



First Class Mail

28 Griffen Drive
Wakefield, MA 01880

Next Meeting

June 8, 2005
7:30 PM
Lewis Building
248 Boston Road (Rt 3A)
Billerica, Mass



The Flyer

June 2005

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

THE FLYER is the official newsletter published by 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 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 at the 248 Boston Road in Billerica, at 7:30 p.m.

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THE FLYER

President's Message for this Month:

Is that the sun I see...? I know it's hard to believe after the spring we've been having, but there have been a couple of decent flying days (or at least *mornings*) recently. Hope you haven't given up by now - it really will get better!

Club membership is currently at 74. I'd like to welcome **new members** *Dan Richard* and *Tom Wilmot*. Dan has been in training with Ray for a while now and has been showing real dedication. Unfortunately, *Dan* had just landed his trainer in one of our "learning trees" along the beaver pond when I got to the field tonight. It was going slowly, so hopefully it will be retrieved with minimal damage. We've all done something like that at least once (and probably more than once.) At least we can still see his model - when I put mine in years ago it disappeared in the swamp for six days!

On a more positive note, *Tom's* new trainer had its maiden voyage shortly thereafter under the watchful eye of Jerry P. Crowley (that's the Tewksbury Jerry Crowley, in case you're keeping track.) As I was driving away, the buddy-box was about to see some action. Welcome aboard to them both!

The Float Fly (on May 14th) was a mixed success this spring. On the positive side, the weather held off, and although the day was gray, we had still air and flat water for excellent flying. We had more than a dozen pilots on the sign-up sheet. I'll try to post a few pictures when I get a chance. Thanks go out to Jack Berglund from the 495th for staffing the frequency control station and PA system, to John Parisi for doing the grocery shopping and most of the grilling, and to Dave Varrell for making the arrangements and providing the "rescue boat." I brought the cold drinks, did my best to pitch in where necessary, and shot some video.



The unfortunate part of this story is that we had a fairly serious "incident" during this event. One of the airplanes was "lost" for reasons unknown, and struck a house on Lake Street. This was a large model (Sea Master 1.20 I believe) and the power pod struck the front of the house very hard. The damage was significant. Other parts of the plane also hit the house and caused damage to a lesser extent. Still, it's not inconceivable that (due to fading of the existing vinyl) she the house would need to have the whole front side redone. It remains to be seen.

The model owner and pilot immediately went to the home and acknowledged the accident. The homeowner had already called the police, and everyone cooperated in answering the officer's questions for the police report. I gave the homeowner my card, and later received a call from her looking for contact information for the AMA to provide to her insurance company. She was relatively good-natured about it at the time, and after everyone took a deep breath we resumed flying.



However, this incident (in addition to another "very close call" at a previous Float Fly) just reinforced my concern that we were tempting fate every time we flew in such a confined space surrounded by dense residential areas. In addition, after the homeowner had a chance to imagine what might have happened if some of the circumstances had been different, she called the Recreation Department to find out more about the flying at the lake and express her serious concerns.

Well, what it boils down to is this - at the most recent Board of Directors meeting we voted to discontinue use of Nutting Lake for float flying. The Recreation Department was willing to accept our word on whether or not it was safe to fly there, and the majority opinion was that it was not *safe enough*. We also felt that bad publicity from an occurrence like this could conceivably have a ripple effect that would pose a threat to our every-day use of our main field, and that it just wasn't worth

the risk to the local residents or to our current good relations with the town. If you have any questions about this incident or the after-effects, feel free to contact me. If I can get my act together I'll show the damage pictures and event video clips at the June meeting.



