



The Pinnacle

Volume 53 Issue 2

February 2022



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

AMA Gold Leader Club, Charter #340



On the Cover: Pinnacle Flying Field

Photo Credit: Calvin Hsieh

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495 R/C Squadron, Inc.

Next Meeting	Wednesday, March 2, 2022, 6:30 P.M. Annual Italian Banquet
Next Events	Annual Italian Banquet
Club web site	http://www.495thsquadron.org
Club Facebook	https://www.facebook.com/495th-RC-Squadron-240759615414

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From the Editor

Newsletter is for everyone. If you have great ideas, stories and photos to share, please do email me @ (sales@advancednotebook.com)

Thanks for all the positive feedbacks. I will try to maintain this monthly publication with all your supports. Do share with me your ideas, story and picture that will make my job much easier. Pick up your pen and start writing something to share with members. Your hobby stories, your know-how; dig out those old pictures and start scanning it into digital format to go with your writing. I will try my best to format it nicely to be displayed in the newsletter.

This month we have Bob Prescott telling his story about his first RC plane. Bob Merlino and Steve Rosenbach both share their building project during the winter time.

Blast from the past this month we will check out the fun we had back in 2006

Calvin Hsieh
495th Newsletter Editor



TAMIYA TT02 1/10 kit w/Ford Mustang Polyurethane Body
Gun Metal Color

View From The Left Seat™

By

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

As I write this newsletter column we are almost at the end of February. While the month of March can be a bit unpredictable, the days are getting longer and the sun is higher in the sky making the end of winter more and more inevitable! Before we know it, the flowers will bloom and spring will be upon us! Especially this year, with the Covid-19 pandemic on the wane after ruling our lives for two long years, we all look forward to a fun and exciting flying season ahead!

We will kick off the new 2022 season in earnest with a return of the annual *Italian Banquet* at the next membership meeting on Wednesday, March 2nd at 6:30PM. This year, the banquet will be provided **free-of-charge** to all interested parties. The only caveat is that you pre-register with the number of people in your party who will attend. A club email will be sent detailing this process. As always, we'll be serving pasta and meatballs, with salad, rolls, drinks and dessert. This is always a popular event, and we hope that this year will be the biggest and best banquet ever! Most of all, we hope that the banquet will be the start of a great year of modeling fun and camaraderie for all!

Although our R/C car racing track is new, many of our car racing members have been enthusiastically racing cars for quite a long time! Club member Bill Smeltzer recently shared an old Lawrence Eagle Tribune newspaper article featuring two of his children, Rita, 17 and Jimmy, 16. This article appeared in 1986, and detailed this very popular leisure activity in and around the Merrimac Valley. One popular racing venue was the Roll-On America skating rink in Lawrence, where every Thursday night was race night!

Interestingly, another name in this article caught my attention, and is one that many members will readily recognize; the late Paul Gosselin of Methuen. Paul was an active member in the 495th R/C Squadron for many years, and was also club treasurer.



Some of you may remember me talking about ordering an all composite 'Tucano' aircraft from Brazil during our Zoom meetings last year. The Embraer Tucano is a turboprop light attack aircraft flown by the Brazilian and Columbian air forces and is modeled by *Juniaer Aero Models* of Brazil. I've always liked this particular airplane, and I've always wanted to experiment with a gas turbine power plant, so

I decided to buy and build this one! The airframe and accessories – custom landing gear, lighting and cockpit packages – took about 9 months to fabricate and deliver. The workmanship is outstanding, and I look forward to showing and flying this airplane later this summer. From a building stand-point, it's very similar to an ARF in terms of assembly, but it's a very detailed and involved build, so I'm taking my time!

Here is a promotional photo of the completed airframe in the color scheme I chose, and a picture of the actual turbine engine that will power my model.

I will provide periodic updates to the Tucano build as warranted!



Kingtech K45TP-G4 Gas Turbine Engine



Juniaer Model Embaer 'Tucano' Turboprop

Many of our members are familiar with long time life member, Ralph Dionne, formerly of Dracut, MA, and now of Nashua, NH, but not as many are familiar with his service related exploits in post-war Europe. Ralph served with distinction in the US Air Force as a C-54 flight engineer during the Berlin Airlift from June 1948 to May 1949. Ralph and many others like him worked tirelessly to supply the residents of Berlin who had been blockaded by their Soviet occupiers. I'm reminded of Ralph's service for several reasons; the recent passing of Gail Halverson, the original 'candy bomber' pilot who delighted the children of Berlin by dropping candy sweets over the city during the airlift, and the current geopolitical turmoil currently engulfing eastern Europe. As Ralph so aptly stated, "Russia is still up to its old tricks by surrounding and threatening Ukraine". In any event, we owe a great deal of gratitude and respect to all those who served to ensure the safety and freedom we all enjoy today!



