

THE FLYER



Middlesex County
R-C Fliers, Inc.

June 2011



Stuck In The Mud.

We're trying to resurrect the Newsletter again. Sort of like this young lady, its been stuck in the mud for awhile. Thanks to all who submitted material for this issue. *Jim*

President's Message, by Jerry Crowley

Well, spring is finally here! It has been a long winter and I know I am looking forward to a great flying season — if only the rain would stop.

Dave Varrell continues to assist the club in field maintenance, obtaining 50 lbs. of grass seed at no cost to the club

and providing his tractor services to prepare the soil for the seed.

Dave has also obtained the services of the town to have the airstrip rolled using a giant vibration roller.

The field is in great shape for the season.

Thanks Dave!

We had our annual field cleanup day. For those who have contributed, thanks very much for your support.

The area around the field was picked up and a section of bench was replaced. The weather wasn't in our favor for painting that day (due to the temperature and wind con-

ditions), so that had to be delayed a couple days.

Joe Harte (Adam's father) was very generous, providing refreshments in the form of coffee and donuts for all who were there.

Thanks Joe.

Inside this issue:

President's Message	1
News From Around The Club	2
My Hanger Line-Up	3
Board Meeting Notes	4
MCRCF Events Calendar	5
How To Fix Cylindrical Fuselage	6
Officers and Directors	BC

Cont. Pg 7

News From Around the Club *Edited by Jim Orsborn*

Dodge A Bullet

by Paul Sullivan

The subject of flight safety came up at the May meeting, and someone asked how much injury a model plane could inflict on a person.

I decided to look at it as a "muzzle energy" type problem similar to firearms.

I found two sites on the internet where you can calculate the energy of a model at various speeds. I compared these results to that of a bullet:

Here are a few examples to consider:

Trainer Model

- a) 5 lb plane @ 40 mph = 267 ft lb.
- b) 9 mm "+P" round @ 100 ft/sec. = 287 ft lb

Sunday Flyer

- a) 8 lb plane @ 40 mph = 428 ft lb
- b) .357 magnum round @ 50 ft/sec. = 428 ft lb

Speed Demon

- a) 8 lb plane @ 60 mph = 962 ft lb
- b) .223 (M-16) round @ 100 yards per sec. = 939 ft lb

Of course a plane is not a bullet, and an injury from a plane would be different than that of a bullet. However, our model planes should inspire a different level of respect when thought of in these terms.

We should especially think of this with "target rich" environments such as active soccer fields and horse corrals. I know I'm still a new guy with a lot to learn, but as a professional firefighter and first responder for more than thirty years, one thing I know about is trauma. The most important thing I can say about it is that it's best to avoid it.



May Club Meeting News *by Jim Orsborn*

President, Jerry Crowley called the meeting to order at 7:30 PM.

Treasurer, Jeff Ward reported that we are still solvent with about \$6,000 in the bank. Events and field operations are expected to dominate expenses over the next couple months. Ray Capobianca indicated that member-

ship is still down slightly with xx members currently on the rolls.

Peter Lu won the monthly raffle, a GWS Slow Stick that will be the focus of a club event later in the summer.

Ray showed a Flight Operations movie after the close of the business meeting.

Paul's Internet References:

http://www.ajdesigner.com/phpenergykenetic/kenetic_energy_equation.php and <http://billstclair.com/energy.html>

My Hanger Lineup *by Dave Varrell*



Left to right:

The Taube is a BUSA (Balsa USA) kit which I got at the auction in Jan. The graphics are home-made, the engine is a NIB Enya .40. It has a 3-channel radio, and balanced without having to move anything (bad omen??)

The Slow Stick is just for fun (supposedly we'll be racing them soon).....

[Ed. Note: Contact Ray for more info and watch for more info in coming issues.]

The Spitfire is from CMP (China Model Products) and is remarkably well-made. Even the firewall is built right into the fiberglass. The covering is unusually good (camo/flat finish to the cloth). Part of the price you pay with these guys is the lack of service/support... there is literally NONE. What you see is what you get, so you don't really need to break anything, cuz you ain't getting it replaced. I'm using my old YS-110 for power so that should haul it around okay; so long as I can keep the silly thing running long enough. You do get a \$400 plane for \$200, so you just have to take your chances.....



