



# DCRC Club Newsletter

[www.dc-rc.org](http://www.dc-rc.org)

DCRC Club Meeting

March 16, 2007

Montgomery County Council  
building

100 Maryland Ave

Rockville, MD 7:30 PM

\* Club meeting program

Dave McQueeney

\* Club meeting raffle

Dremel Cordless Rotary  
Tool

\* Model Shop

Bring in your model.

Volume 53, Issue 3

March, 2007

Doug Harper  
Got (Had) Cabin Fever



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**Visit us on the web:**  
[www.dc-rc.org](http://www.dc-rc.org)

*Did you know that any airplane brought in to the model shop will receive 3 free raffle tickets. Bring in your models each month for your free tickets, and to share ideas.*

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COVER,  
 DOUG HARPER  
 PHOTO BY DOUG HARPER

## Presidents Corner by Andy Kane



Ice, snow, wind, freezing rain, hail, sleet, and who knows what else. Well the past month has brought the DC area lots of great winterery weather. It may be a little depressing but try to remember 2 things, November and December and some of January had above average temperatures.

The rest of January and February was brutal and not allowing us flyers the opportunity of getting out to the field. Spring is near! According to the Ground hog, Pauxtauney Phil winter should be over very soon.

So let's think about what to do with this inside time, all the normal stuff you hear about every winter. Check and cycle your batteries, look for loose or worn hinges, wires, horns, props, and anything else you might consider routine maintenance.

Now is also the time to change that spark plug, replace that switch, and don't forget to check those wheel axles, wheel collars, and landing gear.

Another good idea for winter maintenance is to replace all the fuel lines in your plane, even the ones inside the fuel tank. Keeping your plane in good shape could prevent that dead stick or even worse.

I will not be able to attend the March Club meeting, so Dave McQueeney will be at the helm. Try to bring in your models, and let's really keep the model shop a huge part of our club meetings.

David will have a great raffle prize and Dave McQueeney will also have the program for the month.

Looking towards spring, in April we will be scheduling a clean up of

the field, before the opening day, also the training schedule is on the web, as well as a bunch of other events.

I want to thank the membership again for putting their support and trust in me. I plan on working very hard this year to make our club the best that it can be and to make our field a showplace in the RC community.

I will be asking on all of the membership for help in these areas, so don't be surprised if you get that phone call from me asking you to help in your pre-registered area.

We have wonderful talent and skills in our club membership and it will only be fair to ask for your

help when needed. Some of the upcoming projects that the board has planned will require a lot of help and input from the membership, not only in brawn but in brains as well.

I will continue to steer the club in the positive direction as in the past and I have complete and utmost faith in the board to make the correct decisions for me and our club.

Till next month!

Now is also the time to change that spark plug, replace that switch, and don't forget to check those wheel axles, wheel collars, and landing gear.

## February Club Meeting Minutes

BY DOUG HARPER



The meeting was called to order by President Andy Kane at 7:44 PM. Andy called for introduction of visitors or guests. None were present.

Andy proceeded to review again the key office holders in the club so that members know who to go to for any issue. He started by introducing himself as President, Membership Sec'y, and Newsletter Editor; Dave McQueeney, Vice-president and Meeting Programs; Jim McDaniel's, County Liaison; Allan Hoffman, Field Maintenance; Mike Dooley, Field Improvement; Nir Schweizer, Sound and Safety; Mike Peizer, Flight Instruction; Scott Davies, Treasurer; Andy Finizio, Events Coordinator and Awards; Doug Harper, Recording Secretary; Tom Pfarr, Webmaster; and Eric Monnig, Field Maintenance Assistant.

Treasurer: We had three expenses over \$100.

Upcoming Events: The Board has scheduled some events for 2007. These can be found on the DCRC webpage and in the DCRC newsletter. Events planned are Opening Day, 4/22; County Appreciation Day, 6/30; DCRC Show Team at Great Meadows, 7/4; Electric Fly in CD'ed by Jay Stargel (call 410-489-5810 to help), 8/18; Bealeton Fly in, 9/7-9; Oktoberfest, 9/29. Don Manson announced that NVRC will sponsor their annual auction on 3/24 at the Vienna Community Center. Auction starts at 10AM.

