



The Pinnacle

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The Official Journal of the 495th R/C Squadron
Tewksbury, MA

AMA Gold Leader Club, Charter #340



On the Cover: Ogonowski Field (2021/11/05)



Photo Credit: Mickey Shih (2021 new member)

By DJI Mini 2 2021/11/05 1:08pm

This newsletter is e-mailed to whomever wants a copy each month. If you would like to be added to the list (or if you are receiving a copy and would like to be removed from the list) please contact the Editor at sales@advancednotebook.com

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495 R/C Squadron, Inc.

Next Meeting **Wednesday, Jan 5, 2022, 7:30 P.M.**
Next Events TBA via email
Club web site <http://www.495thsquadron.org>
Club Facebook <https://www.facebook.com/495th-RC-Squadron-240759615414>

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Director	Bill Smeltzer		
Editor	Calvin Hsieh	617-719-5929...	sales@advancednotebook.com

From the Editor

Newsletter is for everyone. If you have great ideas, articles and photos to share, please do email me (sales@advancednotebook.com) Let me know how you want them to be present on the newsletter. I would like to get all club members involved for this monthly journal.

I think it's fair to say this 2021 is all about the car. **"Great for windy day when you can't fly!"** like John Lucke said. Really appreciate that John is willing to sacrifice his "racing" time to write a nice piece of story about the racing track. I take good photos to capture the moment but it will never be completed without a great piece of writing to go with it.

Many of us have multiple cars now for the race track, I think it may be helpful to put some basic tune up 101 here so we all can setup our car for max performance. I find some useful info on the internet and will break it down into several topics in the next few newsletters. Certainly everyone has their own way to tune their cars, just info for your reference

Lastly I want thank Bob Prescott for all the support of this newsletter. Even though I don't get to see him every week at the field now but certainly I know he is always there when I need help.

Calvin Hsieh
495th Newsletter Editor
12/11/2021



View From The Left Seat™

By

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

Well, after a long hiatus, the 495th R/C Squadron newsletter, the *Pinnacle*, makes a comeback! We never *intended* for it to go away, it's just that it takes a concerted effort by a number of folks to publish each issue, and sometimes life just gets in the way! A big thanks to our former newsletter editor, Bob Prescott (take a bow Bob!), for his continued willingness to crank out a newsletter each month. Believe me, it's not an easy job, and doing so, like any other volunteer job in the club, takes Bob away from other modeling activities. So, thanks Bob, and all the other people that collectively make the newsletter a reality!

Starting with this issue, the new newsletter editor will be long-time member and friend, Calvin Hsieh. Calvin has been flying with the club for many years, and recently he's picked up car racing. Many of you will also recognize Calvin as the unofficial club photographer for some of our larger events! Please join me in welcoming Calvin to the newsletter editor's job, and thanking him for his willingness to take-on this important task!

Some of you might be wondering where the name for this column, *View From The Left Seat™*, comes from? In full-scale, fixed-wing aviation, the pilot of the aircraft traditionally occupies the left-hand seat in the cockpit, so I thought that I would play on that idea as a theme for a President's monthly column.

So, we suddenly find ourselves living in very 'interesting times'! Who would have thought just 18 short months ago that our everyday lives would be turned so completely upside down?? While the COVID-19 pandemic has caused enormous upheaval in our regular lives, it has largely been a non-issue at the Ogonowski field. Of course, many of our events have been canceled/postponed, but for the most part, regular flying has continued, with plenty of activity at the field! As always, it is up to individual members to determine if using the field falls within their personal risk tolerance, and if so, to act prudently while at the field. For me personally, it seems that flying my model airplanes while maintaining an adequate 'social distance' from my fellow members is a relatively low risk activity. For those that feel the same way, I look forward to your continued participation at the field, and for those that don't, I look forward to seeing you again when things return to 'normal'!

The 2021 season was actually a pretty good one for the 495th R/C Squadron. We ended the year with more than 150 members – a high water mark in recent years! – including some 25 new members, most of whom joined to enjoy the new car track! By any measure, especially in a year of so many challenges, 2021 was a great year! We look forward to continued membership growth in the future in both flying and driving activities!

The club is tentatively looking to restart *in person* club meetings beginning in January 2022! While we hope this is an achievable goal, the COVID-19 situation continues to be fluid, and that plan may need to be changed/modified as circumstances dictate. We do think it is important that we meet as a club on a periodic basis, but obviously member safety is paramount! We also need to be mindful of any restriction (and costs!) that the Tewksbury Congregational Church may impose on the club. Assuming that we are able to meet again, we do have some entertaining guest speakers and events lined up for the year! Stay tuned for more information about regular club meetings as we get closer to January!

