Volume 2019-04

Middlesex County R-C Fliers Club Newsletter – April 2019

Email: info @ mcrcf.org
Web page: www.mcrcf.org
Facebook: https://www.facebook.com/groups/MCRCF/
YouTube:
https://www.youtube.com/user/MiddlesexRCFliers

Club Events (work in progress):
Spring Night Fly – April 13
29th Annual Auction - May 19
Field Cleanup Day – May 11
Fly-In - TBA (June) - Intra club - open flying, no competition
Construction Derby - TBA (June) - Possible intra club
Competition Fun-Fly - TBA (July or Aug) - Possible intra club
Race and/or Combat - TBA (July, Aug or Sep) - Possibly intra club - Using foamies
Family Day - TBA (July or Aug)
Yankee Doodle Day - TBA (Sep)
Fall Night Fly - TBA (Sep or Oct)

President	Neil Cumbie
Vice President	Paul Sullivan
Secretary/Registrar	Saket Sankhla
Treasurer	Jeffrey Ward
Director	Dan Costa
Director	Randy Grossman
Director	Dan Micalizzi

1 CONTENTS

2 FROM THE PRESIDENT

Thanks to everyone of attending the March meeting. We got a lot accomplished. We had two votes on proposals that passed,

1) extending the date to renew without a late fee to April 1,
2) and creating a provisional 1-year membership at a reduced cost for members of other clubs.

We also set dates for the **Field Cleanup Day, May 11** and a **Spring Night Fly event, April 13**. We also announced we would be dissolving the current Flight Operations Committee and creating a new one for 2019.

It's starting to feel like flying season! So far this March has been much warmer and less snowy than the previous two years. I guess we shouldn't hold our breath, but maybe we'll get an early start on the flying season this year.

Considering that, we should remember that the only priority above having fun is being safe. When I first start flying again after hibernating for the winter, I find it takes several visits to the field to get back into my normal habits.

Use your first few flying sessions to establish your good safety habits again and follow them for every plane and every flight. Cutting a corner or skipping a step could easily result in a minor injury or an emergency room visit.

3 CLUB MEETING NOTES - MARCH

Outline by Saket; additions/clarifications by Mel. Total attendees: 18

1. Neil discussed, how to make the club efficient, help people understand the hobby (from the document he shared)
2. Who are the trainers? Do we have a club training airplane, Jerry said YES. How many?
3. Freq pin: Look into the operation rules if changing the pin. Jeff W
4. Members so far: 43 new members.
5. Move the membership renewal date from March to April. From March, late fee will be charged.
6. **Confirm the renewal form with Neil before sending**.
7. Increase membership drive… if you are member of another rc club then first year the membership will be waved . Current active members of another club will join our club for $25.
8. "Let do something even if it's wrong": Paul's humor. (Saket found it to be funny)
9. Neil will share the event calendar, such as: May 11 (Saturday): 10:00am cleanup day,
   Spring night fly: April 13 (let recreation department know about it, Paul will talk to them).
10. John Parisi: We should find out why members are not flying, even when we have 43 members.
11. Construction derby: We need to form a committee to help in this event.
12. **Membership card email, ask few people if this is the email.**
13. Volunteers for auction day: Neil has the list. Paul proposed donation table.
14. Mel: we need a sign near our field to invite people to learn how to fly. Saket: lets take a decision
15. Jeffrey: Asked if all agree that if it is ok make a new banner to be on the field. All agreed.
16. Neil: Old Flight committee is dissolved. Neil took names of new members.
17. Show N Tell: Paul had a Mustang he bought at the 107th auction -- a beautiful, foamy Mustang with beautiful detail, retracts, and under-the-wing flaps. He also showed how to clamp wires into servo connectors, and tools used to do it. He demonstrated a battery checker that also checks the servos.