Membership renewals for 2022 continue to come in! Well more than ½ of the membership has already renewed for the new year, and new renewals are being received daily! Last year we hit a 'high water mark' of 150+ members, and we expect to reach at least that number again this year! If you haven't already renewed your membership, please do so today!

In closing, I want to remind all members that you **must** renew your club membership by Jan. 1st. Early renewals dramatically reduce the work load of the club secretary and treasurer, so don't wait to renew! As always, renewals can also be sent to the club post office box, or brought to a membership meeting.

495th R/C Squadron, Inc.
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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.

Feb. 21, 2022



Ralph Dionne with Chuck Childs and Gail Halverson

My First RC Plane

Robert Prescott

I'm sure we all remember our first RC plane. I have three. The first one I wanted, the first one I bought, and the first one I actually flew.

The first one I wanted was in an RC magazine when I was younger. It was a plane called "**the Not For Sale**" and they had the plans in the magazine. I built plastic models back then for contests in the IPMS (International Plastic Modelers Society) group, so building something out of wood sticks would be a piece of cake. Although, I was smart enough to realize that I couldn't fly it and all the work to create it would be a waste if I immediately plowed it into the ground. Which I was certain I would do. My decision was to wait for the day that I knew how to fly before actually building it. Almost 20 years went by before I did actually build it. I flew it at the 495th field a couple of years ago and absolutely loved it. It's in my basement these days. Maybe I will dust it off and fly it again this summer.



Bob and his "the Not For Sale"
(Pinnacle field, Aug. 2013)

The first RC plane I purchased was the Parkzone Spitfire. After too many years wishing that I knew how to fly, I finally went to an RC store and fell in love with the Spitfire and bought it. I knew all the warnings about your first plane not being a war plane, but I just had to have this one. I read everything I could find about flying RC, researched every bit of it online, and then in the Spring I took it to a local school determined to get it into the air. I flew it directly into a tree because I was too cautious with the sticks. It bounced its way to the ground so I picked up all the pieces, put them into a box, and put the plane aside for a future day when I was ready. Waiting for the future seems to have been a theme for me. After I learned to fly, I repaired the Spitfire and had a blast flying it until it was so worn out that I had no choice but to scavenge the electronics from it and discard the shell in the rubbish.



Not For Sale (2013)

The first RC plane that I actually flew was a foamy that I designed and built. When the proper day came to learn how to fly RC, I decided that I didn't want to buy another in a box and crash it. I figured I would make it out of foam so that I could easily repair it and keep going. I sat down with a pencil and paper and designed a simple, high wing, rear propeller rusher plane that I felt would do the trick. I was in the US Navy, so I had experience with real airplanes and understood what makes a plane fly. That plane actually taught me quite a bit about RC. I learned about electric motors, propellers, and design by experiment in a local field with some other new RC lovers (Aerofunkies @ Mitre field, Burlington) . That group is where I met your newsletter editor, Calvin Hsieh. He and I migrated to the 495th together and have both enjoyed the hobby ever since.



Bob's Parkzone Spitfire

The first version of that foam airplane had a single Aileron, a small rudder on one side of its split tail, and a thin elevator. I have to admit that I could do things with that plane in the air that I have not been able to since, even after learning to fly 3D! I'll have to build another version of it once again, just because. Over the first couple of seasons flying, I experimented with wing build design, motor size and power, along with different batteries. I even tried a nose rudder on one version of that foam plane and it worked VERY WELL. I have to say that I learned an awful lot more through experimentation than I ever could

have from a book. I recommend to any new flyer to learn by taking a simple design and adjusting it to see what works. It makes learning a lot more fun.

My original idea was to make my first plane out of cardboard, but I had no idea if it would actually fly. After all my experimentation I know that cardboard will actually work very well as an RC plane with the right supports built into it. My foam plane had coroplast (plastic cardboard) wings on it for stiffness and they were great.