Our relationship with the Tewksbury State Hospital administration – our benefactors – continues to be excellent! Unfortunately, we have had a number of persistent neighbor complaints related to our operations at the Ogonowski Model Flying Field this year. The two main concerns are (1) excessive noise, and (2) flying beyond the field boundaries. The noise concern is really a non-issue as so many people are now flying electric airplanes, and my measurements of gas-powered models shows that we are well below the town bylaw noise threshold. But I will offer a very strong reminder to all members that it is imperative to remain inside the field boundaries – the left and right tree lines - and to not fly behind the line marking the pilot stations. This is NOT a difficult task, and anyone that cannot do this may be required to undergo remedial training until they can demonstrate that their operations are no longer a problem. I have had several complaints this season, so we need to work on this issue to ensure that it does not happen with any frequency. This is particularly an issue for those that are flying glow and gas-powered airplanes because the sound of these planes will naturally draw attention to them. Again, no matter what you fly, **stay inside the boundaries of the field, and stay in front of the pilot stations!** If we do this, we will not have any problems!

The condition of the Ogonowski Model Flying Field was really superb this season. Helped by an abundance of rainfall, the field stayed green all year long! Following the death of Bruce Killam, Lew Sanderson really stepped up to take charge of the field maintenance and did a fantastic job of keeping the flying field mowed and trimmed! A big thanks to Lew for taking charge of this important task! On the race track side of the field, routine maintenance was primarily handled by Bill Smeltzer and John Lock. Many other folks – too many to name – pitched in to construct the driver's platform and complete the build-out of the track. A big thanks to all that helped!

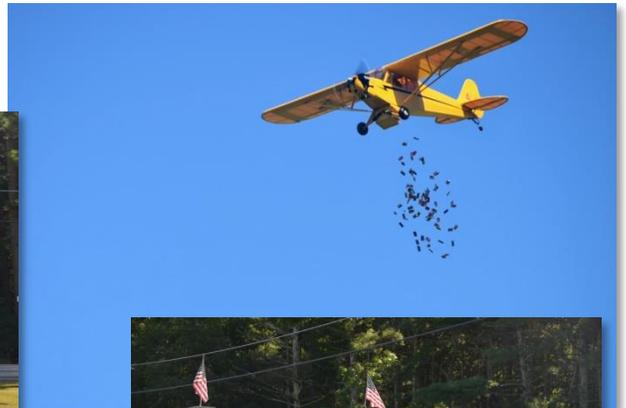
In closing, I want to remind all members that you **must** renew your club membership by Jan. 1st. We plan to host several renewal events at the field in December and January to facilitate the renewal process. Early renewals dramatically reduce the work load of the club secretary and treasurer, so stay tuned for the dates/times of the upcoming renewal events. As always, renewals can also be sent to the club post office box. **495th R/C Squadron, Inc. PO Box 426 Tewksbury, MA 01876**

I hope you see all of you at upcoming club meetings, and at the field!

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

Nov. 28th, 2021

Club Picnic (2021.9.11)



Born of the Race Track

John Locke

I was asked to provide a small article on the race track for this newsletter. About two years ago I heard rumors that a car track was going to be built and one day there appeared three dirt piles. After asking what they were for I was told we were going to build a car track. Well, the piles just sat for quite a while with not much happening. Wondering what was going on no one seemed to know what was happening.



One day I came to the field to fly some planes. Mike Pagione was on a tractor working to try to start on the race track. Mike then asked if I knew how to run one of these things. I said yes, I have run many loaders in my life. That's how the track actually began. After two days

of work, it actually looked like the beginning of a race track.

At that point there was a lot of input from many members that jumped in to help. The track was finished and was tried by a few members and was determined that some modifications were needed. Bill Smeltzer and Bob Goulet along with a few others redesigned the track into what it is today.

After the modifications there were more and more people asking about it, it became more popular with the members and it was decided that we should build a driver's platform to provide safety and better visibility for drivers.





There were a lot of people watching and asking questions about the track and we began getting a good number of new members that just wanted to use the track. The Board decided to make a membership for cars only for \$40 for those people who don't want to fly.

The track is for 1/10th scale and smaller cars and trucks. Electric only. Nothing larger than 1/10th scale will be allowed. Anything larger will just destroy the track as it is too small.

Well as the year progressed, we had a lot of informal races and much fun was had by all. Saturday and Sunday have been the most popular days for the track and also Tuesday night has been dubbed "Race Night".

We have had as many as 10 cars/trucks on the track at the same time although usually resulting in kayos it was fun. The drivers stand is now finished with steps on both sides for safety.