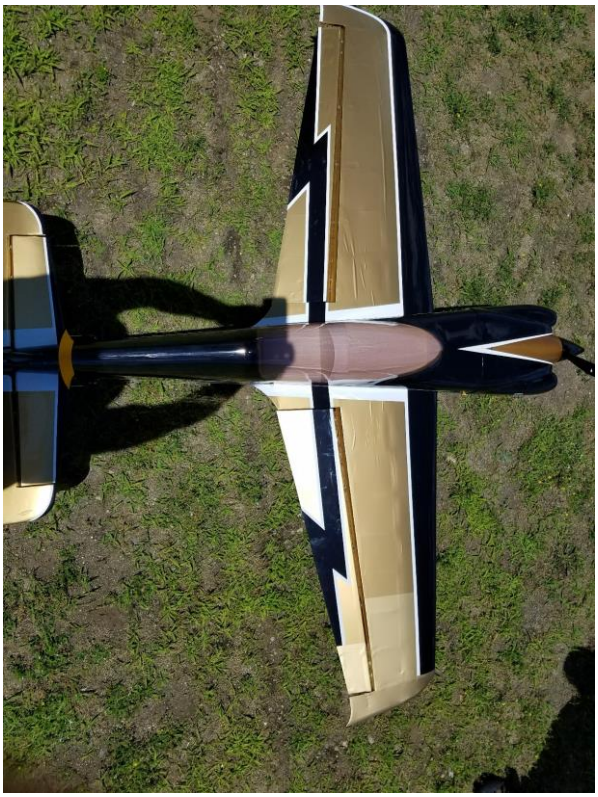

Saket provided amazing pizza. Proof:

4 ACCIDENTS DO HAPPEN

Accidents do happen on occasion…and maybe it’s useful to talk about them.

From Dany P:

“Hi Mel, this was Neil's plane, it's a Precision Aerobatics Extra MX 58" wingspan. He sold it to Stephen Faust and I ran into it taxiing after a landing with my 35CC Red Wing MXS-Bach. Plane was trashed by the prop on my plane.”



“This is the airplane that trashed Neil's old plane. Only damage was to the wing tip as it hit a table. Oh, and there was blue paint on the prop.”

Was at Crow Island.... the pit area is not a straight line, kind of curves towards the runway at the far right. I tend to come in pretty fast with the gasser, So I landed from left to right and was still moving quite fast on the ground and going a little to the planes right. And went right for Stephen's plane at the very end of our pit row. Lesson learned... keep the plane further out from the pit area when landing and taking off. Also, more practice landing this thing with more Touch-and-Go’s.

5 From The Hangar

From Danny Pelletier:

My two favorite planes at the moment

Left = Extreme Flight 52 inch Slick 580

Right = Legacy Aviation (Extreme Flight) 84 inch Turbo Bush Master

And my helicopters:

Front = Beam E4 - 450 size

Back = Synergy E5 - 550 size

From Stephen Faust: “This is all that is left of my workshop. Everything else in storage or in the trailer. Moving these to an airplane hangar at the Keene airport until… 😕☹️😫😢😭 I did keep the TBM, Ventique, Quads, and foamy available in the trailer so I'll still have something to fly.”

6 Events in the Area from the AMA

Below are the results for a search on the Event Finder at https://www.modelaircraft.org/

Criteria: District and From/To Dates…

Event Results: District 1, 4/10/19 - 9/30/19

APRIL14

2019 PROPSNAPPERS SWAP MEET
CLASS E - NON-FLYING
Contact: DAVID CYR
Location: 5 Bucknam Rd Falmouth ME 04105

Visit Website

APRIL14

SPRING FLING
CLASS AA
Contact: JOHN KOPTONAK
Location: 330 Hubbard ST Glastonbury CT 06033-3099

APRIL28

APRIL INDOOR CONTEST
CLASS AA
Contact: RICHARD ZAPF
Location: 68 Elm Street Georgetown MA 01833
Visit Website

MAY4

GIANT WESTERN MASS RC FLEA MARKET/SWAP MEET
CLASS E - NON-FLYING
Contact: DAVID KORPIEWSKI
Location: 82 Industrial Blvd Turners Falls MA 01376

MAY4 - 5

KIWANIS FLOAT FLY IN
CLASS C
Contact: WILLIAM REEVE
Location: 40 Kiwanis Beach Rd Standish ME 04084

MAY4

MAY OUTDOOR CONTEST
CLASS AA
Contact: RICHARD ZAPF
Location: 222 Lions Mouth Rd Amesbury MA 01913
Visit Website

MAY16 - 19

NEW ENGLAND SCALE SAILPLANE AEROTOW 2019
CLASS A
Contact: STEVE PASIERB
Location: 479 Norwich Rd Salem CT 06420
Visit Website

MAY18 - 19

107TH RC FLYERS SPRING CHAMPIONSHIP
CLASS A
Contact: NEIL SIMPSON
Location: 4 Woodland Rd Stoneham MA 02180

MAY19

28TH ANNUAL R/C AUCTION
CLASS E - NON-FLYING
Contact: JEFFREY WARD
Location: 36 Chamberlain St Lowell MA 01852
Visit Website

