



THE BURLINGTON RC FLYER'S NEWSLETTER

Volume 20 No.1

A.M.A. Chapter 1752

MEMBERSHIP MEETING

11 February, 2003

Place: Lexington VFW HALL
2 Hayes Lane (off Woburn St) Lexington, MA
Time: 7:30 to 10PM

RAFFLE Prizes:
Model Tech Magic ARF
PBXL Fun Fly Kit
Fuel

Show & Tell (bring-a-plane for-a-free raffle-ticket) Coffee
and donuts

Important Message

2002 members who do not apply for 2003 membership by the time of the February meeting will be considered to be new members and will be required to pay the initiation fee of \$20.

Bylaw article 4.6

Secretary's Report for Membership Meeting held on November 12, 2002

The meeting was called to order at 7.41pm. New members, Fred Ewald, Rob Schuzule and Sal Cosco, were introduced. Fred Johnston reported that we had 129 members. John Hatfield stated that the newsletter needed articles written by members, and commented that a lot of the work done of producing the newsletter is being done by Gil Levey. The membership was reminded that the club has many video tapes that are helpful to those learning to fly.

Jack Stanley reported that the flying field was in good shape, and that the environmental police had been present on some weekends and had given tickets to several RV riders. Gil Levey asked for e-mail addresses from those who had not yet provided them. He noted that these addresses would be used only for club business.

The secretary's report was read and accepted, as was the treasurer's report. The treasurer reported a balance of \$2927.99 at the time of the meeting.

For new business, Ed G. stated that the previously suggested auction had been cancelled due to lack of interest. He hoped that we could arrange an auction in 2003. A solo certificate was awarded to John Hatfield by instructor Jack Stanley.

At Show and Tell, Richard Tyndall showed a plane restrainer made from old arrows. He claimed that it works well. Greg Stevens showed a low wing trainer that he built. Mel Suarez talked about a helicopter simulator, and about a pattern flying schedule which he mounts on his transmitter antenna. He has a plane restrainer made from a screwdriver and a cord. Also, Mel showed a model sea-plane with a pusher prop, which he understood to fly well.

The raffle winners were , Diane Piermarini – an engine, Sal Cosco – a plane kit, and Dave Palermo – fuel.

Nominations for club officers for 2003 were submitted by the nomination committee. The names submitted were accepted by the members. The 2003 club officers are: President Juhan Sonin, Vice President Rob Catalano, Secretary Alfred Prudhomme Jr., Treasurer Gil Levey. Membership and Newsletter John Hatfield. The Board of Directors for 2003 consists of Jack Stanley, Larry Oliver, and Teddy Wang.

Alfred Prudhomme Jr. *Secretary*

TREASURER'S REPORT (Gil Levey)

Balance 10/19/02 \$ 1214.22

INCOME

Dues	\$ 770.00
Coffee	\$ 17.50
Raffle	\$ 195.00
Interest	\$.87
Mower contribution	\$ 150.00
Auction	\$ 59.00
TOTAL Income	\$ 1192.37

DISBURSEMENT

Donuts/Coffee	\$ 18.08
Postage	\$ 14.80
Newsletter	\$ 10.00
Field/Grass	\$ 526.12
AMA Charter fee	\$ 30.00
Rent	\$ 375.00
TOTAL Disbursements	\$ 974.00

BANK BALANCE 10/19/02 \$ 1432.59

MEMBERSHIP REPORT

John Hatfield

Membership as of 1/27/03 50

CALENDAR OF CLUB EVENTS **2003 Membership Meeting Date:**

Apr 8 June 10 Sept 9 Nov 11

Club Officers

President:	Juhan Sonin
Vice Pres.	Rob Catalano
Secretary:	Al Prudhomme
Treasurer:	Gil Levey

FLIGHT INSTRUCTION

Any new member desiring to fly MUST demonstrate the ability to fly, or else take Flight instruction until such proficiency is demonstrated.

Flight Instructors

Sandy Holmes	(781) 646-2354	
Jack Stanley	(781) 272-5597	
Bob Johnson	(781) 272-5442	
Alex Lob (Helicopter)	(617) 325-7870	
Juhan Sonin	(617) 504-3390	
Paul Chiasson	(978) 657-0135	
Teddy Wang	(781) 258-7318 cell	(781) 275-4510 home
Victor Samsanov	(781) 279-0231	

The President's Letter

A few flyers have equipped their planes with skis and braved the winter weather. Victor, Teddy, Mel, Ricardo, Jack, and others have shoveled out temporary pit areas, brought collapsible chairs, and flown with pontoons or skis. Some planes have landed safely and others have met the snow-filled trees and shrubs lining the inside of the field (ask Ricardo and Jack for details). Please visit the club gallery web page for winter-flying pictures.

