

# the PINNACLE

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

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## A Great RC Project (that doesn't need to Fly)



### Gold Leader Club!

September Meeting

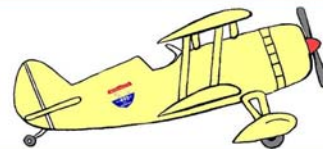
A New Members Impressions

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MASSACHUSETTS



THE 495<sup>TH</sup>  
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SQUADRON

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the **PINNACLE**

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Contact us at: [495thrcboard@yahoo.com](mailto:495thrcboard@yahoo.com) or write c/o address above:  
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## Cover story

Our cover this month features a scratch built RC model ship designed and built by George Desrosiers. George built all the detail items (except the anchors & chain) ten years ago. The model is all balsa and the hull has a fiberglass covering. The servo actually positions the sails to take advantage of the wind to power his ship. George who is in the process of moving was taking his ship to his son's home for safe keeping until his local move is complete. His ship is a true beauty and shows that George's modeling skill is not limited to airplanes.

## 495th R/C Squadron September

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](http://www.495thsquadron.org/Fields.htm)**

**Rules and Operational Procedures for both of our premier flying sites located in Groton and Tewksbury, Massachusetts!**

# A new members impressions

By Tony Definizio

## Beginner's Luck

Hi my name is Tony, one of the new pilots-in-training with the 495<sup>th</sup> Squadron. My last name is unpronounceable on your planet so when you see me at the field just call me Tony. I'm hoping some of you out there reading this are also new pilots or thinking about getting involved in this wonderful hobby. Here's a pile of advice for the new guys. I hope you learn something!

Step 1 is to stop by the field. That's what I did and it was an eye opener. I learned a few things right away. First of all this is an amazingly fun hobby. It was so much fun to watch the 3D stunt flyers, scale models of real aircraft and everything in between. It's amazing what can be done with these planes. The second is that everyone in the club is incredibly friendly and helpful. When I stopped by my first day, the "guardrail" guys took me right under their wing. Don't be intimidated by this rough looking crowd gathered on lawn chairs across the street. Everyone was eager to open up their plane and show me how it was built, offer advice on what things to buy, what to read, who to talk to etc. They gave me business cards for the club, pointed me to local stores and one gentleman even handed me a few old R/C magazines to take home and read.

After reading a lot on the net and talking to a few of the guys I had made my decision to jump in. I suggest the next thing you do right away is to join the club and the AMA. That gives you insurance and the ability to fly at the field. Do this first because it takes a few weeks. If you can, go to a club meeting. It's fun and a good way to meet people.

Now you need to buy a plane and all the gear. The plane is easy. The club recommends the SIG Kadet LT40. I did a lot of research and they are correct in suggesting this plane. Bill's Hobby in Salem has them in stock and Bill knows what else you need to build and fly it, without selling you too much stuff. On training days there is always a sea of white LT40s in the pits. I suggest adding a few stickers so you can find yours. If you want to be a little different, almost any trainer aircraft will have the same characteristics. The cheapest way to go is to buy the plane all in one box with a radio and engine. I chose to buy everything separate and spend more now on some better parts so that next year I can re-use the motor and radio for my next plane or planes. That's up to you.

The next big decision is RTF (Ready-to-Fly), ARF (Almost-Ready-to-Fly) or build from a kit. I originally wanted a kit because I am an engineer by trade and I love to build stuff. This is fun but a winter project for sure. Don't buy the kit! It's too nice outside to be inside sniffing glue. Get out and fly!

Next option was the RTF, which for me was just too easy. I want to learn how this thing works so I can fix it when (not if) she goes down and has to be patched together. My advice is the ARF, which can be built a few hours a night in a week or two. Just enough time to get your AMA card in the mail and get ready to fly. Building the ARF gave me enough hands-on experience to help me fix the plane and enough knowledge to see how the whole thing works so I can understand what the functions are.

Next step FLY! Time to get a buddy, just like when you were a kid. But now we mean a Buddy Box. The instructors use them to take command of your plane so you can fly and make a mistake without a crash for a while. It's pretty safe and I can tell you I tried to crash but the instructors are all very capable and did an excellent job recovering my boo-boos.