MAY19

SPRING PYLON RACE
CLASS AA
Contact: JOEL LANG
Location: 190 Green Rd Ellington CT 06029

6.1.1.1 Pagination

JUNE1

5TH ANNUAL FARMINGTON VALLEY WARBIRD FLY-IN
CLASS C

Contact: PETER CHURCH
Location: 3 Meadow Rd Farmington CT 06032
Visit Website

JUNE1 - 2

JUNE OUTDOOR CONTEST
CLASS AA
Contact: RICHARD ZAPF
Location: 222 Lions Mouth Rd Amesbury MA 01913
Visit Website

JUNE15 - 16

MEMORIAL FUN FLY
CLASS C
Contact: MICHAEL DEFRANZO
Location: 479 Norwich Rd Salem CT 06420
Visit Website

JUNE22

DAVE ANDRADE MEMORIAL FUN FLY & WARBIRD DAY
CLASS C
Contact: EDWARD WATTS
Location: 482 Smith Neck Road Dartmouth MA 02748

JUNE22

FATHER'S DAY FUN FLY (OBSERVED)
CLASS C
Contact: THEODORE TOOTHAKER
Location: 10 Aviation Way Montague MA 01376
Visit Website

JUNE29 - 30

THE DON WILD MEMORIAL CUBS & CLASSICS FUN FLY
CLASS C
Contact: STEVEN DALENA
Location: 3 Meadow Rd Farmington CT 06032
Visit Website

JULY6

WINTONBURY ELECTRIC FUN FLY AND SWAP MEET
CLASS A
Contact: THOMAS ROCHELEAU
Location: 200 Seabury Dr Bloomfield CT 06002-2650
Visit Website

JULY12 - 14

ANNUAL FUN FLY
CLASS C
Contact: ROBERT CASE
Location: 819 Airport Rd Fair Haven VT 05743
Visit Website

JULY13

ELECTRIC FUN FLY AND SWAP MEET
CLASS C
Contact: MICHAEL DEFRANZO
Location: 479 Norwich Rd Salem CT 06420
Visit Website

JULY14

DAWN PATROL
CLASS C
Contact: JOEL LANG
Location: 190 Green Rd Ellington CT 06029

JULY21

CCRCC FUN SCALE COMPETION
CLASS C
Contact: DAMON ROSENTHAL
Location: 3 Meadow Rd Farmington CT 06032
Visit Website

AUGUST3 - 4

THE PETE REED Q-500 CLASSIC
CLASS AA
Contact: IRVING THURROTT
Location: 190 Green Rd Ellington CT 06029
Visit Website

AUGUST10

NEW ENGLAND SCALE FLY-IN
CLASS C
Contact: RAYMOND SCHMIDT
Location: 792 Conant Street Bridgewater MA 02324
Visit Website

AUGUST17

JOHN NICOLACI MEMORIAL FLOAT FLY
CLASS C
Contact: EDWARD WATTS
Location: 449 County Road Marion MA 02738

AUGUST17 - 18

NUTMEG STATE ELECTRIC FLY-IN
CLASS C
Contact: GEORGE SAWN
Location: 190 Green Rd Ellington CT 06029
Visit Website

AUGUST24 - 25

WINGS OVER HADLEY
CLASS C
Contact: MICHAEL SHAW
Location: 21 Honey Pot Road Hadley MA 01035
Visit Website

SEPTEMBER7 - 8

WARBIRDS OVER ELLINGTON
CLASS A
Contact: DENNIS THIBODEAU
Location: 4 WOODLAWN Enfield CT 06082
Visit Website

SEPTEMBER13 - 15

JOEL CHAPPELL MEMORIAL/23ND FALL FLOAT FLY-IN
CLASS C
Contact: TIM SOWDER
Location: 973 Forest Rd Greenfield NH 03047
Visit Website

SEPTEMBER14 - 15

18TH ANNUAL BIG BIPLANE BASH
CLASS C
Contact: STEVEN DALENA
Location: 3 Meadow Rd Farmington CT 06032
Visit Website

SEPTEMBER14 - 15

KIWANIS FLOAT FLY IN

CLASS C
Contact: WILLIAM REEVE
Location: 40 Kiwanis Beach Rd Standish ME 04084

SEPTEMBER22

SIMSBURY FLY-IN, CAR SHOW & FOOD TRUCK FESTIVAL
CLASS D - DEMO
Contact: DAMON ROSENTHAL
Location: 94 Wolcott RD Simsbury CT 06070-1416
Visit Website

SEPTEMBER28

SSRCC MULTI CLUB FLY IN
CLASS C
Contact: RAYMOND SCHMIDT
Location: 792 Conant Street Bridgewater MA 02324
Visit Website

7 Flying Tips

Blocking the sun – You may find yourself flying too near the sun and losing sight of the aircraft. The trick is to block thee sun with the transmitter until you get past it -- borrowed from baseball where you hold up the glove to block the sun to catch a fly ball. You can also try lowering your altitude quickly by diving below the sun (assuming you have enough air space).

