

# THE FLYER



Middlesex County  
RC Fliers, Inc.

June 2015



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**Search and Recovery** With the cold, rainy weather that hit us on June 1<sup>st</sup>, it's hard to believe that we could have already had our first Search and Recovery mission for the year. For additional info, see pg. 4 of the Newsletter. *Photo by Jim Orsborn*

## President's Message, *by Jerry Crowley*

Can you believe it is already June! The rain we wished for has come and gone but the winds seem to keep on coming making it more difficult to fly. I would like to thank everyone who came and helped with the annual field cleanup on May 2<sup>nd</sup>. It was a great showing and a job well done by all. The Gazebo gable ends were replaced and any bee's nests that were there were removed. It wasn't as bad as we first thought. The flight stands were repaired and painted as well any other areas that needed touch up were done. Grass seed and fertilizer was applied in needed areas. Trash was picked up and the winter screens were removed and repainted for next year. In the last month we've had the field power rolled, including the pit and taxi areas. This came out great. Tasks that remain are a second coat of paint on the gable ends of the gazebo and installation and painting of the Lock Box.

Don't forget that our annual CONSTRUCTION DERBY is scheduled for June 14<sup>th</sup>. Look for additional details in the Newsletter. We do have a minor problem with a conflict between our Construction Derby and an Equestrian event that has also been scheduled for the 14<sup>th</sup> but Jim Orsborn has spoken to their event person and we've worked out a plan so that we can both have our events at the same time. Thanks Jim.

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## President's Message (Cont.)

Also since we are on the subject of events, please be advised that the County Sherriff's annual 5K race is this Sunday the 7<sup>th</sup>. So no flying is allowed this Sunday, as long as they are occupying the park area. In previous years, they usually break up around 2:00 PM after the demonstration they put on using K9 Dogs.

As I stated last month a new RC Club, the "River Bend Flyers" is being formed in Tyngsboro, with a field near the bridge that crosses the Merrimack River. Bob Forgione attended their last meeting and received a response from them in regards to questions he had asked. The Club President, Ken Pappas, has announced that the traditional initiation fee will be waived for the month of June. Their annual membership fee of \$50.00 is all that they will charge existing MCRCF members who wish to join. Please refer to last month's Newsletter for details (the May Newsletter is available on line).

You may contact **Ken Pappas**, President, at <[kenpappas@comcast.net](mailto:kenpappas@comcast.net)>. This looks like a great opportunity to join a second club.

**As a point of information, we have moved the Club's TRAINING NIGHT from Tuesday to Thursday evenings effective immediately.**

Try and make the monthly meeting on this coming Wednesday, June 10<sup>th</sup>. We need your inputs.

I hope to see everyone at the field, good safe flying.

Jerry Crowley, President MCRCF

## Construction Derby: Come and Enjoy the Fun

The MCRCF Construction Derby is scheduled for Sunday, June 14<sup>th</sup>. The event is open to everyone, so we are hoping that you will attend and possibly invite a guest who may enjoy and introduction to RC flying.

At last month's meeting there was a discussion about why the event included a flying segment that could possibly determine the outcome of the event. The event committee is determined to make this a FUN event for all, so efforts have been made to address the concerns.

Our Club is focused on model airplanes that actually fly and not just static display models; so the 2015 Construction Derby will include a flying demonstration. And each team **MUST** build a model that is capable of performing a basic RC flight demonstration.

I would point out that we currently have only 20 of our 76 members who are not stamped or at least approved for "Electric Only" flight. Nine of these 20 fliers are new members and should be ready to fly by the day of the event.

If you are uncomfortable about your flying skills, consider stopping by the field on Training Night (we've moved training to THURSDAY for the rest of the year) and ask for some stick time on your plane or one of the Club trainers.



## News From the Field

I had an interesting discussion with Dan Boudreau at the field. Actually there were two topics; one was a flight he had with his Tx flight mode set to “Aerobatic” versus “Standard” and the other was regarding night fly lighting.

So does your model support flight modes? Dan has a new, high performance foam model that uses one of the switches on his DX9 transmitter to set the receiver to support extremely high throw rates used for 3D style flying. Dan had been used to flying the model with all of the switches set “forward” but one day he unintentionally moved this Mode switch. The result was that he had a plane that was “borderline unstable” in normal, level flight.

My point to others — Know your Tx setup; and do NOT program your Tx to support things like High Rates or Flight Modes until you have time to experiment and learn how they work. This was a minor aggravation for Dan; but it would have been a major ding in the ground for others.