When you get to the field you give your plane a good checkup and then they connect the buddy box. The instructor will check its functions but you should get in the habit of checking it yourself. Make sure that the throttle closes when you pull back and that the elevator moves up when you pull back. Time to learn some tricks so you remember that throttle back is closed, forward is more power. The rudder is tricky so just look at the nose gear. It steers like a car so left is left. It's that easy. Don't look at the rudder, it will just mess you up. The elevator is also pretty easy. When you pull back to make the plane go up, remember that the elevator flips upwards. Last are the controls for ailerons. The only way to remember this is "Left Up". Left stick will lift the left aileron. If you try to think about how the aileron works and how the air moves over the wing to make lift and

drag, your head will explode. Trust me-Left Up. Oh and when they say "left" they mean imagine a little pilot sitting in the plane. It's his left.

Now its time to choose get an instructor. Here's the fun part ... you don't get to choose an instructor, they choose YOU! Once you get used to using the pin pole (see that tutorial on the website), when it's your turn to go up the next available instructor will help you. The best part is that they are all one better than the next. We should be thankful to have a club that provides this service. On Thursday nights and Sunday afternoons there is never a shortage of help for the beginners.

I took my first flight with Steve (Jackson). He spent some time checking my building skills to make sure the plane was safe, that the battery wouldn't fall out and that everything was secure. We then found the center of gravity of the plane and moved some parts around so it wasn't nose heavy. We then started the motor to let it run some break-in time. It started on the first kick and ran like a champ. I wish my lawnmower started that easy!

My first flight was just to get used to the plane. Steve took off and brought me up to a high altitude and let me learn some basic turns. I don't think the grin on my face could get any bigger! After a few minutes of turns it was time to come back to earth. But Steve had a trick up his sleeve. He tells me to get her flying straight and level then floor the throttle and pull way back on the elevator. I thought about this for a second and then asked "won't that flip the plane?" His answer was "You betcha!" So I did as instructed and sure enough I did a nice lazy loop and Steve took control to level me out and then brought her in for a landing. The grin had indeed gotten even bigger.

My next few flights were with Jim (Thompson), our lead instructor. Boy am I learning a lot from Jim! He is very encouraging and is quick to correct bad habits while making sure I am having fun. I think Jim is my number one fan on the ground and is very quick to tell anyone who will listen that I will be flying solo next week.

Then there's Chris (Rines). I think I do my best flying with Chris for some reason. Chris is having his own fun when flying with you. On my first flight he took off then promptly proceeded to flip the plane upside down and ask me if I was ready to take over. When I finally did take over and was practicing landing approaches he told me that I was either going to land the plane myself or have to go pick up the pieces in the grass. I didn't think I was ready and I felt like a kid again with my dad running behind my bike holding me up threatening to let go. He kept telling me I was ready to ride solo but I was afraid to crash. I wanted to cry back then and I wanted to cry now. Well it turns out Chris and my dad were right and I made a successful, if not graceful, first landing. I knew Chris was kidding and would have taken over if I got in trouble, but that day his confidence helped me put that plane down.

My last piece of advice is to make some friends. The nice thing about this hobby is that it is also a club. You not only get to fly some cool planes and have a lot of fun but you get to meet new people and make some friends. Plus you never know when you'll need to borrow some glue or a screwdriver!

Hopefully by the time you read this I will be flying solo right next to you.

## **Feedback from a resident of Pinnacle St.**

Here is a letter that a neighbor on Pinnacle St. field sent to our club.

Wednesday July 27, 2005

To the Squadron which uses Pinnacle Field, I am pleased to write this letter, as I am a strong believer in giving credit where it is deserved. I live at 390 Pinnacle Street, just down the street from the flying field and have been here over 30 years. I have seen many changes on this street, some good and some not so good.

Your presence on the field has always been a good thing. Raising 4 children when the traffic was rare and the woods were thick gave me mild anxiety when they were riding their bikes. So many things can happen to young

children on bikes and my imagination was certainly vivid. When you were flying your planes, I knew they had a safe haven to go to in case of trouble. You were always warm and welcoming to my children. I wish I had said "thank you" sooner than this.

