

# THE FLYER



Middlesex County  
R-C Fliers, Inc.

Nov 2007



John's Latest Twin. *Photo by Jim Orsborn*

## Inside this issue:

<i>Fall back...</i>	1
<i>News From the Field</i>	2
<i>Choosing Your Second Plane</i>	3
<i>Club Officers</i>	BC

## President's Message - Fall back... darkness ahead!

Yes, we've turned our clocks back to Standard Time, which means that (for those of use who work the day shift) weekends are our only flying option. Hopefully some of the commotion in the park has quieted down, and with luck we'll have a mild winter that allows for lots of great flying.

After all, cold (dense) air makes for improved engine and airfoil performance. More thrust, more lift, what more could we ask for? Keep your fingers crossed! (inside your mittens if necessary...)

Well, I've got to write this quickly, or it won't reach you before the November meeting, so let me just hit you with some brief news items:

→ The joint MCRCF/ BRCF Auction location was confirmed as the Marshall Middle School in Billerica - January 27th, 2008. The auction is listed in the AMA on-line calendar, and with any luck should appear in the non-flying listings of the next two Model Aviation magazines.

→ The 2008 Membership application form is now on-

line, and all current members will receive a copy in a separate mailing that is currently on its way.

→ A marked up version of the club by-laws with proposed changes is now on-line. A separate mailing is on its way to all members summarizing the proposed by-law changes. Feedback on the draft changes is welcome. Please try to attend the December meeting to make sure we have a quorum for voting on those changes.

→ At the November meeting, I'll be appointing a nominating committee in

preparation for upcoming elections in January. All offices are up for election every year, so if you're interested in running, please make sure you make that fact known by contacting a member of the nominating committee or a current officer.

Well, that's all for now - I hope that Billy's hand is healing up (see Jim O's article) and I hope to see you all on November 14th. Until then, be safe, and have fun!

*Jeff*

## News From the Field by Jim Orsborn

Wow does time fly when you're not having fun! Yes, somehow I've missed last month's Newsletter and almost missed this one too. I won't go into too much detail, but work, business trips, family trips and even work around the house have consumed most of my free time. I hope that you have fared better and been able to visit the field frequently.

I did purchase a profile CAP232 that I'm trying to fly. My first four stroke (Saito 82) is up front. I'm still trying to break in the engine, and hoping that it will eventually lean out and stop drinking fuel.

Rich keeps telling me that I'm going to love the plane once the engine comes in and we can finish fine tuning all of the controls.

Speaking of controls, I've had a terrible experience with the Du-Bro, Heavy Duty control horns. I'm talking about the ones that have a long 6-32 screw and use a swivel base against the control surface. The problem I had was the mount is not stable. Even when tight, the screw will

move several degrees to either side of vertical. The result is that it is impossible to trim the plane.

I would trim the plane for level flight, and as soon as I made a turn the ailerons were out of trim again. I had rock solid connections from the servo to the control horn, but the horn mount was the weak link.

We've had both soccer and track meets to deal with this fall. It has been a little touch and go, but most of the dedicated pilots have worked around them. We did have to change our club training night to Tuesday to deal with a string of Wed afternoon track meets.

Most of our student pilots have graduated. Several have even gone on to crash their trainer and move on to a second or third plane. It's good to see how these pilots are progressing and continuing to learn new skills. Keep practicing the basics.

We've got a couple of late starter students, so it looks like training will likely continue on into the winter months — hope that the weather holds this year.

We've got one plane still missing in the woods. Should be in the SE corner over by the soccer fields. But over 30 man-hours of searching has failed to locate it. I was flying the plane and had just turned towards the field when the engine quit.

So, do you have your name and address inside all of your planes?

What is your first choice for a lost plane locating device? I put one of the Hobbico Sonic Alert devices on the ground at one end of the runway and found that I could still hear it at the other end of the runway — about 100 to 125 feet away.

There is a new device called the Loc8tor that claims it will work over 600 feet away. The device uses small RF tags that operate with a small direction finder device. After spending so much time in the woods, I'm really thinking hard about this product.

Last month, Jeff Ward, Dave Varrell and I met with another group of Girl Scouts. We used the Lewis Building to talk with the girls and show them a couple of inside demonstrations.

In the end, I think we helped them cover 5 of the 6 requirements that they needed for an achievement badge. They were looking for a day when they could make it to the field for some trainer time, but the weather does not seem to be cooperating.

We did have one more accident at the field that deserves a brief comment. Bill Copp injured his hand while starting the engine on his large bi-plane. This is large, 5 cylinder engine with a big prop; so the cut on his index finger was quite significant.

There were at least five people on the field when the accident happened. We were able to help Bill and see that he got medical attention. If he had been alone, I'm not sure that the situation would have turned out the same. Bill was in significant pain and might not have been able to make a call for help if he had been alone. If you must fly alone; do you at least have a cell phone? Emergency numbers are posted on the field bulletin board.

Good Flying



## Choosing Your Second Plane by Jim Orsborn

What was your second plane? Mine was a Sport Air 40, but most pilots don't want to spend the time needed to build a kit plane. So here are several suggestions that you might consider.

I guess I'm trying to answer a question posed by one of our new pilots who solo'd this past summer. So I should probably remind him that our current guidelines say that new pilots should stick with a high wing plane until they have the skills needed to pass the unrestricted pilot test.

Most of our students are starting with a Sig Kadet or similar, high wing trainer with a flat bottom wing. Woody followed these guidelines by using a modified Kadet wing. Starting with a replace-

ment wing, Woody assembled it with no dihedral and split the ailerons so he had in-board flaps and out-board ailerons.

Flying a Kadet with a zero dihedral wing will significantly change the plane's stability and roll characteristics. The trouble with flaps is that you really need a computer radio with flight modes to use them effectively. The reason is the elevator trim is different for flaps up versus flaps down.

Another option would be to look at a high wing plane with either a symmetrical or a semi-symmetrical wing. A small amount of dihedral is probably good as the new wing will likely result in a faster landing speed; as well as better inverted performance. The objective is to move towards a higher performance plane, but not make a

dramatic step up to a hyper sensitive model.

Shortly after I soloed, I remember noticing how much faster an Avistar landing approach was as compared to the Kadet. Of course faster isn't necessarily bad, but you do need to be prepared.

The Easy Sport 40 is another possibility. This plane is a shoulder wing plane with a symmetrical wing airfoil. Although this is not a high wing trainer, it does perform much like a trainer and does not have any bad flight tendencies. So I think it would be suitable as a second, transition airplane.

Woody has also been seen at the field flying a Piper Cub J3. This is of course a high wing plane, but I'm not sure it should be included in the trainer category. I believe Woody has a large 4-stroke en-

gine in his model. Instead of excess power, a scale model of the J3 Cub screams for scale power and much more gentle flight characteristics.

A scale J3 Cub probably needs a 30 foot take-off run (versus 6 feet) and the pilot probably needs to dive first in order to make a loop. Just watch Scot Stewart fly his Cub and you'll see the level of difficulty involved flying a scale model with realistic power.

**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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