How to Improve – Most pilots find that they do the same stunts every time – which is fine. But if you want to improve, it's good to "push the edge of the envelope"; to try new things. For that it's good to make a list of maneuvers you want to try. The AMA magazine has a section on maneuvers that are useful for that purpose. Also, you can ask a more-experienced pilot to show you some stuff.

8 Failsafes, and why they are so important – By Stephen Faust

MCRCF is in a very unique situation that most clubs don't share. We have a prison, busy road, and town garden just behind us. On our left is a gas station, solar farm, sheriffs building, and a dog and horse park. On our right is the soccer parking lot, soccer field, houses and fishing pond. We have people using the park for fishing at the pond, jogging, archery, track meets, picnics, flying kites, etc. Having a major incident could close the club, or at best require limitations to park flyers and small electric aircraft to minimize any future safety issues. We obviously want to avoid these at all costs.

We have had airplanes crash at the prison, on Treble Cove Road, in the park, soccer field, pits, even a fly away that ended up more than a mile away. We have been lucky over the years, but we can't rely on luck as our 'safe flying area' is shrinking as more activities are taking place around us, and our safe flying area is shrinking.

We need to be in a mindset that our aircraft are expendables when the tradeoff is the safety of those around us, and the retention of our flying field. I don't know any pilot that would choose the safety of his aircraft over having it crash into a car on Rte 3 causing a accident, injury, or fatality.

But when a pilot chooses a failsafe setting with the intent of saving the model so the pilot can regain control if it comes out of failsafe, they have already made that decision, by putting the aircraft first. There are no reasonable failsafe settings that protect the aircraft, while at the same time insuring it won't leave the flight area on a prolonged failsafe

free-flight adventure. Throttle to idle, slow banking turn, controls neutral, or all controls to hold seem to be common. But those settings allow the airplane to continue on a path which can easily take it outside our flying area, and miles away as demonstrated in the past. That failsafe setting is fine when you are out in a large open rural flying area, but not in a tight-closed areas with lots of activity and people in the area.

I prefer and fly large aircraft and much of my RC focus is there. I fly at many events each season, and most of these are giant scale or helicopter events and have a large gathering of spectators. Fearing a fly away, crash in the pits, or spectator areas, I decided long ago to make the snap/roll and throttle cut my default failsafe settings, as have others that travel to many of these events.

It's a proven failsafe setting that will in most cases retain the aircraft within the safe flying area. It's the best compromise that puts safety first, aircraft second, and still allow the pilot to regain control if the aircraft comes out of failsafe in a reasonable time. And if it doesn't come out of failsafe, it's better than watching in horror as their aircraft heads straight for a spectator with the motor still running, and you have no control over any of it. I've had failsafes more than once, recovering from most, but also loosing one aircraft which never came out of failsafe.

What was demonstrated to me during these failsafes was how effective they are at causing the aircraft to lose energy and forward motion. Both safe actions for an airplane that is no longer under control, and very effective at keeping an aircraft in the safe flying area and away from people.

You can easily see this yourself by climbing the traditional three mistakes high for trying new maneuvers, then maneuver into a mid-speed level pass across the field, then pull throttle to idle and hold a snap roll for a few seconds. The aircraft will quickly slow its forward motion and start an arc while slowly descending. Recover by neutralizing controls, return to level, then add power and fly away. It will demonstrate that the aircraft will not travel far in a snap/roll, thus containing the aircraft within the safe flying area in nearly all cases.

There will be nay-sayers that can easily point out some scenarios or attitudes where this may not end well. But for every scenario they can show with an aircraft loss, one could come up with similar scenarios where with non-aggressive failsafe settings the aircraft could fly away into the soccer fields, prison, or pits causing injury or death. There will always be some scenarios that aren't ideal, but the majority favor the snap-roll/throttle cut when safety of pilots and spectators is the primary concern. And it always should be the primary concern in my opinion.

