

## Secretary's Report

for February 10, 2004 membership meeting

The meeting was called to order by president Juhan Sonin at 7:30pm. Minutes were read and accepted. The Treasurer's report showed a balance of \$932.04 as of this date, and details were presented and the treasurer's report accepted.

Membership report showed 56 members in good standing as of this date. Membership director, John Hatfield, pointed out that membership would climb as dues were being paid.

New members were introduced: Bryan Barnes used to fly radio control models 20 years ago and has not done any flying in the past 10 years. He now wants to get started again. Bryan lived previously in Miami and California. One person in attendance, Joseph Stone, said he would like to join the club and was given a membership form.

An issue was raised that a wind flag was needed at the field. Gil Levey, Jack Stanley and Al Prudhomme would meet the next day to put up a flag that Gil had ready.

**Solo Certificates:** One member solo'd, Greg Leonelli. He solo'd about a month ago. Victor Samsonov was his instructor. Congratulations Greg.

**Old Business:** none at this time.

The new newsletter format received good comment. Members felt it was done well. A nice job was mentioned and all thanked Rob Catalano for the fine job.

Jack Stanley mentioned a January 29<sup>th</sup> news clip in a local paper mentioning the town of Burlington leasing a flat section of land near Northeastern. The town hopes to develop the land into a ball field. Jack felt this would be no issue, due to

the distance from our field. Members felt time will tell what will happen, but looks okay in relation to our use. President Juhan Sonin mentioned it was important to be good neighbors and keep a low profile in this matter, and with the renewed use of the field by bikers. Word given was to keep flying.

The question on calling 911 in an emergency was raised again. President Sonin mentioned in this event, call then go to the street to flag down the ambulance. He mentioned this was the best thing to do, and to fly with someone else at the field if at all possible.

**Show and Tell:** Dave Palermo showed a plane he made from pink foam he bought at Home Depot, for low\$. Dave went over details of power, covering, and the design.

Richard Szostak showed his 3D profile plane from a California Hobby shop. He is learning to hover and having a lot of fun. He mentioned it's low cost for an introductory price for a new model.

Bryan Barnes showed foam wings he sheeted with balsa, and the damage caused to the foam when he used 3M 77 spray glue. He suggested not using the 3M77 with foam.

Bob Johnson discussed his method of covering balsa wood over foam and showed a few examples.

**Raffle:** Bryan Barnes won the Phoenix Giles G-202 ARF (40 size)

Marco Delvecchio	Fuel
Edson Costa	Fuel
Charlie Stubbs	Fuel

Meeting was adjourned at 8:46pm

—Alfred Prudhomme, Jr., Secretary

## Next Club Meeting

**Tuesday March 13, 2004**

7:30 pm at the Lexington VFW Hall,  
2 Hayes Lane (off Woburn Street)  
Lexington, MA  
Coffee and donuts will be served!

**Show and tell**—bring a plane for a free raffle ticket.

**Raffle Prizes:**

40 size Sukhoi ARF !  
2 gallons fuel

## Club Activities

**Field Day - April 18<sup>th</sup>**

8:30AM - 11AM (No flying until after 11)

**Club Fly In - May 16<sup>th</sup>** Details to be announced.

## Other Events

The Middlesex County RC Flyers are hosting a Float Fly at Nutting Lake May 22nd. See their web site at <http://home.comcast.net/~mccrcf/index.htm> for more details.

## FIELD DAY - April 18<sup>th</sup>

Come help maintain our field. Bring some garden tools (shovels, hoes, wheelbarrows) work gloves, yourself and a plane for flying afterward. 8:30-11AM. (no flying until after 11).

## The Presidents Letter



Extreme weather conditions have little impact on the Victors and Daves of the club. However for the rest of the membership, it's the beginning of the flying season.

The green is

slowly creeping back into the runways and surrounding environment, gophers are emerging and digging holes, and the fair weather beckons us to fly. After a long winter, the runways need our help. Please participate in our annual Spring Field Day where the runways are patched, paths are cleared, drainage pipes are installed, and shrubs are cut.

Flying will resume after the work has been completed.