However, what has prompted this letter of gratitude is the tremendous job you have accomplished keeping that area of our street clean, looking neat and safe. I now have grandchildren who are living with us and someday they, too, will be riding bikes. I will feel the same assurance and comfort, as in the past, when they ride out of my site.

Thank you for your efforts - they have not gone unnoticed. If there is a way to communicate this appreciation to all the gentlemen who use the field and have participated in the regular clean up, please pass this message along.

THANK YOU ONE AND ALL.

With warm regards, JOJO Scharmer (The little red Sunfire which passes you daily!)

## Insider's View

By Roy P. Arsenault

### WHO WAS THAT MASKED MAN

Saturday July 30th was a beautiful RC flying day at the John A. Ogonowski Memorial field. About a dozen or more 495th RC Squadron members were actively pursuing their favorite hobby. Several RC planes of various types adorned the flight tables and the pit area. All sorts of aviation ideas and RC subjects were being tried and discussed.

On the left side of the pit area, almost isolated from the other model aircraft stood a WW1 biplane with German markings, looking menacingly around the area to see if there were any Allied aircraft that could possibly put it in danger. All seemed quiet and serene.

Seemingly from out of nowhere Lieutenant Von Kummings appeared fully dressed in his flying suit. He climbed into the cockpit of this biplane and with the assistance of his mechanic Herr Gustave Delvas, started his engine and taxied out to the nearby airstrip. After a few instructions from his mechanic concerning minor details with respect to his plane Von Kummings was airborne. Looking around in all directions for Allied enemies that might possibly be in his area Von Kummings settled down to a routine aerial patrol. Constantly on the alert, on this day he failed to notice his oil pressure rapidly dropping off till his engine suddenly stopped running. This was not the first time he had experienced an engine failure. The landscape below looked like a forest -----trees everywhere. Not too far ahead he noticed a clearing which seemed made to order; lots of tall grass but no trees. Putting the biplane in a proper glide attitude he pointed his plane in that direction.

As the plane let down into the tall grass area, Von Kummings found that there was no ground under his plane; he had landed into a swamp.

Getting back to reality, you do realize from the start of this tale, that this German biplane is a quarter scale RC model plane. Von Kummings was actually flying it, but not from the cockpit as he imagined, but with an RC transmitter, from the ground at the Pinnacle Street field. His transmitter ceased being able to control his biplane and the biplane did actually crash in a swamp, the crash site being on the other side of a large treed area.

The exact crash site could only be guessed at, as it was out of sight of everybody when the plane went down. Several ground crew members drove over to the suspected crash site and tried in vain to locate the plane. Several neighbors had seen the plane go down but they seemed to care less as to its exact location.

(NO HELP THERE).

Von Kummings was totally disgusted and dismayed -- a total loss, WHOA -----WAIT A MINUTE. Von Kummings' mechanic Herr Gustave Delvas (no less) came to his rescue. They had no cell phones during WW1 but this was 2005 and Herr Gustave Delvas had already made contact with Count Wilhelm Kopp and ace enterprising helicopter pilot. Count Wilhelm Kopp had just finished another of his almost impossible tasks requiring the use of his helicopter. Herr Gustave Delvas the shrewd operator that he is convinced Count Wilhelm Kopp to come to the aid of Leftenant Von Kummings and see if by aerial reconnaissance, he could locate the missing biplane. Count Wilhelm Kopp jumped at the chance. After several minutes passed, the increasing paddle putt putt of a helicopter was heard.

From over the tree tops, out of the BLUE SOUTHERN SKY, a Black and Red Robinson helicopter came into view and began circling our RC field. After a searching look around ----this black and red helicopter sat down next to the pit area of the RC field.

The title of this story is WHO WAS THAT MASKED MAN sounds like the LONE RANGER stories.

Well to go on with the story, after shutting down his engine, Count Wilhelm Kopp opened his side door and stepped out onto the field. Clad in Levis, with a solid black baseball hat and really DARK SUN GLASSES. Who is to say that he is not a current day LONE RANGER come to right a wrong and save the day.

Following a short conference with several ground crew personal, Count Wilhelm Kopp climbed back into his helicopter. With the able assistance of Baron Kelmuth Hargaven as his observer, Count Wilhelm Kopp soon had his helicopter circling the suspected crash site. The sharp eyed Baron quickly located the downed aircraft .