Thanks to Ed Grossheim for serving as Club President (and auctioneer). After more than a decade flying – that didn't include taking offs or landings – Ed finally soloed. Many thanks to all the club instructors for solo-ing Ed.

The environmental police have placed 'no trespassing without permission' signs near the Blanchard Street field entrance. These warnings do not apply to club members but to motorcyclists and ATV drivers. The police have increased their visibility around the property that will help in reducing ATV-caused runway damage. The Mass Environmental Police phone number is 800.632.8075.

The club is ordering a large quantity of fuel. The order will be placed soon after the Feb. meeting. For those who want fuel, please specify how many gallons, and what percentage of nitro. Fuel is shipped in individual gallon jugs.

The Frozen Finger Fly-in will begin at 10am, Sunday March 9th. Hope you can make it!

See you on the field,
Juhan

My Name is Mel Suarez. I am an RCholic.

The guests were coming at 7 pm. I was leaving the house at 12:30 to fly my chopper for the first time in my life. She asked me to get home in time to help out and I did! Hey, I got home at 6:15 – plenty of time. Well it wasn't, she was livid. The truth is I am an RCholic. It's been 5 days since my last bout with flight. At that time, in 18 inches of snow I conned my friend and fellow addict, Victor, to hand launch a pattern plane (!) in the snow. The 1st time it barely made it over the snow but it was a sweet flight. The next two times it did not go as well for whatever reason and so I watched him fly.

You know you're an RCholic when:

- you jeopardize your marriage or relationship and to fly for 5 hours and there's company coming
- when you gawk at the blue water tower every single time you drive by looking for mechanical birds in the sky (almost driving into the other lane)
- you get up early during the week to work on your plane
- when you call up your flying buddy more often than your significant other
- when you pass a field, any field, and mutter under your breath, "Man, could I fly there!"
- when you fall asleep planning your next plane or maneuver
- when you stop at the field "just for a few minutes" just to watch "on your way" to do an errand
- when your clothes start to smell funny or when you love the smell of burnt fuel
- when you stop for a fix on the way home from work
- when you come home with a smile on your soul.

Lately, I've gotten into choppers and, I'll tell you what, the intensity and thrill of that first flight rivaled that feeling the first time I took the controls of my first airplane. It was totally intoxicating - Christmas all over again. Even though I banged up the whirlybird a bit - what's forty dollars – nothing - it was magic!

And some (non-pilots) may ask – what is it that grabs you about flight? Is it:

- the 3D dance in the sky?
- the fact that you are constantly learning?
- the choreography between all the different disciplines – aerodynamics, electronics, propulsion, control, structures?
- the freedom?
- the danger of "buying the farm" – living on the edge of a \$300 disaster?
- the fact that you can do s___t that full scale airplane pilots only dream about?

I took a flight lesson (full scale) this summer and, no foolin', the instructor (who had been flying for 10 years) had never, ever done a loop! Imagine. We do that in a heart beat any time we want. Give me a break! I knew then and there that I would always be an r/c pilot.

(Continued on next page)

The addiction started when I was 7 and my dad's good friend, Ilario Rohas (this was in Cuba, circa 1959) would come to our farm in the summer and fly his control line airplanes for us. That's how it all started. In high school in northern Virginia, I used to hear this beautiful Piper Cub take off from the junior high playground on Saturday or Sunday mornings and go up there and watch him take off and land right from the playground. It was a thing of beauty. That's how it all started and it will end when I'm 6 feet under...if then.

Understanding and Caring for R/C Rechargeable Batteries

By Fred Johnston

R/C radio batteries have usually 4 or 8 cells connected in series. Each NiCad cell has a voltage about 1.25 volts and often a capacity of 500 milliampere hours, 500 mah = $\frac{1}{2}$ ampere hour (AH) and is also called the C rate (the 1 hour rate, 500 ma for one hour). This capacity could also be measured as 250 ma for 2 hours. The overnight charger that comes with the radio, plugs into 120VAC and usually charges the pack at C/10 = 50 ma. After 12-14 hours the pack should be put on trickle charge (C/50 = 10 ma) which can be left on indefinitely. ACE R/C "dual add-a trickle" does that, but apparently is no longer available, leaving the hobbyist to add his own resistor to the circuit. As packs get older they lose capacity. Diligent use of an expanded scale voltmeter, which measures pack voltage with a 200ma load, at the field, will forewarn of a low capacity battery. Ace R/C "Abacus" measures the capacity of a fully charged pack directly in mah, but may no longer be available. Using an appropriate variable resistor, voltage and current meters, and a watch, the discharge curve and therefore capacity, of a battery can be measured manually. Packs should not be discharged below 0.9 volts per cell. This prevents any cell in the pack of usually unmatched cells from going into reversal. Polarity reversal damages the cell.