With respect to Night Fly Lites, it looks like Dan has a nice setup — after a bit of experimentation. Dan used both red and green colored lites, as well as brite white lites. What took time was getting the right combination for clear visibility and orientation. I believe everyone is using Internet sources, but check with Dan on sources and specifics about his setup.

## Second Trainer Flight School *by Jim Orsborn*

I’m going to admit that I am disappointed in the progress that I’ve made with this second trainer, but the effort has helped facilitate several good conversations. I’ll try to discuss two of them this month.

I’m currently bogged down trying to find time and weather conditions to complete the flight trimming sequence. When asked, I’ve tried to explain that there is a generally accepted sequence for trimming a plane. The objective is to make adjustments in a sequence that does not effect previous changes and to use flight maneuvers that will allow each adjustment to be observed in isolation from each other.

I’ve actually seen several different maneuvers suggested as a good check for the plane’s CG location. The simplest one is to roll the plane inverted and check how much down (push) is needed on the elevator for level flight. Another option is to check “hands-off” when the plane is inverted on a 45 degree climb. A third option is to check for nose or tail drop in a 90 degree turn. All three options are done at a cruise throttle setting.

Notice that the second option (45 degree climb) is the only one that allows the pilot to observe the plane while it is “hands-off.” Start by adjusting the plane’s static CG according to the instructions, but then check its flight CG using one or more of these techniques as soon as the trims are set for level flight. The plane’s CG will effect all other trim settings so make sure this is done first and then left alone.



## The Big Pine Takes a Bite

So exactly how does an airplane end up in the Tall Pine at the end of the runway? According to Dale Jardin, our first pilot of the year to “land” in the tree, it can happen pretty easily.

It was training night, Tuesday, May 19th, and Dale was learning to make approaches from the north. Ray had made several approaches for Dale, so that he could practice the final steps to a successful landing. Ray had been flying the plane all the way to the end of the runway, so that Dale could focus on the wings level, hold a little elevator as the plane sinks onto the runway. Ray likes to start with this approach so that the student only has a few issues to think about in the initial stages.

Well Dale had done quite well, and was learning rather fast. He made several good landings, and Ray thought it was time to switch instructors and give Dale a change. So I took over and explained to Dale that I would be doing things a bit differently.

I was going to have Dale fly the whole approach all the way from over the big Oak tree, around the approach turn and on to the runway. Nose down descent all the way, make a shallow left turn, fly thru the gap before the Pine Tree, make the final turn on the runway center line and touch down on the runway. I demonstrated the flight path while explaining what I was doing and then told Dale I would help if there were any issues.

If I remember right, Dale’s first landing attempt was very good. He flew the whole

approach and made the landing without any assistance. It was actually the second or third attempt before he got too close to one of the trees and I needed to take control.

In any case, I was very emphatic that he needed to “stay away from the trees” or I would simply take control; because I had previous experience with the trees.



So after Dale’s flight with me, Ray took him up for the next lesson. It was on the first approach that we all heard the unmistakable sound of a tree top landing.

The cover photo shows a professional tree climber at the top of the tree retrieving Dale’s Kadet. If you end up in a tree; we know who to call. The response was quick and very professional. Don’t try this yourself. Dale’s Kadet, seen on the ground suffered very minor damage and has already been flown again.

So how should one fly the northern approach to avoid the trees? Consider the Google Earth and Pilot’s perspective images on the next page. The trees (A and C) as well as the gap between the trees (B) are marked on both images. Notice that the pilot’s view is directly towards B. A couple location pointers: The Pine Tree (A) is al-

most directly on a line with the end of the runway; so a direct approach would require flying over the tree — not a good idea. The clump of trees (C) are only a few feet past the end of the runway; but if you keep flying straight until you clear the group of trees, then you will be almost over the horse park and will probably have flown past the tall pine tree.

So the white line on Google and the black line on the photo represent the ideal landing path.

Start a gradual descent over the Oak tree and continue straight until you reach the trees (C), where you begin a gradual (low bank angle) left turn around the clump of trees. As you



Once over the runway, make the final turn down the runway to a touch down on the center line.

#### Watch for These Mistakes:

Dale made the mistake of not turning at C and by waiting until he was clear he ended up turning wide and directly into the top of the pine tree.

If you don't stop turning at B (and fly towards the runway), then the turn will end up out over the tall grass.

Keep the plane's nose down all the way so that there is no possibility of a stall. But start the approach descent at a normal cruise speed; too slow and there will be troubles. And don't drop too much coming thru the gap — keep the plane above the tree line for the entire approach.



are coming thru the gap, try to fly the plane directly towards you (or slightly behind you) so that it comes all the way over to the runway (notice the distance between (B) and the end of the runway).



## 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.

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**Next Club Meeting**  
**June 10th, 2015**  
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