



Secretary's Report

for November 11, 2003 membership meeting

The meeting was called to order at 7:30 pm by club president Juhan Sonin, and new members were introduced. Mark Delvekiio crashed his plane recently, and told the meeting Victor was his instructor. Peter O'Shea introduced himself and said he has been flying RC for 15 years, and joined the club in mid summer and hopes to fly more next year. Also introduced was Richard Shawshank.

Minutes were read and accepted. The treasurer's report was read and accepted. As of this meeting date \$909.66 was in the account. President Sonin explained why the end of the year was always close to the bone. It is in December, January and February dues are collected, which are the main source of the club's revenue, and that the club was in good financial shape for this time of year.

Membership stood at 118 members as of this meeting date, and in February a new membership list would be available.

Field Report: It was reported that Bob Pawlak had filled in holes in the field which helped in smoothness. A show of appreciation was given to Jack Stanley and the Frederick family for an excellent job in keeping the field mowed. Conditions were kept in top shape members agreed.

October 19th would be a fun fly, and it was reported there were great weekend turn outs these past weeks. On one weekend, 16 planes were counted in the pit area!

Jack Stanley, Dave Palermo and Al Prudhomme reported on an issue where they met a Boston detail blocking entrances to the field with boulders to keep out motor

bikes and ATVs. This lead to a very nice meeting with Joe Byrne, Facilities Manager for the Trust that oversees the land. He expressed how we were welcomed, but for several reasons, motor bikes were not. He said the Trust has not given them permission to be on the property. This conversation lead to the club installing a chain gate instead of having a boulder blocking our entrance. Mr. Byrne showed his appreciation, and was satisfied with the solution after Dave Palermo explained how we needed to get carts and planes to the field.

Subsequently, Mr. Byrne asked all members to let him know when motor bikes and ATVs were in the field, and that he would be the contact person. He would then take it from there and interface with the authorities.

Reports: President Sonin went over raffle prizes and urged all to buy tickets.

Jack Stanley presented a solo certificate to Bob Pawlak.

Victor Samsonov has been training new flyers. He asked for more training volunteers, citing the club only has six instructors, and that more were needed.

Dave Palermo announced he would be an instructor for the new year.

Jeff Ward announced an estate sale for a club member of the Middlesex R/C club where he serves as president.

Rob Catalano called attention to the bulletin board and discussed a "loss of life" accident in Texas involving a RC helicopter. He referred

Next Club Meeting

Tuesday February 10, 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:

Phoenix Sukhoi SU-31 ARF
2 gallons fuel

Club Activities

Frozen Finger Fun Fly

Sunday March 7th w/Coffee and Donuts

Club Fly In - Sunday, May 2

Other Events

Northern Connecticut Radio Control Club's Auction, Sunday February 8th.
See www.ncrcc.org for details, or call (860) 745-7325.

Central Penn Aeromodelers Assoc's 24th Annual Flea Market, Saturday March 13.
For info call (717) 960-8170. Billed as the largest RC flea market in the U.S.

Renew Your Membership!

Don't forget to renew your membership by the February 10th meeting. If you renew after Feb 10, you will be considered a new member and will need to pay the additional \$20 registration fee.

The Presidents Letter



A January 29th article in the Burlington Union details the lease of the Boston-stewarded land (part of which we now use as our flying field) to the city of

Burlington. Because of the 110-year old deed, the land must still be used for recreational use only. Burlington may want to develop the flatter portion of the land (closer to the top of the hill adjacent to the water tower) for soccer and lacrosse use. Hopefully, this action will not impact the club: our section of the field may not be the ideal spot for sports.

We are extremely fortunate to have our club—a diverse group with access to

beautifully maintained strips in close proximity to our homes. There is no immediate issue about losing field use or access. We should continue to be peripherally involved, only to keep abreast of the situation. If any member has a particular interest in listening to the grapevine and has ties to the local political scene, please see a board member. We do not need to raise any red flags—only keep our eyes and ears open to current and potential future events that affect our field.

Thanks to all who participated in the brutally cold Holiday Fly-in. A portable grill was used to house a fire that kept us all warm for hours (thanks Dave). Our annual Frozen Finger fly-in will be Sunday March 7 beginning at 930am. Everyone is welcome; coffee and donuts served.

