



DCRC Club Newsletter

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AMA CHARTER CLUB No. 329

VOLUME 52

NUMBER 11

NOVEMBER 2006



Aerial photo taken by Jim Cokinos from his RC helicopter at the Oktoberfest.

DCRC Club Meeting
100 Maryland Avenue
Rockville, MD
November 17, 2006
7:30 PM
Program

Andy Finizio
received the
coveted
Al Montska Award
for outstanding
service, presented
by Charter Member
Charlie Calvert



PRESIDENT: Andy Kane

V.P.: Dave McQueeney
 County Liaison: Jim McDaniel

BOARD OF DIRECTORS

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 Dave McQueeney
 Mike Peizer 301-589-8299
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Dave McQueeney

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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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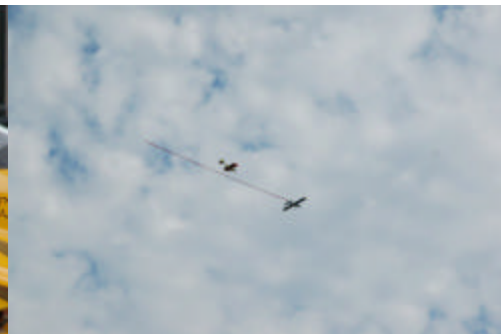
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COVER, OKTOBERFEST AERIAL PHOTO
 BY JIM COKINOS

**Oktoberfest 2006, Fun food and Fun,
 and a little rain**



Maynard Hill Taking a closer look at Andy Finizio's Jet



One of the fun fly events, Ribbon Cut.



Kookie Kane getting lunch ready



Jim McDaniel, makes the final announcement for Eats.



David Fepelsetin and Rod Jaeger with their Brand new P-47's, ZDZ100 inline twin power plants sound really cool.



Walt Gallagher first in the food line.



Some War Bird flying demos at the Oktoberfest was well appreciated



Andy Finizio ready's his stick for the fun fly

Board Meeting Minutes

BY MIKE PEIZER



The meeting, held at the home of Walt Gallagher, was called to order by president Walt Gallagher at 7:32 PM. In attendance were Doug Harper, Walt Gallagher, Allan Hoffman, Jim McDaniel, Andy Finizio, Scott Davies, Dave McQueeney, Andy Kane, Nir Schweizer, Tom Pfarr and Michael Peizer.

Walt started the meeting by opening the floor for nominations for president and vice president. Andy Finizio nominated Andy Kane for president and Dave McQueeney for vice president. Nir Schweizer seconded the nominations. The vote was passed.

Andy Kane's first action as the new president of DCRC was to thank Walt for his excellent service to the club for the past three years. The rest of the Board concurred.

Next, Andy Kane called for nominations for the office of treasurer. Dave McQueeney nominated Scott Davies. Andy Finizio seconded the nomination. The vote passed. Andy Kane nominated Doug Harper to fill the position of recording secretary. Andy Finizio seconded the nomination. The vote carried.

Jim McDaniel nominated Andy Kane for membership secretary. Scott Davies seconded. The Board voted to retain Andy as membership secretary. Andy will continue to publish the newsletter, as well.

Andy Kane went over the committee assignments. There were a few changes.

Allan Hoffman will be taking over Field maintenance with the help of Eric Monnig.

Mike Dooley will be taking over the field improvement committee with help from Jim McDaniel and Allan Hoffman.

Jim McDaniel retains the county liaison and public relations duties.

Nir Schweizer stays at sound and safety.

Andy Finizio retains events and picks up responsibility for awards.

Tom Pfarr has agreed to take over the web master responsibilities.

Lastly, Andy asked Dave McQueeney to step in and take over the technical duties for the club that fell to Kevin Jackson.

Old Business: Allan Hoffman asked about the DCRC email addresses for Board members. The ensuing discussion revealed that we would have to pay extra for email for the Board members and it was agreed that it was probably not worth the money.

Next on the agenda was review and acceptance of the proposed budget. Copies of the proposed budget were passed out to the Board members, and Scott Davies ran through it line by line. Scott moved that the budget be accepted as presented. Andy Finizio seconded the motion. The motion passed.