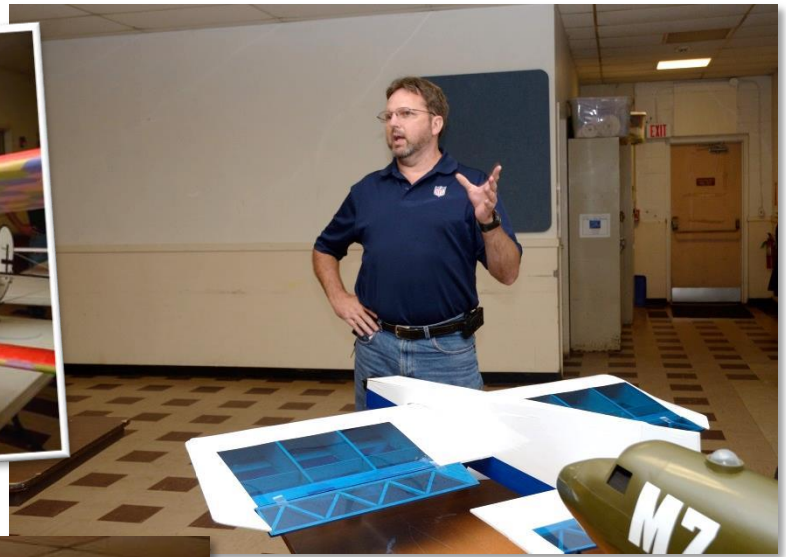
I think we should have a build contest with cardboard to see what people come up with. Let me know what you think. If there is enough interest, I'll spearhead the contest and we can have some fun.



Bob Prescott

Club Building Contest (2013)

1st Place: Roger Carignan ♦ 2nd Place: Calvin Hsieh ♦ 3rd Place Steve Carignan



Bob Prescott entered 2013 Club's building contest with "the Not For Sale"



1st Place Roger Carignan & his
81" Top Flite Cessna 182 Skylane



The contenders: Calvin Hsieh, Steve Carignan & Bob Prescott

Old School Winter Project

Bob Merlino

I have always enjoyed the building aspect of the hobby. Many times in the past a quality airplane kit was the perfect antidote for the long New England winters. Due to other commitments, I haven't built anything the last few years, or flown much for that matter.

Having returned to a more normal schedule, last fall I visited ABC Hobbies for the first time. While casually looking through their stack of airplane kits I was surprised to spot a Sig Kadet Senior. This is an old school trainer, the bigger and lighter version of the Kadet Mark II, my first airplane back in the 80s. I hadn't planned to buy anything but... a good old Sig kit... a serious build for the winter... and a nice gentle flier to get me back in the air... why not? And so I took home an excellent, old school build project for the winter.

For the first time in years... it was time to clear the bench! The classic Sig kit revealed the usual well stocked box of wood, along with the familiar rolled up full-size plans, beautifully hand-drawn by Claude McCullough. Pure joy just unrolling and looking at the plans!

A stock built Kadet Senior is a 3-channel large trainer, with a very light wing loading of 12 Oz/ft². It would be perfectly fine if I just built it stock, but why make things easy? We got whole winter!! A few upgrades were in order... just because:



- **Conversion to electric (Scorpion 4020, 6s5000 standard pack, 100A ESC, APC 14x10E)**
- **Ailerons, barn-door type, 4th channel instead of original 3 channel setup**
- **Shortened wing span (72" instead of 78")**
- **Reduced dihedral to ½ the original**
- **Bolt mounted wing instead of rubber bands**
- **Tail dragger setup instead of original trike**

Two key objectives of the upgrades were 1) liven up the handling a little and 2) increase the wing loading a little, in order to better handle the wind. With the upgrades, the final wing loading came to 16 Oz/ft². Still a gentle flier but with a little more spunk. I debated the power options. A little four-stroke putt-putt would have been perfect for this old timer bird, but in the end I opted for the convenience of electric.

Typical of a Sig kit, the build was straight forward and very relaxing. Nothing fancy or exotic, just me, a sanding block, a little balsa saw, a few clamps to hold things down and the glue... yes... "Take The Glue" has paid off. Oh yes... and some music in the background. Indeed, after a long hiatus the woodworking, the smell of balsa and glue on my fingers are just what the doctor ordered.



The flat bottom wing is built directly on the plans, after covering them with wax paper, of course. No special jigs required. One half of the wing is built at a time, then later, the two halves are joined to form one rather large wing. It fits in the car... barely. The first half of the wing took me quite some time since I had to engineer the barn-door ailerons... these were not on the plans, it was all up to me. I opted to go with a conventional layout with two servos on the wing, one for each aileron. This approach also provided a convenient way to do aileron differential.