See you at the meeting,

—Juhan

Random notes

Special thanks to **Richard Szostak** and **Steve Stylian** for organizing a club fuel purchase. Anyone who has not yet claimed their fuel, please make an effort to do so. Richard personally put up the money for the order. **Steve** was kind enough to sit in his truck one very cold Saturday Morning so people could come pick up their fuel.

A new gate/fence has been installed at the entrance to the field (Thanks to everyone who installed it!) to keep out ATV's and motorcycles. Members will need to unlock a combination lock to get through the gate. Contact a club officer for the combination.

You can still get around the gate with a plane and field box, but one might have trouble getting a cart through without unlocking the chain. And just remember to lock it back up before leaving the field.

Despite the single digit temperatures, some hardy members are still getting regular flights in. **Victor**, **Dave** and **Mel** have been out there (just to name a few).

When flying, if you stay near the road, the trees will shelter you from most of the wind. Just beware of flying over blanchard road, and watch out for those low bushes. And try some skis!

Treasurer's Report

Balance 10/22/03 \$ **909.66**

Income

Dues	\$ 735.00
Raffle	\$ 112.00
Interest	\$.14
TOTAL Income	\$ 847.14

Disbursement

Donuts/Coffee	\$ 13.48
Postage	\$ 14.80
Newsletter printing	\$ 25.00
Field / Grass	\$ 350.00
Raffle	\$ 46.48
Rent for 2004	\$ 375.00
TOTAL Disbursements	\$ 824.76

Bank Balance 1/18/04 \$ **932.04**

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
Paul Chiasson	(978) 657-0135
Victor Samsanov	(781) 279-0231
Dave Palermo	(781) 279-0186
Mel Suarez	(781) 944-2737

PRESIDENT:	Juhan Sonin	(781) 316-8366	juhan@mit.edu
VICE-PRESIDENT:	Rob Catalano	(617) 924-3168	r.a.catalano@verizon.net
TREASURER:	Gil Levey		gmlesl@juno.com
SECRETARY:	Al Prudhomme		sedate9@aol.com
MEMBERSHIP SECRETARY:	John Hatfield	(781) 862-6349	jrhatfield@compuserve.com
NEWSLETTER EDITOR:	Rob Catalano	(617) 924-3168	r.a.catalano@verizon.net
BOARD OF DIRECTORS:	Dave Palermo, Mel Suarez, Teddy Wang		

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.

Mel's Corner

My RC Heli Journal

I gave both my flying and my credit card a rest for a few months and decided that the next time I pick up the whirlybird it will be under much supervision, buddy cord and conservatism. Sure enough, I got to the field and ignored all of the carefully made resolutions and attacked the air with a vengeance.

The Hirobo Shuttle Zx 30 is still purring—sort of—after a year of flying. I'm at the point now where I can do figure eights and hover with the tail sideways (not away from me) as well as go for excursions at different altitudes and maybe pull a pirouette or two. I particularly like pitching the nose down (shoving the right stick forward) while increasing the pitch/throttle and watching it take off horizontally a few feet off the ground.

There's a small field near me with a couple of small ice skating ponds. It's been fun landing on the wet ice and watching the water ripple under the force of its downward thrust. There are also several telephone poles but I haven't gotten the nerve up to go around them yet.

One day I was flying and Dave Palermo was hovering and so I walked it over to him and we hovered together — aircraft and heli. It's kinda cool to be eye-to-eye with a heli I must say.

I discovered that my little Enya engine doesn't seem to believe in gravity! It likes to ride up the frame and jam the clutch up against the clutch bell by riding up the mounting holes. Go figure. So I came up with a way to stop that — by putting screws in the mounting hole slots to take out the slop.

Lately, I've been having "mechanical difficulties" whereby the engine gets



Mel's shuttle braving the snow in his cul-de-sac.

really tight as I try to start it, almost like it's flooding. So I've taken it out and have an engine stand that I plan to modify to see if I can isolate engine from rotor mechanism issues. Got the stand at an auction in Concord, NH that Steve Stylianos attended. There must have been approx. 100 items for sale including planes, engines, and radio systems. Steve won the raffle at the end of the day scoring an aircraft and engine!