Several ground crew personal witnessed the exact location of the downed bipe and it was soon retrieved.

Count Wilhelm Kopp and his observer returned to the field amid accolades from all present.

Following several intense discussions concerning this tragedy (the plane was a total wreck) nobody noticed Count Wilhelm Kopp slowly slip away to his trusty Black and Red steed and gently disappear over the horizon after a salute fly by.

You could swear that you heard a low echoing "HI YO SILVER" as the helicopter faded away in the distance.

## 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!

## RC Tails

By Roy P. Arsenault

### CALIFORNIA HERE I COME ----- CHAPTER TWO

Terry's dad and uncle were both found in the barn putting saddles on their horses.

"Have you ever been horseback riding" Josh asked Uncle Bruce? "A couple times last year" replied Josh.

"Great .then we can skip the training session" said Uncle Bruce. "Here you go Josh grab his bridle and lead him outside".

Uncle Bruce led the group out the open door with Terry and his Dad close behind followed by Josh leading Jingles. "O.K. guys into the saddle and let's get going", shouted Uncle Bruce.

Terry mounted Ranger who was all set and ready to go; Ranger snorted and turned around, reared up on his hind legs, came down on all four legs and started to run, eager for some exercise. Terry was ready for him and let him go to get this anxiety out of his system. A few minutes later Terry headed Ranger back to where the others were waiting for him. "Wow Dad, Ranger is really up for this ride" said Terry. "He doesn't get much exercise when you are not around to take him out", called Uncle Bruce. "He likes to get out in the fresh air and moving -----he sure is glad to see you".

The four riders now mounted set off down the trail leading in a southerly direction. "We'll take this trail south till we get to the Mexican border, then come back again. The border is only a few miles away and borders my ranch added Uncle Bruce".

The trail was barely visible as it was on private property and not used very often. As the riders proceeded down the trail, Uncle Bruce pointed out some of the flora in the area. It didn't take long for them to reach a highway that crossed in front of them. Uncle Bruce halted his small band of riders at the edge of this road and the group dismounted for a breather. He also explained that this was the end of his property. Just on the other side of this highway was the international border between the U.S.A. and Mexico. A high wire fence could be seen on the other side of this road. Its purpose to discourage illegal aliens from entering the U.S.A. A major problem along the border.

A lull in the conversation was interrupted by a low buzz. Looking around to see what was causing this buzz, Terry suddenly yelled. "Up there in the sky -----Look at that -----can you see that airplane coming this way"? Just a little way off to their right appeared a small aircraft, not making much noise. Terry recognized it right away. "Hey, that's an electric RC plane", he said "Coming from the Mexican side into the U.S.A. I wonder what's going on, and who is controlling it?" The plane flew passed them and was soon out of sight. "Whoever is controlling that plane must be nearby, let's see if we can find the pilot," cried Terry.

(To be continued in chapter three next month)

# 495th Squadron AT-6 Pylon Racing Results as of 8/14/05

Submitted by Mike Tully

## Championship Racers on Home Stretch

Fourteen different competitors have flown in at least one of the 51 official races held so far, with two weeks remaining in the championship season. 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.

The championship picture is cloudy, as some flyers with high averages risk elimination by not completing the minimum number of races. Rich Bono, visiting from the New Hampshire Flying Tigers club, has the leading average with a perfect 10. He won in his only appearance July 24th. That win was particularly special, as it took place under the worst race conditions to date. High winds and turbulence had their way with the tiny T-6s. Rich is an expert heli flyer, which came in handy, as the T-6s virtually hovered in the upwind legs. Marty Dispenza is next in the standings with a seven point average. Marty scored a second place in his first (and only) race. Dave Silva has proven to be a strong championship contender with a 5.4 point average after 10 races. These racers still have a chance to win the championship, but must make a point to compete in the few remaining races.

Of the racers who have already completed enough races to qualify for the championship, Chris Parent continues to hold the lead with 5.71 points/race. Chris has compiled 257 points in 45 races, with 11 wins and 21 second places. Consistency has marked his championship run, as he has picked up points for second in most of the races he has not won. This is in contrast to the efforts of Mike Tully (5.49 points/race – 17 wins, 11 2nd places in 45 races) and Steve Jackson (4.56 points/race – 14 wins, 8 2nd places in 43 races), who are both facing dwindling chances of securing the championship due to their “win or crash trying” flying styles.