Tom Pfarr said he needs information from Kevin Jackson about the web site so he can administer it properly, but he is having a bit of trouble reaching him. Kevin is probably still busy settling in to his new surroundings and Tom is confident the issue will be resolved soon.

Allan Hoffman noted we are very low on the medallions used for awards. He has the molds and would like to have 100 more medallions made before we run out entirely. He will get some prices and report to the Board.

New Business: Terry Lamb was proposed as a pilot certifier in a letter from Ron Bozzonetti. After some discussion Andy Kane moved that Terry Lamb, Dave McQueeney and Nir Schweizer be added to the list of pilot certifiers. Once again, Andy Finizio seconded the motion. The motion carried.

Andy Kane quickly ran through the meeting assignment schedule for the year. He proposed that the November board meeting be passed up since there is no reason to meet

again so soon. Dave McQueeney will have the March meeting.

Andy Kane asked Scott Davies and Dave McQueeney to complete the audit of the books in time for the January Board meeting.

Jim McDaniel said the renewal for the meeting room rental is coming due and he will handle it. He has renewed the BOD liability insurance and it now follows our fiscal year from November 1 to October 31.

Andy Finizio reported that Oktober-Fest cost the club \$874.24.

Scott Davies moved money into the club certificate of deposit in order to fulfill the requirement that 15 percent of the membership dues be deposited.

Allan wants to look at the lifetime membership award and think about setting up parameters to bestow the award on more members. Maybe change the non-voting rule. Allan would like some feedback from the Board members as to how to handle the issue. Any thoughts can be emailed to Allan before the next Board meeting in January. It would mean a change in the by-laws. Andy Kane recommended that the bylaws be looked at with the idea that there might be a few things that need to be updated and he doesn't want the Board to get into the habit of changing the by-laws too often or for relatively small things.

Andy closed the meeting by stating some of his long-term goals. He would like to see the taxiways installed at either end of the runway. Improve the grass in the pit area is high on his list as well. Improving the transmitter impound would be next on the list.

Lastly, Andy ran through what he would like to see the chairman of each committee accomplish this next year.

The meeting was adjourned at 9:41pm.

THE GOOD STUFF

By Don Gray



Oktoberfest was the last event for this year. The weather started out looking pretty iffy but apparently turned out fine for a good portion of the day. Unfortunately for me I was unable to attend. This is the first time in several years I have missed this fun event. NVRC held their annual aerobatic/pattern event the same weekend and I was also unable to attend. However at least two DCRC members, Don Manson and his son Edwin, entered and said they had a good time. According to Don, meet was well attended despite the gusty wind conditions. I'm hopeful of attending next year with a new model.

Edwin and Don are one of several father-son members in the club and the number



appears to be growing. I think this represents a very good sign, for the Club and for modeling in general. For years the AMA and clubs have been trying to come up with ways of getting more of our youth involved in model aviation, whether it be RC, Free Flight, or Control Line. I think perhaps one solution is having one or both of the parents getting actively involved. It seems to be working well for those in our club and perhaps others as well. The first photo shows Edwin preparing his Satio100-powered Epsilon for a flight at last years NVRC pattern



event.

Niccolo vonGrebmer, a relatively new member, is another example of a young modeler with parent participation and support. Niccolo joined the club this summer and was certified in 2 ½ months. Niccolo is 15 years old and is in 9th grade. He has been flying a Hangar 9 Twist 3D 40, powered by an OS 46FX and controlled by a JR 9303 radio. I was able to pull him away from flying long enough to have him pose with both his mom and dad. The family moved to the US from Switzerland around eight years ago. I'm sure we will be seeing a lot more of Niccolo this spring, especially if he turns sixteen and gets the car once and a while. As some of you know, I have been flying a Kaos 40 for several years. I took it out of



commission some time back because of an engine-bearing problem. It has been a fun plane to fly. Another member who also loves flying Kaos' is James Sizemore. The Kaos 60 his is holding in the picture was custom built by a modeler who apparently builds a few and then sells them at venues such as the Lebanon, PA swap meet. The model is powered by an OS 61 FS. Rounding out the equipment is a JR 9303 with analog servos. James has taught several club members to fly over the past few years. I always enjoy watching him fly. Frantz Tanis is one of those pilots who seldom moves his throttle down from full power unless while taxiing or landing. He likes to fly in the fast lane. A few years back it was always entertaining to watch Frantz Walt Rubino chase after each other's models as if they were competing in a pylon event. Frantz had not been flying much until recently and it is good to see him back. Here he is posing with his Sig Somethin' Extra 40. It also flies quite fast with an OS 46FX in the nose. He is using a