Model Shop: Don Manson presented his Cermark Javelin 2 pattern plane that he modified by changing colors (new covering) and adding fixed landing gear made of carbon fiber. He hopes to encourage some pattern activity in DCRC. Kit started as an all wood ARF, Saito 72 up front. Makes a great entry level pattern plane. Don also discussed his multiplex radio that he likes very much due to its programming flexibility. Can connect any servo to any stick.

Next, Bill Garner presented his attempt at designing and building his own plane. Had to fit in the trunk of

his car and had to perform better at slow speeds than his current models. He still hasn't named it but it has some resemblance to a Stik. It is powered by an OS 25, weighs 3lbs, 12 oz, and has a wing area of 539 sq ins. Bill acknowledged Ron Bozzonetti, Al Retig, and Terry Lamb for help along the way. Will be flying as soon as warm weather returns.

Cory Golladay presented his Great Planes Ultra Sport 40. The kit sat in his dad's basement for 9 years before he started construction this winter. He was looking for a stable flyer that can grow to intro pattern flying. Powered by an OS surpass 70 for good power while being quiet. Did his first canopy tint job which turned out well. Will be covering with Monokote soon.

Andy Kane then presented his Composite ARF Flash sport jet in USAF Thunderbird colors. This is Andy's second Flash which he liked well enough to build again. Very light aircraft, 21 lbs dry, with a 65 inch one-piece wing. This helps keep things light by eliminating heavy attachment pieces. This also gives full access to interior of the aircraft. The canopy was fully detailed by Andy Finizio. The female pilot that Andy used is outstanding. There are two fuel tanks in this craft, one in the wing and one in the fuse, as well as an air trap. Andy is using the new Power switch for battery redundancy. He is also using the new Manganese Lipo 4000 mah batteries (good for 4 flights or so). He used the Artist engine that is manufactured in Mexico, rated at 120 newtons (about 25 lbs of thrust) using propane start. Andy added a gyro for landing to help keep the plane straight. He is planning to take it to Florida Jets in early March. Andy was asked to compare this aircraft to the Eurosport. The Eurosport has more wing area and a canard which helps give better control. Flash might be a bit faster in the air. Landing speed is about the same.

Jay Stargel presented his Mosquito

that weighs 2 oz. He has the new Spread Spectrum radio installed using 2 channels. Jay used a 145 mah Lipo battery for power. Jay then proceeded to fly his plane several times around the room. All were suitably impressed!

Dave Drazin discussed his role as manager of the DCRC video library. He asked club members to help him by providing feedback on what they would like to see in the library. Dave would like to establish an award for members who build and fly an original kit.

Raffle tonight consisted of a foamy Extra model and a Spread Spectrum 6-channel radio. Edwin Manson pulled the winning tickets. Ron Bozzonetti won the Extra foamy. He immediately donated the kit back to the Club. Another ticket was pulled and the foamy was won by Bill Creitz. The Spread Spectrum was won by Andy Kane who generously donated it back to the Club. So, Andy proceeded to raffle off the radio which was won by high bidder Cory Golladay.

Tonight's program was presented by

**Ron Bozzonetti won the Extra foamy. He immediately donated the kit back to the Club**

Mike Peizer on the subject of new spread spectrum radio module/receiver sets being developed by a company named Xtreme Power Systems, [www.xtremepowersystems.com](http://www.xtremepowersystems.com), that are intended to replace transmitter modules and receivers in existing Futaba, Hitec and JR radios. Mike gave a brief history of how this 2.4 GHz spread spectrum design came about including an overview of the design goals. He expects the first sets to ship in a few weeks. Price is expected to be in \$139 range for a six-channel up to \$199 for a ten-channel full-range system. Early tests look very positive. Mike proceeded to show several videos of this new radio system in action.

The meeting was adjourned at 9:45 PM.

## FLOAT FLYING AT JOE NALL

By Doug Harper

For the past several years, I have been flying float planes at Joe Nall exclusively. I do this for a couple of reasons. First, Joe Nall has become one of the biggest events on the East Coast to the point where it is hard to get the pin "up on the hill" where the main flying occurs. There are literally a thousand pilots in attendance and who knows how many airplanes. All in all, a great event but very crowded.



Second, there is a beautiful lake on the property that must cover several acres. You can pull your vehicle right up to the water's edge, unload your plane and go flying. They even have three dedicated frequencies available just for float planes. You just can't beat the ease of use compared to the main event.