August has been a breakthrough month for Rick Breton and Jack Berglund. Rick got on the scoreboard with his first point-paying finish on August 6th and backed it up with more points on the 7th. Jack tallied his first and second wins on the 14th. Both have shown big improvements in their performance of late and should figure into the championship race next season.

The NH Flying Tigers ([www.newhampshireflyingtigers.org](http://www.newhampshireflyingtigers.org)) hosted their first AT-6 race Monday, July 11th. Their Monday evening events have grown to be quite well attended and feature a considerable number of skilled and enthusiastic racers. The latest event, held August 8th, featured 5 different winners in 9 races. The close and intense competition was evident in the ninth race when a sudden and violent collision took out three competitors in the first turn. The Tigers have graciously extended an invitation for flyers from the 495th to compete. Chris Parent, Steve Jackson and Mike Tully have already raced with this great group of guys.

Results for July 16 – August 14 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
7/16/2005				
Race 1	Steve Jackson	Chris Parent	Mike Tully	
Race 2	Steve Jackson	Chris Parent	Mike Tully	
7/17/2005				
Race 1	Mike Tully	Steve Jackson	Gus Deltwas	Chris Parent
Race 2	Chris Parent	Mike Tully	Steve Jackson	Gus Deltwas
Race 3	Chris Parent	Mike Tully	Steve Jackson	
7/24/2005				
Race 1	Steve Jackson	Mike Tully	Chris Parent	Bob (Flying Tigers)
Race 2	Rich (Flying Tigers)	Steve Jackson	Mike Tully	Jim Thompson
8/6/2005				
Race 1	Steve Jackson	Chris Parent	Rick Breton	
Race 2	Steve Jackson	Rick Breton	Chris Parent	
8/7/2005				
Race 1	Mike Tully	Chris Parent	Rick Breton	
Race 2	Mike Tully	Chris Parent	Rick Breton	
Race 3	Chris Parent	Rick Breton	Mike Tully	
8/14/2005				
Race 1	Mike Tully	Chris Parent	Steve Jackson	
Race 2	Jack Berglund	Marty Dispenza	Rick Breton	
Race 3	Mike Tully	Chris Parent	Steve Jackson	
Race 4	Jack Berglund	Jim Thompson	Mike Tully	Chris Parent
Race 5	Mike Tully	Jack Berglund	Chris Parent	Jim Thompson

	<b>Points (as of 8/14)</b>	<b>races entered (as of 8/14)</b>	<b>Ave. points per race entered</b>
Rich (flying tigers)	10	1	10.00
Marty Dispenza	7	1	7.00
Chris Parent	257	45	5.71
Mike Tully	247	45	5.49
Dave Silva	54	10	5.40
Mark Marchese	10	2	5.00
Steve Jackson	196	43	4.56
Jack Berglund	41	13	3.15
Gus Deltwas	10	4	2.50
Jim Thompson	7	7	1.00
Rick Breton	14	18	0.78
Mark Silva		3	0.00
Paul Gosselin		1	0.00
Bob (flying Tigers)	0	1	0.00

### Worst Definition of the month

**FLYING FIELD – Take off area. Landings occur elsewhere.**

## A note from your new editor;

I wish to thank Jim Thompson and all those past editors for keeping this newsletter a quality publication all these years. I look forward to continuing in their footsteps but I will need your cooperation by submitting articles (I will accept handwritten brief material if you don't have access to a computer or just don't know how to type) or photographs (any format will do as I can scan older pictures or slides). The newsletter is a reflection of our members and their interests. You have an opportunity to contribute to each issue. Please remember that for inclusion in a monthly release, I must have your material by mid month to assure it's publication in the next month's issue.

I have been a member of this club off and on over 20 years (when the club was flying at Howard Rd. and later returning to Pinnacle St.) and have always found this club to be made up of enthusiastic talented modelers. I trust my participation as your new editor will meet the club's approval as I continue the club's legacy in providing you a newsworthy and entertaining publication.

Paul Howard

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