Futaba T6XA system. He says the model flies great. This may be the last airplane we see Frantz with because he started flying helicopters a few months back and almost from the first couple of flights mastered hovering and soon advanced to forward flight. I have been trying to get comfortable with forward flight for the past year or so and don't know if I will ever be able to perfect it. But using G3 has certainly saved me money and time in repairs.

Once again, I still have a crashed Tower 40 Trainer someone put in the trees some time back. If it is yours or you know someone who lost it, drop be a line de-gray@verizon or give me a call at 301 330 0921 (before 9 PM).

Hopefully the temperatures will still get above the low 60's to allow for a few more flying days before winter officially arrives next month.

Hint: If you have been getting up and going to bed too early the last few weeks, try setting you clocks back an hour. It worked for me.

That wraps it up for this month. Wishing all of you a safe and enjoyable Thanksgiving holiday.

For Sale

Great Planes 27% Patty Wagstaff Extra ARF kit that is near completely built- just requires the installation of the gas or glow engine of your choice. Recommended is 40/50cc. Hitec 5645 digital servos installed on all control surfaces; also included are 2 Fuchs three blade carbon-fiber propellers + custom cut Dave Brown aluminum spinner and JR955S receiver. Extra cowling, canopy and many other spare parts and accessories included for free, including Wingtote wing bag.

Perfect quick build winter project to be ready for

2007 season! Asking price is \$900. Contact Colin

Diemer: 703-930-5942 or email: INFO@COLINDIEMER.COM

Club Meeting Minutes

BY MIKE PEIZER



The meeting was called to order by president Walt Gallagher at 7:36PM.

Walt reminded those present that tonight is the annual meeting where we elect new board members.

Congratulations to Andy Kane and all those who helped out with Oktoberfest. It turned out to be a good event. The morning rain let up and there was good flying for a major part of the afternoon.

Ed Leibolt has been helping out the GWU School of Engineering UAV project. The GWU School of Engineering has a grant to develop software for a UAV. The students need a reliable R/C platform with which to test the software. It turned out that the aircraft the students designed was a bit flimsy. During a taxi test it unintentionally became airborne and stalled, damaging the wing. The airframe needs some redesign before any serious flight can be attempted. David Drazin and Al Anderson added some details of the UAV testing at the field.

David Drazin announced to the members that at the last meeting he accepted responsibility for the DCRC video library. He will be at the club meetings often as he can. If you have any videos checked out, please try to remember to bring them back next meeting.

David Fepelstein will be taking over responsibility for the raffle from Andy Kane. David's first official act as the new raffle maven was to announce the prize for tonight.

Roy Day will be presenting the program tonight, which is about his experience flying with a bush pilot in Alaska. He also has a video of bush pilots in the interior of Alaska.

The Board appointed David McQueeney to serve out the term of Kevin Jackson, who has moved to Orlando due to a job offer he couldn't refuse. Dave has been flying since about the age of eleven. He believes DCRC is the best-organized, most friendly club he has ever experienced and when he heard that Kevin was leaving he volunteered to serve if the Board would have him.

Walt announced that Tom Pfarr is the new DCRC web master.

Membership & Newsletter: Andy Kane voiced his hope that some new contributors would come forth and contribute to the newsletter.

Treasurer: Walt gave the treasurer's report for Scott Davies, who was unable to attend. There were five expenses over \$100.00 last month.

Sound & Safety: Nir Schweizer said, from a perspective of sound, things are in good shape. There have been some reports of

interference on specific frequencies. The problem is being investigated, but there is nothing to report yet. If you have an interference problem please email Nir so he can continue to gather information.