Ah, the piece d' resistance: **The Hangar-9 Mustang** looks like the pick of the litter. It seems to be fairly robust, as ARF's go. I'm trying one of those new DLE-20's on this one, and it provided a few novelties up in the nose. This engine has a rear carb. so the nice tidy little hole in the firewall for the fuel tubing had to be "re-engineered" somewhat. It also has a fore/aft operating choke which had to have its own servo. Used all 8 channels on this one: rudder, elevator, ailerons, throttle, choke, shutoff, flaps, retracts (I know...I'm asking for big trouble).

As you can see from the pictures the P-51 is a pretty good looking bird....

Here's hoping all this stuff flies....at least some of it.Dave

Board Meeting Notes Submitted by Don and Jerry

Flight training: We discussed re-integrating the 2 stamp training. It seems many new pilots are soloing and then flying in appropriate planes for their skill levels. The old way was one stamp is signed off to fly solo with high/mid wing planes. The second stamp allows for low wing planes. Main contact - Ray

Field safety for non-members: Dave discussed that someone called the rec center and wanted to fly at the field. They were an AMA member, but not a club member. What is the protocol?

Checklists: We also talked about start up checklists that pilots

should follow before flying. There have been many crashes lately that appear due to insufficient checking of plane before flight.

Don

Don, great job on the notes from the BOD meeting. In addition to the items you referenced we also talked about sound levels. At present we have a recommended noise level of 98db at 9 feet.

The Club will procure a noise level meter from Radio Shack that will help in confirming excessive noise when it suggest the levels be checked.

We may entertain a firm rule if it deems necessary in the future. I know I have been curious what levels my plane

exhibit so it may be quite informational. We also talked about safety rules in terms of flying over restricted areas. As you know it is forbidden to fly over the parking lot when in use and the 4-H Equestrian facility as well. This is a firm rule and no exceptions are reason to fly except for PARK FLYERS and Helicopters no higher than tree-top levels.

As Don noted in his checklist item, we have experienced a lot of accidents at the field this spring. As noted in a recent AMA article that 90-95% of the accidents are PILOT ERROR.

I am open for suggestions on how to improve ourselves in this regard. We

have a very good checklist as part of the Pilot Training Program. I will have these checklists sealed in plastic and post them at each pilot station. These must be used prior to your first flight of the day and should also be used each time you go up to be sure something hasn't gone bad between flights. I think not only will prevent serious injury but can save a lot of money hopefully preventing crashes.

This will be primarily the meeting topics for our next meeting on Wednesday. See you then.

Thanks,

Jerry Crowley



MCRCF Calendar of Upcoming Events:

JUNE

Monthly Meeting — Wednesday, June 8th
7:30 PM, Lewis Building on Boston Road

Construction Derby — Sunday, June 26th
9 AM til ... MCRCF Field on Treble Cove

JULY

Family Day — Sunday, July 17th
Rain Date: Sunday, July 24th
9 AM til ... MCRCF Field on Treble Cove

AUGUST

Fun Fly (with competition events) — Sunday, August 7th

Fun Fly (Fly In) — Sunday, August 28th

SEPTEMBER

Yankee Doodle - September 17th (Saturday)

JANUARY 2012

Christmas Party - Jan 14th 2012 (Saturday)

Annual Auction - Jan 29th 2012 (Sunday)

June 2011

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

July 2011

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

How To Fix Cylindrical Balsa Wood Fuselage

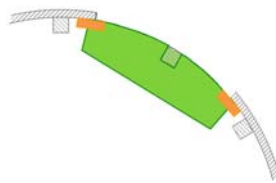
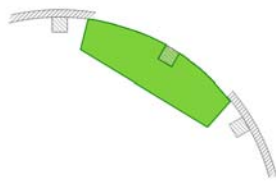
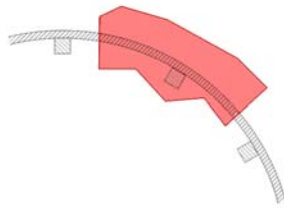
Submitted by Peter Lu

I had a small accident and poked a hole on the fuselage. The Hobbico NexSTAR has a cylindrical fuselage, so I needed to use some new techniques to make the repairs.



I started by clean up the damage area. I removed some covering to make clean edges and then cut the hole into a rectangular shape for easy patch.

Let's take a look at the structure of the fuselage. It has several beams to make it a cylindrical shape. Since one of the beams was damaged, I could not simply put on a piece of balsa wood



patch and keep the original shape.

The three drawings show how I traced the curve of the fuselage profile and cut 3 pieces of 1/8" balsa wood sheet.



Since I did not have a 1/4" square strip of

balsa wood for the longitude beam, I glued 2 layers of 1/8" to make the 1/4" square beam.



I glued this support structure together before it was inserted into the fuselage.