About 3 weeks ago the club had a "Track Day" it was very well attended and we got a few more new members because of it. Hopefully this will become an annual event.

Most of the members that were initially opposed to building a track have come around to thinking that the track is not really a bad thing and some have even purchased cars and or trucks and are having a different kind of fun. They came to realize it is not there to eliminate or compete against flying, it is in addition to flying. Great for windy day when you can't fly. Weather permitting the track will be used all winter. Hope to see some new faces!

In closing I would like to thank all who were instrumental in getting the track approved and built. It takes a team effort to get things like this done and we have a great team. However there is still more to be done and all help will be appreciated.







The Lineup
James, Rita, Mike, Paul, Mark, Bob, John & Bill



On the track



RC Car 101

Set Up Suspension and Shocks

Typical aspects to look in the suspension System:

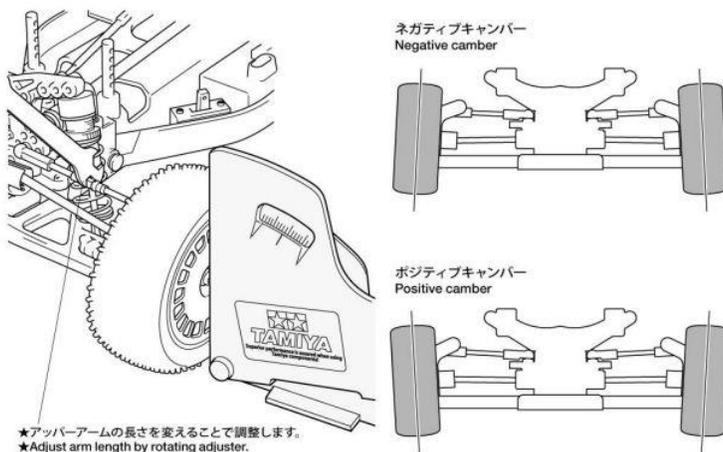
- **Camber**
- Caster
- Ride Height
- Shock Angle
- Toe-in/Out

Camber: This is the angle at which the tire and wheel ride in relation to the ground when viewed straight on from the front or rear. Zero camber is a true 90 degrees from the ground. If the top of the tires are leaned in towards the vehicle, this is considered negative camber. Conversely, the top of the tires leaning away from the vehicle is considered positive camber.



Traditionally, **off-road vehicles are set with two degrees of negative camber** which, in theory, should increase steering. The general idea is to keep the tread of the tire, instead of the sidewall of the tire, on the road throughout as much of the run as possible. Three or four degrees of negative camber is pretty much the recommended limit, but some more progressive 4WD SCT setups offer more aggressive settings.

Editor: Some of the budget cars or kits **do not** equip with the turnbuckles to do this adjustment. However you can simply swap out the fixed upper arms with turnbuckle (front and rear). The turnbuckle is widely available on ebay and hobby stores. Certainly you will need the Camber Gauge for the measurement (about \$10) . I found my car has better steering and handling after adding the -2 degrees camber)



Club Calendar

Monthly Zoom Club Meetings

Every 1st Wednesday – Zoom or
Congregational Church

Club Events

2022 Events to be announced, stay
tuned!

R/C Suppliers:

ABC RC & Hobby	(603) 458-6481
11 Rockingham Rd, Windham, NH	
https://www.horizonhobby.com	All Around
http://hobbyking.com	All Around
https://rcexcitement.com	Cars
https://twistedhobbys.com	Profile Foamies
https://innov8tivedesigns.com	Great Motors
https://fpvlab.com/	FPV Equipment
http://www.crashtesthobby.com	Toughest Planes
https://www.towerhobbies.com	All Around
http://www.amazon.com	Extra All Around

Handy Links:

Renew Your AMA Membership Online

<https://www.modelaircraft.org/joinrenew.aspx>

495th Membership Application

http://www.495thsquadron.org/PDF_Files/Membership_Application.pdf

Online Groups

<http://www.rcgroups.com/forums/index.php>

<http://www.helifreak.com>

<http://www.watflyer.com/forums>

<http://www.rcuniverse.com>

Local R/C Groups

<http://www.mcrcf.org>

Billerica, Mass

<http://www.burlington-rc.com>

Burlington, Mass

<http://www.nhflyingtigers.com/>

Derry, NH

<http://www.snhrc.org>

Hudson, NH

<http://www.snhflyingeagles.org>

Merrimack, NH

R/C Related Podcast

<http://allthingsthatfly.com/>

Excellent electric power help

<http://rctodayshow.com/>

Mixed group with great advice