The suspicion is that it might be a new medical paging system in the area, but it's too early to come to any conclusions. The one thing we do know is that interference is happening more and more. It would be a good idea to turn on your receiver before you start the engine to check for interference and do a range check before you fly. Consider the use of a fail-safe device that brings the throttle to idle in the event of interference. It's inexpensive insurance.

Events: Andy Finizio reported the next event is the Christmas party

Flight Instruction: Michael Peizer reported that there are two flight-training sessions left in the current season, and that five or six students have certified so far.

New Business: Andy Kane passed out the new club rosters for 2006-2007.

Andy also mentioned that the AMA has a new program where if you sign up for a membership you can receive a new JR or Airtronics buddy box for the cost of shipping.

Spectrum has come out with a new seven-channel radio using the new 2.4 GHz spread spectrum technology for full range control of a model airplane. This radio is not just for park flyers! Andy remarked that this might be the beginning of the demise of the frequency board.

Don Gray noticed in the newsletter that the Board would be approving the new budget and he wondered if it was possible to get a copy of the proposed budget before that happened. Walt said that the proposed budget could easily be emailed to Don.

Next, Charlie Calvert moved that the three candidates for the Board, who were nominated at last month's meeting, be approved by acclamation since they were running unopposed. Ron Bozzonetti seconded the motion. Allan Hoffman, Andy Kane and Jim McDaniel were approved by acclamation.

Allan Hoffman took a moment to commend Walt Gallagher for his fine service to DCRC and it's members during the last three years. Walt said it has been a pleasure and he would be pleased to possibly serve as president again sometime in the future.

Raffle: The raffle prize, a Dremel, Lithium-Ion, cordless high-speed rotary tool was won by Maynard Hill.

Model Shop: Walt Gallagher showed a Stanley organizer that could be used as a field box. It has 49 compartments and costs about \$20.00. He picked it up at Home Depot.

Nir Schweizer has a company called Angelwings.com, which manufactures wing

bags and prop protectors. He showed some wing bags they make. They are custom made from high quality polyester with high-density polyurethane foam that doesn't snag the servo arms like other wing bags do. They can do almost any color you might want, but Nir recommends staying away from white or yellow because they show up dirt very easily. Turn around time is about two weeks for a set of custom wing bags, and the price is very reasonable.

Andy Kane showed Composite ARF's newest release a 35% scale model of Patty Wagstaff's Extra. The firewall has been moved back so the plane will accept any engine. The plane is about 2 lbs lighter than it's predecessor. It has a 102-inch wingspan and weighs 22 pounds ready to fly, with the new ZDZ 80. It will accommodate a two-cylinder 100 cc engine. The construction and quality is first rate. The plane will sell for \$1590.00 with spinner, gear, cuffs, etc.

Jim McDaniel showed a charger system in a case, consisting of four FMA Super Nova chargers, a Rigrunner power panel and a large 12V 26AH gel cell battery. Now he can charge anything, anytime, anywhere!

Program: Roy Day said Alaska has more airplanes per capita than any place in the country, but they don't have many airports. Long distances, lots of wilderness and few developed airports have lead to the rise of the bush pilot.

A bush pilot's two most important tools are a tide table and a watch. Roy had a chance to fly with a bush pilot and land in a very interesting place. They flew in a Cessna 206 to a fishing camp at Cook Inlet and the pilot timed the flight so they could land on the beach at low tide!

Bush pilots who fly in the interior employ even more unorthodox flying techniques. They use riverbanks as runways. Roy showed a video of bush pilots in Alaska, landing and taking off from some of the most unbelievable spots. If someone were to describe what these guys do, you would think it was impossible, but there they are on the screen doing it over and over again. It's a unique skill set, to say the least.

The meeting was adjourned at 9:40PM.

Oktoberfest Fun-fly Results

BY SCOTT DAVIES

As many of you have heard we had our annual 'fun fly' during the Oktoberfest event this year. The following pi-

lots participated. Additionally, here are the results: stayed in the air the longest would be the winner of this event.

