

BRCF NEWSLETTER

April 27, 2008

AMA Charter 1752
Volume 25, No 2
April 2008

www.burlington-rc.com



Dave flies his big beauty in early spring.

February Meeting Notes

By Dan Quaroni

The meeting commenced at 7:35 with 18 brave people who risked the big storm in attendance

Mel began by introducing himself as the beginning of his term in office as President

Dan read the meeting minutes. They were accepted.

John read the meeting minutes. As of 25th October 1440. Received \$1345 in dues and \$95 from raffle. As of end of January total income \$1440 . 15 dues to secretary. \$295 for field, \$44 coffee trailer \$20 grass cutting \$100 VFW hall \$75 fun fly drinks \$14. Total of \$967 dispersal. Balance \$1916 at end of January 38 members signed up. Since then many old members

have signed up. 55 members are currently paid up.

Mel mentioned that many people have been flying in the winter of the new year and that we need everyone to renew so they're not flying uninsured. Jack gave his field report. It's still there. There are lots of mole holes in the N-S runway. We'll need to take care of them in the spring. Don't land that way. Tony says we'll do a sod replacement. We'll get a palette of sod and with a storage area. Talked to Warren about it. Al asks what the plans are for the top path. It turns into mud when it rains. Tony says we're going to try to put down hay and seed it.

Mel asked for new members. One stands and introduces himself

Noel Ramos. Just started to get into helis; lives near field and has been visiting.

Flyers for the WRAM show in White Plains New York were announced.

A break was taken with coffee, donuts and raffle tickets.

Mel introduced another guest. Manny. He drove here. Had a little plane when he was a kid and made a new years resolution to get back into some of his interests. Bought an axis 30 heli. Saw on the website that we were having a meeting and lives in Winchester.

Mel announced we're looking to put together a training day. George will run it. People will be

Meeting notes continued...

able to come to the field. Training takes precedence over anything else. At middlesex when they do it they shut down regular flying. Middlesex trains 6 people a day. Middlesex also has training planes that the club owns. Ray maintains them. That way they can get people introduced. AMA has a program where someone can be a trainer and can fly with people who don't have an AMA membership. They do it from 4:30-7:30 on a week day after work. If you're available to help talk to George.

Dan delivered update on the happenings at the website.

Mel announced that Larry Oliver passed away. He was a long, long time member and we should do something as a memorial.

Mel announced that we're going to try to do aviation days at the local schools. There's a write-up about how Bridgewater did something in the AMA february magazine.

Steve announced the fly-in this weekend Sunday from 9-11. Jack suggested we should post something on the website Saturday night to say if it's on. Jack asked about the newsletter. Juhan got the material too late.

Tony asked if any members know where we can get free hay. (hey, hey)

Steve gave out solo certificates to Don and Dan.

We're planning a killer fun fly for this summer. Tony is organizing. We'll try to get AMA sponsorship if we can. We want to get the word out, have people volunteer to get equipment from the road to the pits. Tony says we need a building to store stuff in.

Show and tell began. Edson brought a small electric heli-jetpack. He introduced himself. It's allied the millennium PTU (personal transport unit) from hobbyzone. It uses 2.4 ghz instead of infrared. he hasn't had good experiences with infrared. He then hovered it around the room. It gives a few minutes of flight time but he doesn't know exactly how much. \$49. It's better as a hand launch rather than taking off from the floor. He has broken its arm already. He flies it inside only. It has a weight on the tail that moves back and forth to control forward backward.

Mel showed his Goldberg Extra that he bought at the auction. He noticed that Caesar was selling a 1/4 scale so he's selling it. 66.5" wingspan. Fully loaded with electronics, no engine. It's a pattern flyer.

The raffle began with Al as the first picker. Arty O'Brien won the first and took the plane. He picked the next winner who was Tony Covino took fuel. Dom Fiuria won a glow starter. Al took an air alert. Vic Naimo won a 20% gift certificate to RC Buyers. Edson Costa won but passed. Paul finally won a 20% certificate to RC Buyers. Edson won and passed again. Jack Stanley won a 20% gift certificate. Don won a 20% gift certificate.