I am more than happy to setup a buddy box and one of my airplanes and go up with anyone that wants to practice this maneuver so they will feel confident and comfortable that they could recover their aircraft in short failsafe scenarios. This will give the pilot confidence that they can recover from a failsafe event. And I am more than happy to help anyone with setting up failsafes on their airplane, even if they choose a different configuration than snap-roll/throttle cut.

FAILSAFE EXPLANATIONS

8.1 THROTTLE CUT OFF - CUTS THE THROTTLE TO ZERO, STOPPING THE MOTOR OR PROP.

This is mandatory by the AMA for many aircraft types. It's a no brainer in my opinion. We can all dead stick an airplane. It was part of our primary training. And the increase in safety is huge both in the pit area, startup, and in the air. I've personally seen electric helicopters and airplanes go full throttle in the pit when a pilot accidentally turned off his transmitter before the receiver, or when connecting a battery prior to flight. It's not pretty!

Since an airplane is totally out of our control when in failsafe, you can't shut off the motor to stop the prop when you see it heading towards the pits or a person. So make a decision to cut the throttle in failsafe so you aren't watching your airplane in failsafe heading toward a person with the prop spinning and not being able to do anything about it.

8.2 Snap-Roll - Fastest way to slow forward momentum with minimal altitude loss.

This will contain the aircraft in the safe flight area in the vast majority of cases. It consists of setting your control surfaces to initiate a snap roll, and hold those control inputs until the failsafe recovers.

For example, this could be simultaneous right rudder, right aileron, and up elevator. You could also use a negative snap-roll (down elevator), or left rudder/aileron. Any of the snap-roll inputs would be effective. You don't need to setup them up to be super aggressive, although that would result in the best loss of forward momentum. But it does need to be aggressive enough to actually force the aircraft into a snap-roll.

8.3 Testing Failsafe Settings

It's important to test the failsafe settings after initial setup, and on a periodic basis. I usually test the failsafes every flight session or at the beginning of an event weekend. But also sometimes after several flights during the day since it's so easy to do. For gas or electric airplanes, after you land when the engine is still running, I restrain the airplane point it in a safe direction, then turn off the transmitter. This causes the receiver to go into failsafe after a slight delay, and the throttle goes to throttle cut, the engine dies, and control surfaces go their preset settings (snap-roll). I then turn off the receiver. I try to do this prior to my first flight of the day as well.

It is important to make sure the airplane is restrained securely in case your failsafe is incorrect and the airplane goes to full throttle. If it does, turn on the transmitter to exit failsafe and regain control, throttle down, shutdown normally, then investigate and resolve the failsafe issue.

It's a little harder on helicopters and quads since you can't hold them safely should the failsafe be set incorrectly and it spools up to full throttle. To test on a helicopter or quad safely, you need to remove the main rotor and tail blades, or props on a quad, and secure them. Then you can test as above, turning off the transmitter first and noting its reaction.

If anyone needs assistance for setting up and testing to be sure their failsafes are operating correctly, ask me for help, or ask another pilot knowledgeable with failsafes. There are many pilots flying that have not setup their failsafes at all, have left it at factory defaults, or just plain don't understand them. It could easily lead to injury in the future causing a hot startup in the pits with an unrestrained airplane. So if you are not sure, ask for help. It could save you or your buddy a trip to the hospital.

8.4 A Cautionary Note for Electrics

One note of caution with electrics I would like to mention. With gas or nitro engines, turning on the receiver without the transmitter powered up generally won't start the engine and cause a safety issue. But with electrics, just turning on the receiver power could cause power to flow to the ESC and motor, and thus start the motor at full RPM causing a significant safety hazard. Most manufacturers have software to prevent this in their products, but many of us have seen this happen. So anytime you connect a battery to an electric model you should ALWAYS assume it could start up at full throttle and take appropriate precautions (restrained, pointed in a safe direction, body clear of props, etc).

When it comes to a choice between trying to recover the aircraft that is out of our control and heading out of the safe flying area, safety should always come first, and we should take action to prevent a crash outside our safe area even if might mean loosing the airplane. It's a pilots responsibility to their club members, and to all the people surrounding us.

Thank your pilot buddies who put you first by using safety first failsafe settings!

9 GUESS WHO

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10 FROM THE EDITOR

A bit on the late side this month…at least it's out. Writing this from Clearwater…eat your heart out guys!

Thanks for taking the time to read this. Feedback is always welcome. My email is melsuarez @ Verizon.net.

If you know of someone who would like to receive our newsletter, please send an email to mcrcf6 @ mcrcf.org and we will confirm or have them send the email directly.

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