Also, the twenty or so float flyers who show up are friendly and helpful to



a man. Many different float planes are in attendance from scale Beavers to ARF trainers on floats and everything in between. It doesn't matter much since everyone has a great time. You couldn't find a friendlier group of people who are always ready to help.

I have been taking my 1/3 scale Balsa USA clip-wing Cub to the Nall for a few years and really enjoy flying it on floats. As good as this plane flies on

land, it flies even better on water. It takes a bit of finesse on takeoff and landing but isn't really any harder to fly off water, just different. I also have a Cardinal with a .90 four stroke ARF on



floats that doesn't fly as well as the Cub but is still fun. Andy has included a few shots of the Cardinal with this article. The Cardinal handles quite differently from the Cub, I suspect mostly due to heavier wing loading. Still fun to fly none the less.

Many people have asked me what float flying is like and how it is different from flying on wheels. I guess I would say it's not that different really. You just have to pay attention since the water is less forgiving than land. On take off, I find that holding a heading is important and that bringing up the power gradually is key. Once the floats get up on the "step", the plane will stay glued to the water until it finally pops free. There seems to be a sort of suction at work from the water. As long as the plane doesn't yaw and one float stick more than the other, things will go well.



Landing is very straight forward as long as you keep the nose up as the plane slows. As lift melts away, the craft will just settle nicely onto the water and things will be fine. If you come

down a bit too fast, it will smack the water and skip back into the air, kind of like skipping a rock across a pond. No harm done but not very pretty. Nice and easy does it on the water. Other than that, I don't know what else to say.

I do believe a double float arrangement, such as the Cardinal uses, is better than using

the fuselage as a float with wing tip floats for leveling. I had a plane like this and it was harder to keep straight on take off. It also was very bad for throwing spray up into the prop. The double float arrangement doesn't seem to do that.

I hope you have an opportunity to try float flying some day. I know you will enjoy it. I welcome discussing this



with other club members.

My routine at Joe Nall has settled into a nice pattern. I go to the lake most of the day, fly on floats, and then head up the hill to the main flying site for the evening. I usually stay till dark, get something to eat and head for bed. I can't imagine anything any better. I hope to be there again this year, flying off the water, and having a ball!

## Schedule of Events

Also on the web

[www.dr-rc.org](http://www.dr-rc.org)

Then click Events

Local and Club events in March

- \* 16th DCRC Club Meeting
- \* 21th DCRC Board Meeting
- \* 24th NVRC Auction, Vienna, VA

# March 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1 Florida Jets	2 Jets	3 Jets
4 Jets	5	6	7	8	9	10
11	12	13	14	15	16 Club Meeting	17
18	19	20	21 Board Meeting	22	23	24 NVRC Auction
25	26	27	28	29	30	31

## Calendar of Events

### March

- 28-4 **Florida Jets**  
Lakeland, FL (C) Florida Jets. Site: Airport. Frank Tiano CD, 3607 Ventura Dr E Lakeland FL 33811 PH:863-370-1288 email: frank@franktiano.com. Visit [www.franktiano.com](http://www.franktiano.com).
- 10-11 **16th Annual Dick Cole Fly-In**  
Palmetto, FL (C-Restricted to IMAA) 16th Annual Dick Cole Memorial Fly In. Site: Club field. James Holloman CD, 3312 50th Ave E Bradenton FL 34203 PH:941-727-5670 email: jhollo6540@aol.com.
- 16 **DCRC Club Meeting** Dave McQueeney will provide the Meeting program will be: The Raffle will be: *Dremel Tool*
- 16-18 **Gathering of Giants-** Cape Coral, FL (C-Restricted to IMAA) Gathering of Giants. Site: Seahawk Park. James McCormack CD, 5362 Coral Ave Cape Coral FL 33904 PH:239-542-8350 email: jimmar-bud@aol.com.
- 21 **DCRC Board Meeting**, Dave McQueeney
- 24-25 **IMAA Big Bird Fly In- Port St Lucie**, FL (C-Restricted to IMAA) IMAA Big Bird Fly In. Site: Midway Field. Ken Bridges CD, 9639 Fairwood Court Port St Lucie FL 34986 PH:772-201-5509 email: docbridges2@aol.com.
- 31 **Warbirds Over Deland-** Deland, FL (C)

War Birds Over Deland. Site: Airport RC Field. William Meyer CD, 745 Bay Drive New Smyrna FL 32168 PH: 386-426-7853 email: momonsb@ucnsb.net.