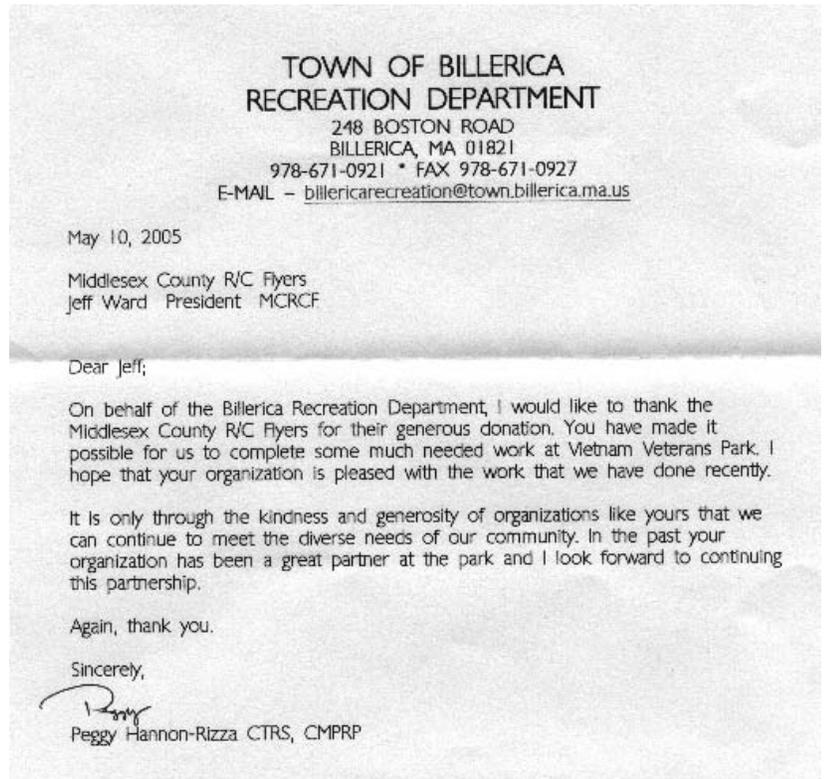
On a very positive note, I recently presented the Club's contribution check for \$1000 to Peggy Hannon Rizza of the Recreation Department. This money was donated for Park improvements in Billerica's 350th Anniversary Year, and it was used to help offset the cost of the new fence recently installed along the park access road.

We received a very nice letter from the Rec. department in thanks for this contribution, which I hope you can read (below.) I attended the recent park rededication ceremony, and the whole area really looked nice. The fence is a welcome addition, and will help control access and limit further erosion/vehicle damage near the memorial circle. Hopefully we'll be able to continue some beautification efforts in this area in the future.

That's enough for now! *Jeff*

**DON'T FORGET THE
CONSTRUCTION DERBY ON
JUNE 12th!**

We need individual participants, Captains, and of course we'll need some extra hands early in the morning (like 8:00 a.m.) to set up the shelters and tables.



UPCOMING SCHEDULED EVENTS

Date	Event
6/8/05	Regular Meeting
6/12/05	Construction Derby - at the Field
7/13/05	Meeting and Cookout - at the Field (time tbd)

THE FLYER

Editors Corner

Hi;

After all this bad weather we have been having, it will be refreshing to finally be able to go to the field on a weekend and do some flying. I am still looking for some articles and some items for the classified. I am sure that Jeff will have a lot to say about making sure your airplanes are checked out thoroughly before you go to the field. Here is a rough check list . Have I forgotten anything?

- 1) Check all control surfaces for proper operation.
- 2) The range check is really important. Do a ground check with the transmitter antenna down.
- 3) Check engine operation.
- 4) Be sure to know the condition of your receiver and transmitter batteries.

Highlights from last meeting..

1) Fuel Presentation and discussion on 2 and 4 stroke fuel led by Martin Lindenauer.

Many opinions have been published over the years. Current thinking is that 4-strokes generally need more oil than 2-strokes. Usually 16% to 17% oil is OK for 2 or 4 stroke engine. Some specify 18%. To be safe, follow the engine manufacturer's recommendation for lubricant types and percentage (of oil to total fuel volume.) Different fuels have different oil ratios and may be all synthetic, all castor, or a blend of the two.

2) Bob Johnson brought his Hobby Hanger "Sport Scale" OV-10 Bronco for show and tell. Weighs about 7 pounds. Twin 25's. Nice looking airplane.

Raffle Drawing Winners ;

Charlie Holbrook –Fuel Pump

Rick Buccieri-Fuel

Dan Fisher-Tool Kit

Bob