8:32 Meeting adjourned

Treasurer's Report

By John Hatfield

1/28/08 Balance	1916.43
Income	
Dues	895.00
Raffle	117.00
Auction	282.54
Total	1294.54
Disbursements	
Raffle Prizes	111.47
Coffee & Donuts	27.01
Stamps & Printing	45.86
Flying Benches	135.93
Total	320.27
3/25/08 Balance	2890.70

Flight Instruction

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

Beginner Flight Instructors:

Victor Samsanov	(781) 279-0231
Sandy Holmes	(781) 646-2354
Juhan Sonin	(617) 504-3390
Dave Palermo	(781) 279-0186
Mel Suarez	(781) 944-2737

Advanced Flight Instructors:

Victor Samsanov	(781) 279-0231
Dave Palermo	(781) 279-0186
Juhan Sonin	(617) 504-3390

Helicopter Instructors:

Mel Suarez	(781) 944-2737
Alex Lob	(617) 325-7870

Officers

President: **Mel Suarez** mel@mlsuarez.com

Vice-President: **Steve Stylianos**

Treasurer: **John Hatfield** (781) 862-6349 jrhatfield@rcn.com

Secretary: **Dan Quaroni** mel@mlsuarez.com

Membership Secretary: **John Hatfield**

Newsletter Editor: **Juhan Sonin** (617) 504-3390 juhan@mit.edu

Board of Directors: **Tony Covino, Dave Palermo, Al Prudhomme**

President's Corner

The Rescue

By Mel Suarez

One day I show up at the Burlington field and I hear that Eyal's plane is about 50 feet up. Then Paul DiFeo (I think it was) comes out of the woods and says "Hey, we need more people to get Eyal's plane down." So I figure that's kinda weird, how many people can it take, they already have 3, and one of them is Dave – he'll rescue a plane if it kills him.

So I go down with a couple of others and there's about 6 of us and Dave has managed to use his bow and arrow to lasso the plane with string then rope. And several of the guys are pulling on the end of this rope and the branch is bending and it's muddy and we are falling all over each other.

Nightingale is running around (may she rest in peace) and is almost getting stepped on and I'm thinking wow, we need more leverage somehow. In the meantime Eyal's poor plane is getting whacked back and forth real hard and pieces of it are coming off but the landing gear simply will not let go.

So my brain starts buzzing and I exclaim "Guys, I've got it. Let's tie the end of this wet rope that we can hardly grab to a bush so we can really yank on it." Everyone agrees to give it a try and we build essentially the biggest bow that you have ever seen in your life between the tree bending and the bush.

So now in unison we are all yanking on this thing and I being the tallest decide to grab the highest part and sure enough we are in unison coming almost down to the ground and then all getting literally launched by the incredible power of this tree! I was going up at least 3 maybe 4 feet and not sure where I was landing half the time.

Well, we were laughing and hoping that there would be something left of Eyal's poor plane when it did come down which it did. God did we laugh.

Moral of the story is – know the phone number of a good tree climber.

But seriously, the stories that have emanated from at this Club are countless and it's too bad that the trees can't talk and tell us some of them as they have seen it all. So we'll just have to count on story telling, pictures, videos and writing to capture some of them.

Next Meeting

Tuesday 10 Jun. 2008

730pm

Lexington VFW Hall

2 Hayes Lane, Lexington, MA 02476

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.
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The 10 minute crash

By Mel Suarez

I'm flying this POS helicopter that I barely understand with parts constantly falling off of it...used it for 2 years at least.

And I lose the tail rotor so it starts spinning like a bangie (sp?) due to the main rotor torque - and of course I have no idea that I should hit throttle hold at this point even if I had it operational which is doubtful.

So as it spins, the battery disconnects and now the servos are locked in a fairly stable mode -- with the heli pirouetting wildly which tends to even out all the forces and cause a fairly horizontal situation.

So doesn't this MF come down towards the runway crossing and LAND!

That's the good news...

So there it sits, almost unscathed, and I'm thinking Wow, I'm gonna get out of this one pretty gingerly.

So it's revving there, rotor spinning, but it's not happy because it decides to take off again. The pitch servo must have moved and provided some lift.

Now I'm thinking What can I throw on this darn-fool-thing to stop it and I didn't have anything handy. In retrospect there were 1,000 items in the area but none came to mind.

I was also worried that I might hurt myself even if I ran past it at top speed and threw my shirt at it -- which would probably have worked perfectly and just damage things slightly.

So hoping it would just run out of gas, and waiting forever, it decides to take off. Everyone is watching nervously as it has a mind of its own.

And it flies about 2 feet up in the air and keels over and smashes up.

But it's still revved up and I'm nervous as I reach down and remove its lifeline and...it...dies... like some robot in a futuristic thriller.

Except this was real.

At that point, or soon thereafter, I decided to move on to a better heli, the Raptor 50 V2 and have never looked back.

But those 5-10 minutes seemed like an eternity.

Afterwards we had a good laugh.