I've increased the throws on the servos to get better maneuvering and the RPM of the main rotor to get better response. Also the mixing between rotor pitch and tail rotor (REV0) is a mystery solved. When you don't have that right and you goose the engine, the heli climbs but it also yaws. Then there's the business of the gyro gain. If you crank in too much gain, the heli starts to wiggle and if too little, you have to constantly be watching the heading.

So, what's next? Well I'm thinking of a bigger heli of course, maybe a Raptor 50 V2 or something even bigger as the hope is to get out there and do some aerial photography this summer. By the way, if I do get it going, I hope to be of some help on search & rescue teams for fixed wing.

Some tips:

- The www.rcuniverse.com heli forums are the best. If you want to learn, just read a few entries every so often. There's even one for beginners where you can ask stupid newbie questions.

- If you want to get heli emails and news, join the massheli@yahoo.com by going to www.yahoo.com and clicking on Groups and signing up to that listserv. You have to set up a Yahoo account that is free.

- Alex Lobb has the best heli shop in the immediate area.

- Rich Szostack is both able and willing to teach. He's quite patient and was able to set up the buddy cord between his Futaba and mine — although the only time we tried it, he had mechanical difficulties and the training was short-lived. His tail rotor belt came undone on his heli whirled into the bushes. Luckily the damage was minimal.

- I'm available for "consulting" and should be able to train others by mid-summer.

There was an 049-sized heli at the auction that went for \$120 or so. Boy that would have been fun. Dave was telling me that he was at Bill's Hobby Barn in Salem, NH and he had 3 of the new tethered, electric helis for sale. Dave was able to fly it in the shop without any problem.

If you want to read more about my heli and fixed wing experiences, check out "My Flight Log" at www.mlsuarez.com.

—Mel Suarez

Secretary's Report *continued from front page*

to a medical response team which had trouble finding the field. If ever needed at the field, the simpler the directions to the field the better, in the event of an accident...and have someone show the way.

Mentioned again was the point to get off the runways when a plane is in the air, and to stand at the pilot stations only.

Dave Palermo discussed new 3D rules the AMA is suggesting. He said he rules were posted on the web and in the magazine.

It was noted the club needs a new webmaster.

Election Results

Dave Palermo represented the nominating committee and candidates voted in for the 2004 term are:

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

Board of Directors: Teddy Wang, Dave Palermo, Mel Suarez.

Show and Tell

Peter O'Shea showed his Astro Flight kit, a scale electric ARF. He said it flies great with flight times about 8-1/2 minutes.

Rob Catalano showed his Carl Goldberg Super chipmunk that was almost finished. He said he found good building tips on RC Universe.

Dick Mayer showed some nice homebuilt brushless electric motors from a German type kit. He discussed the technical details of the motors.

Raffle

Jack Stanley won an ARF model, Dick Preston and Billy Frederick won some fuel, Bob Brown won some DuBro skis, and John Hatfield won a portable folding chair.

—*Respectfully, Al Prudhomme*

Election Results

Officer and board member elections were held during the membership meeting November 11, 2003.

President

Juhan Sonin

Vice President

Rob Catalano

Treasurer

Gil Levey

Secretary

Al Prudhomme

Board of Directors:

Teddy Wang

Dave Palermo

Mel Suarez

Out and About with Al

We often talk about the field condition, and the use we have of the field etc. at meetings. I also find another great benefit our "field" offers, and provides much enjoyment.

Only one other member has joined me on a walk about in the woods up back. These can be rewarding when flight time allows. Or, if you just wish to take a break and walk at your leisure, you might find it satisfying.

Let me explain.

After you ford a few puddles and cross ruts made by the persistent bikers you will find trails of varying lengths. One trail sweeps up along Northeastern's property to meander along a stand of fine woods to destinate at a large water tank. Walk around the tank and catch a few distant views. In this area I have often seen two deer that cast a weary eye on you as they nervously move deeper into the woods.

A little further on this trail and you will skirt new development being built on the woods edge. Then take a

turn to the right and follow the gas pipe line trail back to the field. It all takes an hour or so but I think you would find this relaxing and a great interlude between flights.

In closing two points:

If it is only an hour or so, no one has bothered my stuff, and if another member is there so much the better.

Point two: this will provide great training should you have an unexpected landing in the area.

—Al Prudhomme, 0Jr.

