a new model. Having a check list helps not overlooking the one item that causes the new plane to crash. I am happy to report that my P-40 flew great. See you at the field!

Insiders Views

By Roy P. Arsenault

The BOB KNIGHT STORY

Just the mention of his name brings thrills and chills to many a 495th member. HEY, just who is this character anyway. Every time you go to the Pinnacle field you always see a tan Chevy van parked there. The back door open and up showing a multitude of shall we call it paraphernalia (wow six syllables). That is way above Bob's I.Q. as he will humbly attest too.

The back of his van has among other things several RC planes, a cook stove, battery charger, radio, a collection of all sorts of tools, and the list goes on and on. Now if you got a problem with any phase of home or commercial building, Bob has the answer. Being a retired UNION carpenter for many years (I do believe has made him an expert in this field - HE REALLY IS GOOD AT HIS TRADE). He knows all the building codes for all sorts of construction .If he has not done the job at one time or other, it is not being done at all.

He will explain in very minute detail all the ins and outs of every phase involved with just about any subject you can think of. Now here is a guy so perfect that he should be living in the Vatican in Italy. Yes he should be the POPE, then I would not have to listen to all his B.S. every day.

He calls me long winded, compared to Bob I am a gentle breeze while he is a hurricane. He never shuts up. When he doesn't have to answer questions for anyone, he sits in his chair and turns his mind to figuring out diabolical plots to annoy and piss off what he has left as possible friends.

Oh he cleans up around the field, cuts the grass and tidies up the place. He even put in a small flower garden to brighten up the pit area.

You need help or advice -----he acts very reluctant to advise you, then he will spent the next hour to tell you all the intricate details now that he has you suckered into his oratorical trap. Your ears will be ringing for some time (WHAT A YACKER).

He is very good at camouflage. Take a good look at his planes. Most of them are made up of cast off parts of poor unfortunate fellow pilots who have crashed and he has mooched a wing from one guy ,a tail section from another, a fuselage from yet another till he has enough parts to put together one of his mongrel masterpieces which by the way fly very well.

He is a master at finding more uses for anything you may have. A few years ago he had an operation at a local hospital. When he was released from the hospital he had accumulated an entire crate of medical tubing and all sorts of other cast off medical equipment. He is still using rubber bands taken from an old inner tube that was given to him years ago -----and he calls me frugal!

He bought me an ice cream the other day and almost had a heart attack when the vender asked for two dollars. He smokes like a chimney and tries his best to play jokes and tricks on people, me being his prime target! We verbally attack each other on an ongoing basis---who is winning-----who cares. We are both having a great time together.

By the way I do believe he has a tent located somewhere in the woods across from the Pinnacle field. When he does go home, he has a place reserved for him in the cellar as his spouse won't let him stay upstairs in the house. The neighbors may see him and call the police. Some day I'll have that story for you too. Goodnight BOB.

Think Its Involved To Start An Engine?

SE5a Standard Starting Procedure

Dave Swana sent an email with this attached. There are times at the field when I have engine trouble that I think these things are too complicated. Seeing a procedure like this makes our troubles seem pretty small.

Like all water cooled engine, the SE is equipped with an expansion tank. It is situated in the cabane leading edge beside the emergency fuel tank. This emergency tank gives you about 20 min flying time at max RPM.

The carburetor is fuel fed by pressurizing the main tank with an engine driven compressor or hand pump or both. The emergency works by gravity.

On some airplane, like the SPAD, you just have to fill up the tanks the usual way. But this is a British bird, so it must be more complicated

Now let's go and prepare your aircraft for the first flight of the day (Standard procedure)

- Put the airplane in a level attitude using a trestle.
- Fill up the fuel tank.
- Check the oil level.
- Check the coolant level and suck (no kidding) 2 lit. in the expansion tank (use the overflow pipe in the trailing edge, right side of the cabane, and pour the liquid in the radiator)
- Get a stepladder and climb in the cockpit.
- Check mags off and starting mag off.
- Main tank valve off.
- Air selector on hand pump.
- Air release valve on the hand pump off.
- Fuel selector on main to emergency.
- Pressurize with the hand pump. (2.5 on the gauge)
- Open the main tank valve. the fuel will flow into the emerg. tank. Maintain air pressure and don't fall asleep, it's going to take few min.(18 lit.)
- You know the emerg. is full when you see fuel coming off the overflow pipe (Trailing edge left side).
- Fuel selector off.
- Main tank off.
- Release air pressure and fill up main tank.
- Pressurize the main tank again.
- Fuel selector on main to carburetor.
- Air selector on engine pump.
- Radiator shutters open.
- Two guys on the wheels to do the injections while a third one turns the prop.
- Two guys holding the tail and a third with fire extinguisher.
- Mixture rich.
- Throttle closed.
- Main tank on.
- Stick fully back (with your knees).
- When ready: starting mag switch on running mags on 2
- The mechanic bounces the prop, you turn the start mag and catch the engine with the throttle.
- Check oil and air pressure.
- Run the engine four min at 800 rpm.
- Turn the fuel off to stop the engine.(30 sec at 600 rpm).
- Mags off.
- Check for air in the coolant circuit (air pockets could damage the water pipes or the radiator).
- Start the engine again (you don't need to prime, just open the fuel and turn the prop about 12 blades) and so on until no air bubbles in the circuit.

When this is done, put the bird on its tail, start the engine; check all the pressures, water temp(around 60 deg.)mags at 1000 rpm, line up into the wind ANDbut this is another story.

Worst Definition of the month

Spinner: Critical part of main landing gear.

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