### April

- 13-15 **Toledo Trade show**  
[www.toledoshow.com](http://www.toledoshow.com) ETOC Toledo, OH (C-Restricted to Invitational) ETOC. Site: Waite H.S. Tom Kroggel CD, 2400 S Detroit Apt 13 Maumee OH 43537 PH:419-868-5408 email: kroggel@tbbs.net.
- 20 DCRC Club Meeting Andy Finizio will provide the Meeting program will be: The Raffle will be:
- 21 **DCRC Training and spring clean up**
- 21-22 **11th Annual IMAC Spring Classic**  
Land O Lakes, FL (AA) 11th Annual Spring Classic for 411, 412, 413, 414, 415(JSO). Site: Club Field. Dave Link CD, 4931 Kempton Woods Cir Wesley Chapel FL 33544 PH:813-843-3017 email: progolf99@yahoo.com.
- 22 **DCRC Opening Day Picnic** and fun fly Eastern US Free Flight Championship
- 28-29 Ingleside, MD (AAA) Eastern U.S. Free Flight Championship Thomas Kerr CD, 7733 Airy Hill Rd Chestertown MD 21620 PH:443-780-1363
- 28 **DCRC Training**
- May  
2-6 **Top Gun**

FL 5/02/07-5/06/07 - Lakeland, FL (B) Top Gun. Site: Airport. Bill Holland CD, 42911 Crimson Lane Shawnee OK 74804 PH:863-370-1288 email: wtholand@hughes.net. Over 130 of the World's finest scale modelers compete for the coveted "Mr. Top Gun" award. Huge manufactures area, food court, bleachers. Static judging Wed-Fri. Flying Thurs-Sun. Largest Scale event on the planet! Visit [www.franktiano.com](http://www.franktiano.com). Sponsor: IMPERIAL RC

12 **DCRC Training** Mike Peizer, Germantown, MD

16-19 **Joe Nall**  
SC 5/16/07-5/19/07 - Woodruff, SC (C-Restricted to IMAA) Joe Nall. Site: Triple Tree Aerodrome. Mike Gregory CD, 28 Rocky Point Way Greenville SC 29615 PH:864-297-1201 email: mikegregory@charter.net. All spectator \$15 per day must be AMA member or guest of AMA member. Float Flyers must be on channel 22, 23, or 24. No Channel 20. See website for more info [www.joenall.com](http://www.joenall.com). Sponsor: CONFEDERATE AIR FARCE

18 **DCRC Club Meeting**/Nir Schweizer will provide the Meeting program will be: The Raffle will be:

## The C-17 Globe Master III

By Don Gray

The first picture below shows a C17 making a low pass over an airfield somewhere in the UK. Without some reference to size, it would appear to be



full scale. However, it is actually a 1/9<sup>th</sup> scale RC model. The model was built in the United Kingdom as the centerpiece of a 15 program television series produced in the U.K. for the Home and Leisure satellite TV channel. The owner, Colin Straus, said it took one year to build with the aid of three of his friends. The four builders



are shown in the last photo with Colin at the nose. The model is powered with four Jetcat P120 turbines providing a total thrust of 108 lbs. The aircraft weighs over 250 lbs fueled, and carries 12.5 liters (3.3 US gallons) of 95% kerosene and 5% turbine oil fuel. The onboard equipment includes five Futaba PCM receivers, 16 battery packs (93 cells), 20 Futaba servos, and an air compressor. The model has electro-pneumatic retracts and flaps, plus fully functional rear cargo doors. It has a wingspan of 20 feet 8 inches, and the top of the fin is 74 inches (6

feet 2 inches) above the ground. Take-off weight is 264 lbs. The rear cargo



doors open to facilitate dropping an RC jeep on a pallet, as well as two free-fall RC parachutists. The model also has smoke systems on both of the inboard turbines and a 2.4 GHz data link is used to provide real-time data,



including airspeed, turbine RPM, EGT and fuel consumption, to a laptop computer on the ground. The model was built mainly from balsa and plywood, with many glass and carbon fiber moldings to reduce weight. It is covered in fiberglass and epoxy resin. This C-17 Globe Master III is one of the largest jet models in the world today.

## FLYING IN THE SNOW!

BY DOUG HARPER

On February 21 I was getting really tired of being cooped up in the house for what seemed like forever. We have had one of the coldest winters I can remember, at least for the last few weeks. When the forecast said high 40s, my hopes were building for a nice day. When I saw the bright sun, I just had to head to the field.