CA glue was used to affix the support beam to the fuselage.



Extra pieces of 1/8" balsa wood strips were inserted to support the edges of sheeting.

To complete the structural repairs, I used 3/32" balsa wood sheet to cover



the hole. The sheet is fully supported from underneath on all four edges. Rubber bands were used to help mold the sheeting into the curved shape. After the CA glue was set, I sanded the new patch to smooth any unevenness.



The final step was to add Monokote and iron it down. Mission accomplished!



President's Message (cont.), by Jerry Crowley

We hope that you enjoy your copy of **the Flyer** this month. It's been a while since we've published the newsletter. We hope to continue **the Flyer** as a monthly publication of important club news and current events.

In order to do this we're asking for your help contributing articles of interest to fellow modelers. If you could provide construction, repairs, engine tuning, servo articles or even articles relating to electric airplanes such as motor selection, what size of battery to use, charging techniques for various types of batteries. Also another area is battery maintenance, how to store batteries for the winter season when they are not being used. What type of battery charger

should be used and how to cycle and test battery capacity. When a battery should be discarded. It could help all of us who struggle with what or how to do it. Especially those who are new to our hobby.

I hope I have given you some ideas for articles and have inspired you to submit an article.

[Ed. Note: All of the articles in this issue were member submissions. I'll take care of minor edits and will format the material for the newsletter — we just need your ideas and inputs.

Articles can be submitted to your Newsletter Editor by the 20th of each month for inclusion to the next issue of **the Flyer**.]

I would like to bring to your atten-

tion an area that seems to lack the attention it deserves and that is SAFETY.

We have a set of rules in place to help insure that the safety of our fellow modelers and those using the nearby facilities are insured. I continue to see fellow pilots violating these rules; jeopardizing not only our safety but potentially the future existence of our Club. We ask each and everyone of you to act as a Club Safety Officer and gently remind others at the field that when the Soccer Field or the Equestrian Arena facilities are in use they should not fly over the parking lot or the horse arena.

MCRCF RULE: If both facilities (soccer and equestrian areas) are being used then flying is limited to Park type

Flyers or Helicopters which are confined to areas of the airstrip and not to be flown above tree top height.

I want to point out that these are Club rules and are not alterable or waved by anyone either in the club or outside.

We are working on plans to have a couple of FUN-FLYS this summer as well as our Family Day outing. Check out the club calendar on page 5. Additional dates (including Yankee Doodle, our Auction and the Holiday party) will be in future issues.

So in closing I wish everyone a great SAFE flying season and see you at the field.

Thanks,
Jerry Crowley,
President MCRCF

Official Publication of the Middlesex County R-C Fliers, Inc.

The FLYER is the official publication of the Middlesex County R-C Fliers, Inc., a non-profit organization chartered for the promotion of radio controlled model aircraft building and flying. The club operates a flying field located on Treble Cove Road, Billerica, MA. The club offers free flight instruction to any member provided they have a current membership with the Academy of Model Aeronautics. Contact any club member for details. Meetings are held on the second Wednesday of every month between September and June in the Billerica Recreation Dept building at 248 Boston Road in Billerica, starting at 7:30 PM.

Club Officers:

President

Jerry Crowley
75 Judith E. Drive
Tewksbury, MA 01876
978-851-2057
Gerald.Crowley@comcast.net

Vice President

Robert Forgione
98 Locust Street
Burlington, MA
781-272-4510
RPForgione@gmail.com

Registrar/Secretary

Raymond Capobianco
28 Griffen Drive
Wakefield, MA 01880
781-944-6056
Raymond@capobiancofamily.com

Treasurer

Jeff Ward
4 Eastview Avenue
Billerica, MA 01821
978-663-4493
jeff@mcrf.org

Director

Charlie Bacon
15 Tanglewood Drive
Chelmsford, MA 01824
978-376-7187
chazbacon@comcast.net

Director

Daniel Fisher
9 Village View Road
Chelmsford, MA 01824
978-256-3085
danfj@aol.com

Director

Dave Varrell
24 Matthew Road
Billerica, MA 01821
978-362-3812
d.varrell@comcast.net

Newsletter Editor

Jim Orsborn
43 Charme Road
Billerica, MA 01821
978-667-4510
jto@mitre.org

June 8th, 2011
7:30 PM
Lewis Building
248 Boston Road (Rt 3A)
Billerica, MA

First Class Mail

We're on the Web!
<http://www.mcrf.org>

MCRCF Registrar/Secretary
28 Griffen Drive
Wakefield, MA 01880



Postage