Similarly, the two fuselage side frames are built on the plans, one at a time. Later, with careful alignment (and lots of clamps), the two sides are framed together with cross members to form the fuse. Several modifications were engineered, including new wing support, landing gear support, battery hatch and several smaller reinforcements... these were not exactly on the plans either.



The covering was fairly straight forward, with lots of material, four rolls to be sure. I originally planned to use my usual good old MonoKote, but I had trouble finding Transparent Yellow. Instead, ABC Hobbies had UltraCote, so I went with that. UltraCote *feels* a little different than MonoKote, but the application is similar, with nice results.

Kadet Senior might be a simple airplane, but this is no reason to skimp on quality gear: nice Scorpion motor, Spektrum ESC, beautiful Tru-Turn spinner and genuine Futaba all around. Nice! Now all I need is the snow to melt and some good weather. *Note to self: Kadet not for cart wheels and tree trimming!!*

By the way, if you have not been to ABC Hobbies I recommend a visit. Cars are their main business but they have a very good inventory of airplane stuff. With all the hobby shops disappearing, it's really nice to have a great local shop for that obligatory Saturday morning hobby run... coffee in hand.



Bob Merlino

In the winter



Building Flite Test Speed-Build Kits

Steve Rosenbach

My fingers don't work very well as the mercury drops under 40F, so I'm waiting until late March or April to fly again.

But I do love *building* RC models, and I'm especially fond of the "speed-build kits" available from Flite Test. So this winter, I've been building in anticipation of Spring! These kits run about 40 dollars for the mid-sized "swappable series", about 25 or 30 dollars for the "Mighty Mini" (about 24" wingspan.) The planes are made mostly of laser-cut 3/16" foam board, and the kits include music wire for control rods, plywood control horns and motor mounts, and simple items, such as bamboo skewers, popsicle sticks, coffee stirrers and paint stirrers that are used in construction.

For most of the Flight Test designs, you can also opt to just download free plans and then simply buy 24"x36" foam board for a dollar a sheet at Dollar Tree. Of course, you'll have to transfer the plans to the foam boards and cut out the pieces - it's time consuming, but not hard at all. Depending on size and complexity, the designs will use from one to up to eight or so sheets, so you can almost always make a Flite Test airframe for less than ten dollars.

Last fall, I scratch-built a Flite-Test Old Fogey, a slow-flying, 3-channel design needing just two sheets of Dollar Tree Foam Board (we Flight Test groupies call it DTFB. I bought the motor, ESC, servos and batteries from Amazon, all quite inexpensively. The plane flies OK, and being made from stuff I now have laying around, it's easy to mend after a crash.

This winter, I've been in a building spree, getting ready for the end of the really cold weather. So far, using speed-build kits, I've built a P-40 Warhawk (46" wingspan,) a Simple Cub (38" wingspan,) a Tutor (classic trainer design, 41.5" wingspan,) and a Simple Storch (57.5" wingspan.) The Storch is waiting for the "paint shop" (my garage, once the temperature goes above 45F inside,) and I'm now working on a Spitfire.

I keep a speed-build kit, or at least a few sheets of DTFB always handy. If I ever find myself feeling depressed or sleepy during the day, I'll fire up my glue gun and start building. It's better than Prozac! And another good thing is that our kids always know what to get me for birthday or Father's Day.



FT Old Fogey 37.5"



FT P-40 War Hawk 46"

But even if you are an experienced pilot, these designs are fun to try. Most models have detailed (as in an hour or more,) step-by-step build videos that show you exactly how they go together. You can put together quite a hanger-full for under \$100 a plane, including electronics, and sometimes under \$50.

Flite Test even has biplanes and other models that aim at those who are looking for speed and fancy aerobatics.

If you're interested in trying out Flite Test designs and would like to know more before you dive into it, just drop me a line at steverosenbach@gmail.com or call 443-510-4123.



FT Tutor 41.5"



Steve Rosenbach

Blast from the Past (2006)

Opening Day, Scale show, Auction, Fun fly, Picnic





Club Calendar

Monthly Zoom Club Meetings

Every 1st Wednesday – Zoom or
Congregational Church

Club Events

2022 Annual Italian Banquet 3/2

R/C Suppliers:

ABC RC & Hobby

11 Rockingham Rd, Windham, NH

(603) 458-6481

<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.wattflyer.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.snhbcc.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