Special thanks to Gil, Bob, Dave, and Jack (and others) for designing and erecting the steel gate. Fantastic work in cold weather

### Food for thought:

- Use frequency tags
- If there are children watching, make sure to keep an eye out for their safety. For those of us who bring our kids to the field, please make sure they're familiar with basic 'pit etiquette.'
- Announce loudly that people crossing over the runways
- Lend a helping hand to beginners and newcomers

—Juhan

*We now have a new gate at the entrance to the field. It is kept locked with a combination lock. Call/email one of the board members if you don't know the combination, or log onto the forum in the members only section of the website. If you are the last one leaving the field, please make sure to lock the gate behind you! Thanks.*



*Raffle prize winners from February's meeting. From left to right: Marco DelVecchio, Edson Costa, Brian Barnes, Charlie Stubbs.*

## Treasurer's Report

<b>Balance 1/18/04</b>	<b>\$ 932.04</b>
<b>Income</b>	
Dues	\$ 920.00
Raffle	\$ 104.00
Interest	\$ .11
<b>TOTAL Income</b>	<b>\$ 1,024.11</b>

### Disbursement

Coffee/Donuts	\$ 33.77
Postage	\$ 26.06
Newsletter printing	\$ 42.17
Field/Grass	\$ 368.59
Raffle	\$ 34.50
Website	\$ 205.44
Buddy boxes	\$ 100.00
Membership materials	\$ 9.52
AMA renewal fee	\$ 90.00
Mass annual reports	\$ 90.00
<b>TOTAL Disbursements</b>	<b>\$ 1,000.05</b>

**Bank Balance 3/17/04 \$ 956.10**

## 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
Bob Johnson	(781) 272-5442
Alex Lob (helis)	(617) 325-7870
Juhan Sonin	(617) 504-3390
Victor Samsanov	(781) 279-0231
Dave Palermo	(781) 279-0186
Mel Suarez	(781) 944-2737

PRESIDENT:	<b>Juhan Sonin</b>	(781) 316-8366	juhan@mit.edu
VICE-PRESIDENT:	<b>Rob Catalano</b>	(617) 924-3168	r.a.catalano@verizon.net
TREASURER:	<b>Gil Levey</b>		gmlesl@juno.com
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BOARD OF DIRECTORS:	<b>Dave Palermo, Mel Suarez, Teddy Wang</b>		

This newsletter is published by the Burlington RC 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 required. Contact any club officer for more information.

## Out and About with Al

*A Judge, a Pontoon Airplane, and a Small Pond*

I had just completed, some years ago, a nice swim in the pond located near my parents home in southern New Hampshire. I was visiting on leave from the Navy. The judge was well known in town and was a district court judge. He also enjoyed flying his light plane but was known to be a daredevil and took chances. My father was a friend of the judges, but would not go up with him because of the risks the judge took.

This day he was trying out his new, more powerful Cessna model which had a three bladed prop on a more powerful engine to enable him to take off better from the small pond. The judge made

several attempts, roaring motor, large wake, but he would get too close to the other shore and cut the engine.

Now the judge was ready for a third try. He backed his tail right up to the shore near me and again, gave full throttle, roaring down the pond. About mid way he was airborne. I felt the judge was all set and now could enjoy a nice flight, but I kept my eye on the plane. He was ten, twenty, thirty feet over the water now and struggled for altitude to clear the road and the trees on the other side of the pond.

With motor roaring I was horrified to see he was not going to make it above

the trees. With a sick rush of noise over the small pond the judge was down. No one else had seen this, a few people in their homes had heard the noise. When I got to the other side, there in the trees on the side of the road was the plane. Fortunately there was no fire and as the plane cabin door opened, the judge threw out a rope and yelled for me to grab it. I did, and in an instant, the judge was sliding down the rope towards me. Saying, as the fire truck was arriving, "Damn it! Still not enough power".

—Al Prudhomme, Jr.

## Mel's Corner

*This particular article is intended for intermediate RC pilots*

I've been thinking about ways to improve my landings and the more I thought about it the more I realized that I should be using the rudder more. First I'll bring back some memories and then I'll tell you why it makes sense.