I knew the field was covered with snow but the word was that the runway had been plowed. So, I jumped in the van and headed out. Of course, the gate was locked but I went on in. The road was a bit slippery but passable.

I pulled up to the gazebo and surveyed the surroundings. Sure enough, the runway was mostly plowed but everything else was snow with a glaze of ice on top. As I walked around, I found the footing sure and much better than mud.

I unpacked the Ugly Stik, started up the OS and took off. I was barely in the air when I heard an engine coming in the road. I glanced off to the left and saw the cutest little John Deere tractor coming in. He headed right for the runway so I landed.

Turns out he had come to finish his plowing job which he proceeded to do. In 15 or so minutes he had cleared the entire runway. With its dark surface, the whole runway quickly dried in the bright sun.

I then took a couple more flights and called it a day. I took a few pics of the field and the little tractor so that others in the Club could see that, if you are crazy enough, you can fly even in the dead of winter.



## The Good Stuff

BY DON GRAY REPRINT FROM JUNE 2005

The number of good-weather flying days last month was somewhat less than desirable; however, it gives many of us a chance to catch up on our shop projects and honey-do lists.

As some of you know, occasionally I



have been known to play a prank or two and this April 1<sup>st</sup> (April fool's day) was no exception. Several of us were enjoying the beautiful weather that day with a good cross section of models ranging represented in sizes from 40 % down to park fliers. I convinced those in attendance to line up on the runway with their models for a group picture. After spending several minutes having them rearrange their models for the "perfect



picture", I reach for my camera and acted as if I had left it at home. Just as

some started to move their models back to the pits in apparent discuss, I quickly displayed my camera and shouted April Fool! The resulting group picture (before they started to disband) is my first photo and includes, from left to right, Nir Schweizer, Bert Matos, Randy Smith, David Littleton, Terry Lamb, Bill Garner and Al Anderson. Thanks for being so patient guys.

As many of us who are parents know, getting our youth involved in an activity such as sports, scouts, church and clubs, including the Four-H and model airplanes, boats or cars can be very healthy and often leads to benefiting them in their personal, educational and professional lives. The AMA along with the DCRC and other clubs have always supported having youngsters join and take part in our great hobby.

The next couple of photos capture two of our youngsters doing just that. The first shows Jonathan Ford posing with his Hangar 9 T-34 Mentor. His model is powered by a Satio 72 4-stroke and he is using a Futaba 9CAF radio. Jonathan was certified last year at the age of ten and is progressing very well. In addition to flying his T-34, he also enjoys flying his dad's Funtana 90. Who knows, if he continues flying scale, he just may end up being selected to compete in Top Gun one year.

Another one of our younger club members, Joseph McDaniel, shown in the second photo practicing his IMAC maneuvers with dad, Jim, and Marvin Napier observing. Joseph's flying ability has steadily progressed over the past year and in talking with him and his dad recently, I was not surprised to learn that he has already entered two IMAC contests and has most of those initial "butterflies" out of his system. There is a lot to say for investing in a good flight simulator. Who knows, if he continues to improve his flying precision, he may become a future Chip Hyde or Jason Shulman.

The final photo this month shows one of our regular MWF members, Al

Anderson, posing with his new Hobbico TwinStar. Hobbico suggests using two .20 to .40 2 stroke engine's and Al chose equipping it with two OS 40LA's. He let me take it up for a flight. It flies very well, is quite responsive and has enough power to climb vertical almost as far as



I can see. Ben Patamawenu also has a TwinStar and is using two OS 25LA's. He says that it is very east and enjoyable to fly. Although I have never owned a twin, that unique sound of two engines competing for the same RPM is always a pleasure to my ears.



That's it for this month. Don't forget our 4<sup>th</sup> Annual County Appreciation Day on Saturday June 18<sup>th</sup>, starting at 11AM. Let's show the County how much we appreciate having our own model airpark by showing up and bringing several models; even if they are not flyable, bring them out for display. There will be food open flying before and after the mid-day demonstrations. See you there.

District of Columbia  
Radio Control Club

First Class Mail

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One of the oldest and largest RC  
clubs in the US.

[www.dc-rc.org](http://www.dc-rc.org)

March 2007

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Winter Wonderland but available for use