Charging R/C motor packs: Be sure the pack is rated for high current applications. I use an adjustable DC power supply with an ammeter and a digital voltmeter. Commercial chargers are available for 120VAC or 12-14 VDC to use in your car. I fast charge NiCads at 3C while I am nearby, setting a kitchen timer, to no more than 1.6 volts per cell and stop when the pack starts to heat up. Nickel metal hydride packs are limited to 2C in charge, some to 1.3C. I understand trickle charge for NiMH packs is C/30 to C/50. I measured the self-discharge of my 7 cell 1AH NiMH pack that I use in my electric sail plane at 5% per week.

Keep your power packs from overheating and losing electrolyte (white deposits.) Ensure plenty of air cooling during flight.

If a charged pack has low voltage, remove the shrink wrap and measure individual cell voltages. Remove the cell with no or low voltage and solder or spotweld in a similar charged cell, then reinsulate the pack with a thin layer of tape. Take discarded NiCad batteries to your town's hazardous waste facility for proper disposal.

The Admiral's Plane is down

By Alfred Prudhomme Jr.

Mid air collision, a navy Rear Admiral, and my u-control combat flyer, strange ingredients, all true. Let me tell you about it.

My ship, a navy destroyer, homeported in Pearl Harbor, carried the division commodore and we were the flagship. So with it came privileged docking at the very head of Baker 25 inboard so we had a simple walk off the ship to the pier.

I was a new radio-electronics seaman aboard and one Sunday morning , after docking the night before after a month at sea, I went on deck and heard the roar of small airplanes in the ball field, across the street from our dock. What a surprise. I had enjoyed this in my high school days. Well, I paid a short visit to the site and then to the Naval Station hobby shop where I could have a small bench space for five dollars a month. It wasn't long before I was spending some of my free time building a nice combat u-control plane with a Fox .25 engine I had bought at the hobby shop. Now I was ready and for several Saturdays while in port I enjoyed the Saturday morning fun flies, especially the combat heats, where streamers were tied to the tail and whoever landed with the longest piece intact won, maybe, a new plane or motor.

Things went well, a bunch of nice guys having fun with no attention to Naval ranks or rate. We assumed we were equal. Most of us were in the dungaree uniform of the day so we knew our status, but a couple of model flyers wore nice Hawaiian colored shirts and shorts. We didn't give this a second thought – but I should have.

I was known as very aggressive in my u-control flying, and the time before I had won a plane. Now I was going for a new motor, so I was hot. The heat came and the teams were set four in a circle, two flyers on each team, motors roaring. We were up and now the dodging and cutting of streamers began. I was doing just fine when I suddenly misjudged and slammed into the underside of an opposing team member, and in a sick fashion our lines and what was left of our models fell to earth. We were finished! Not much was said. We gathered the wreckage, vowing to rebuild and be back at another time. It should have ended there, but one of the bystanders came up to me and said "You know that was your fault and you knocked into the Admiral's plane". Well I soon found out that this opposing team member was Rear Admiral R. Ryan, a ranking officer with the Pacific Submarine command. I felt the need to apologize and did, addressing my regret, SIR. He smiled and simply said "Have a good day seaman, you're a good competitor, rebuild and we will meet again. All this is good fun isn't it? I even flew these damn things while a midshipman at the Naval Academy. We had quite a model club there you know."

But we never met again on the field of combat flying. Probably that's a good thing.

The Burlington RC Flyer's Newsletter

Burlington R/C Flyers Board of Directors

President - Juhan Sonin **Vice-President** - Rob Catalano
Treasurer - Gil Levey **Secretary** - Al Prudhomme
Directors - Jack Stanley, Larry Oliver, Teddy Wang

This newsletter is published by the Burlington R/C Flyers, a non-profit club organized for the promotion of radio-controlled model aircraft building and flying. The club operates a flying field in Burlington MA and offers free instruction in safe model flying to any member.

"Academy of Model Aeronautics" (AMA) membership is a requirement.

Contact any club officer for information.

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FIRST CLASS MAIL