Did you ever wish you could quickly snap the plane to the middle of the runway and so you bank hard and you end up catching a wing or just about cracking up and find that you didn't get the result you wanted? Compare the huge difference between rudder action and aileron action to realign an approach.

So you've done your cross wind leg and now you're coming out of the turn and low and behold you're parallel with the runway but not OVER the runway! Rats you mutter under your breath as your knees begin to knock a bit.

### Aileron Action

So you give it some aileron. This causes the a/c to bank thus pointing the lift vector towards the airstrip. Oh, yeah, now you have less lift so you drop a bit (unless you also give it some up elevator to compensate or more throttle). If you banked left, say, your left wing is now closer to the ground (plane no longer

parallel). You get the desired motion towards the middle of the runway. Now you bank again towards the right and get the lift vector to do the opposite and get you lined up. Not so easy, is it.

### Rudder Action

You give it a bit of left rudder. This causes the plane to turn about the vertical (or yaw axis) and point the thrust towards the runway. And guess what, no banking. After translating you give it a bit of right rudder to end up at the center. Done. Easy.

The rudder action is more immediate. There's less of a delay as you're using the pointing of the thrust to swing you around immediately rather than banking to get the lift vector acting sideways to swing you around like a rock on a string.

And guess what, with the rudder turn your wing didn't tip threatening the much dreaded cartwheel action. Actually it's like driving a car when you do it that way. The plane's wings stay parallel to the runway. If a gust pushes you down, no problem, you're parallel.

I saw an RC plane in a stiff wind a couple of weeks ago drop 3 feet instantly and land. If he had been

banking, it would have been very ugly. Of course, planes with dihedral will tend to bank a little with rudder action but that's a secondary or less violent effect than banking with the ailerons.

So here's what I did when I had this revelation. I started doing approaches and practiced correcting with the rudder only and not the aileron. It's sweet. At first it's a bit weird, but after a while you realize it's like taxiing.

There's another benefit. If there's a crosswind, by keeping the plane flat, you're not exposing the entire wing to the cross wind, only the fuse profile. That can be sweet two when you consider that we only have two runways and often have a bit of a cross wind.

You see how those hours driving in Route 123 traffic can pay off? It got me thinking anyway.

I've talked to an experienced pilot (actually just one, Dave Palermo) and he pretty much agreed that it's a good thing to use the rudder when landing. By the way, if you ever lose an aileron or two it could save your ship to be able to bring it in with rudder only. Not only that, it makes for much sharper turns when you do decide to kick in the aileron.

—Mel Suarez

Meeting time is 7:30 PM

MA

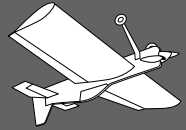
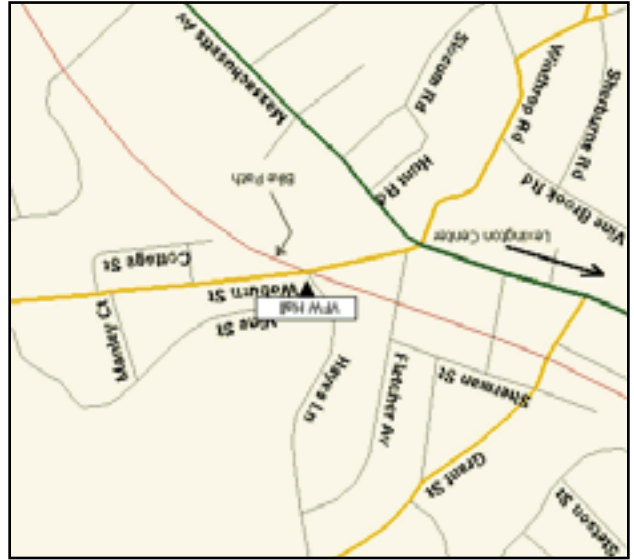
2 Hayes Lane (off Woburn Street) Lexington,

Lexington VFW Hall

Meeting Location

Tuesday April 13<sup>th</sup>

Next club meeting:



[www.burlington-rc.com](http://www.burlington-rc.com)

# NEWSLETTER

*The Burlington Radio Controlled Flyers*



Burlington RC Flyers Newsletter  
C/O Rob Catalano  
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FIRST CLASS MAIL