BOOK REVIEW

*Radio Control Aerobatics
for Everyone*

by Dave Patrick
AirAge Publishing, \$12.95

I purchased *Radio Control Aerobatics for Everyone* over two years ago, when I was just stepping up to my second plane. I built a Sig Mid Star 40 and wanted to explore some maneuvers that my PT 40 might not be willing to try. Now, as I begin to play with profile fun-fly planes and larger scale models, I find this book has become a valuable resource that I turn to again and again.

Dave Patrick has been three time Canadian F3A precision aerobatics National Champion, has won gold and bronze World Championship medals and is a regular at all the national events. His company, Dave Patrick Models (www.davepatrickmodels.com) makes some of the finer aerobatic kits and ARFs on the market. Being both a designer and pilot, Dave really has the bases covered when talking about the subject.

The book begins by describing different types of competition aerobatics categories, i.e. Pattern, IMAC (*International Miniature Aerobatic Club*), etc., and what makes up general routines for such competitions. He illustrates these routines using Aresti diagrams—a sort of road map of flight maneuvers. If you compete in aerobatics, you will be judged on how well you can execute the maneuvers of a certain Aresti illustrated program. The reference section in the back of the book goes into more detail of Aresti diagrams and routine sequences.

The next sections of the book are what I find to be valuable to the weekend warrior (like myself), who is not interested in competing just yet, but would like to learn some of the fundamentals. Great tips like how to properly set up your servos, cover your seam gaps, and properly balance your plane get you off to the right track. Regardless of skill, you will improve your ability to perform tricky maneuvers if your plane is properly set up from the beginning. Dave uses great illustrations to make his points. These



greatly enhance the overall value of the book, I believe, because a lot of us are able to understand things quicker when they are drawn out for us.

After proper set up and balancing, the book covers topics like trimming your plane, selecting the proper propeller, and using performance enhancing products like “soft mounts” which dampen vibration from the motor.

Then, it's on to the flying tips. This is the real meat and potatoes course for

me. Again, through the use of excellent illustrations, Dave walks you through the basics of flying maneuvers such as crosswind landings, slow rolls, spins, flat spins, stall turns, snap rolls, and even that 3D daddy; the torque roll. All your basic maneuvers, right on through the wildest 3D stunts are covered. And, not only does the book illustrate what the plane is doing through these tricks, it illustrates the stick movements of the radio necessary to perform them.

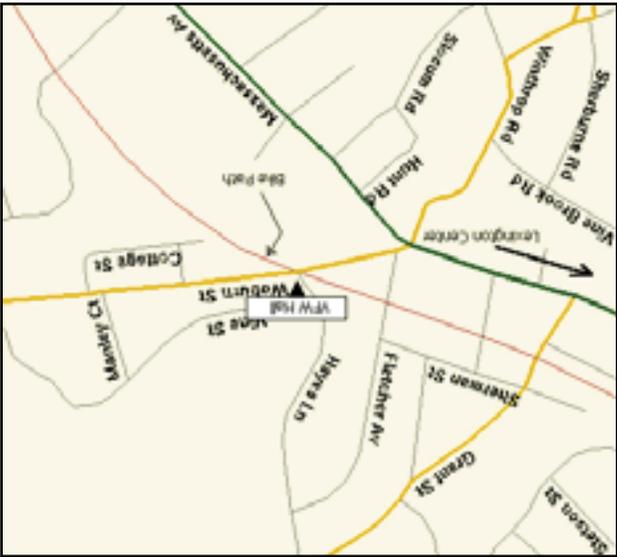


Dave Patrick has put together a great book for all levels. Whether you are new to the hobby, or wish to get into competitive aerobatics, this book will certainly provide you with some good information. Like the title says, aerobatics for everyone.

— Rob Catalano

Note: this book has been out for a few years, but is still available. You should be able to find a copy at your local hobby shop, or on the web.



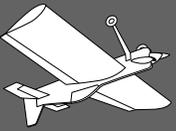


Meeting time is 7:30 PM

Monthly Meeting Location
Lexington VFW Hall
2 Hayes Lane (off Woburn Street)
Lexington, MA



www.burlington-rc.com
NEWSLETTER



The Burlington Radio Controlled Flyers



Burlington RC Flyers Newsletter
C/O Rob Catalano
33 Merrill Road
Watertown, MA 02472

FIRST CLASS MAIL