For event 6, all planes would fly up to equivalent altitude and circle until the signal was given. Once the signal was given all the planes would dive toward

Pilots	Event1	Event2	Event 3	Event 4	Event 5	Event 6
Frank Neher	1 wheel in	Scratch	scratch	scratch	scratch	scratch
David McQueeney	<u>Successful</u>	Wing over vs loop	50 sec's / in circle	<u>5</u>	3:44	3
Andy Kane	<u>Successful</u>	<u>Successful</u>	47 sec's / out of circle	3	1:18	4
Jim McDaniel	<u>Successful</u>	Only 2 loops completed	<u>46 sec's / in</u>	3	2:13	<u>1</u>
Jay Stargel	Failed	Out of circle	36 sec's / wing in circle	4	3:41	5
Joseph McDaniel	<u>Successful</u>	<u>Successful</u>	50 sec's / in	4	<u>4:02</u>	scratch
Allan Hoffman	<u>Successful</u>	2 loops and out of circle	<u>44 sec's / in</u>	4	3:04	6
Andy Finizio	Failed	2 loops and out of circle	40 sec's / out	1	scratch	2
Mark Dusenberry	Failed	0 loops and out of circle	42 sec's in	scratch	scratch	scratch
Doug Harper	Failed	1 loop and out of circle	47 sec's / in	Plane damage	scratch	scratch

lots participated. Additionally, here are the results:

After a practice run for all contestants, the evaluated events began.

The first event involved a climb for 30 seconds. Once 30 seconds of climb was completed, the engine was to be shut off and the plane was to be flown back and landed in a 20 foot circle on the runway.

The second event involved more difficulty. This event involved a timed climb of 30 seconds. Next the engine would be shut off and while descending, the pilot would attempt to complete 3 loops, 5 axial rolls and land in the sane circle.

Event 3 was a timed event. The intent is to climb for 30 seconds, cut the engine and try and touch down, in the circle, after exactly 45 total seconds had passed.

Event 4 was also timed. The objective was to complete as many touch and go maneuvers as possible in 1 minute.

For event 5, the focus was to see which pilot could keep the plane in the air, floating with no engine, for the longest period of time. The way this event worked was that all the pilot's would fly up to an equivalent altitude and wait for the signal. Once the signal was given, everyone would shut off their engine and float, 'dead stick' if you will, to the ground. The pilot that

the ground in order to be the first to land. The last pilot to land would be eliminated. Then all of the remaining pilots would repeat the event. This was repeated until there was only one winning pilot left. The last one left would be considered the winner (signified by a "1" in the table).

The winners of each event have their results highlighted and underlined. All events were weighted based on the number of winners for a given event. Also, each place in an event was given 'win' credit. Based on the results in the table above, and the weighting, as described, the following pilots placed as follows:

Joseph McDaniel came in 1st place

Jim McDaniel came in second place and

Allan Hoffman, Andy Kane and David McQueeney each tied for 3rd place.

Of course, kudos to the flying skills of all the participants, but especially the winners. A good time was had by all <including the spectators>. As an added benefit, we had the good fortune this year to have minimal damage to the planes as compared to past years.

Thanks to all of the pilots that braved this nerve racking competition. A special thanks to Andy Finizio as the event coordinator and to be creative <crazy> enough to think these events up and call them 'fun'.

Calendar of Events

November

- 11 DCRC Training, Germantown, MD
- 17 DCRC Club Meeting
- 18 Managed DEER Hunt, Please keep the gate closed. Field is open, No retrieval of downed planes allowed without escort.

December

- 2 Managed DEER Hunt, Please keep the gate closed. Field is open, No retrieval of downed planes allowed without escort.
- 15 DCRC Club Meeting

January 2007

- 5 Managed DEER Hunt, Please keep the gate closed. Field is open, No retrieval of downed planes allowed without escort.
- 19 DCRC Club Meeting

February

- 16 DCRC Club Meeting

March

- 16 DCRC Club Meeting

April

- 20 DCRC Club Meeting

May

- 18 DCRC Club Meeting

June

- 15 DCRC Club Meeting

George Washington University UAV Testing at Walt Good Field

BY ED LEIBOLT

David Chicka, Assistant Professor for the Mechanical and Aerospace Engineering Department at George Washington University contacted DC-RC via e-mail about the possibility of testing their UAV at Walt Good Field with the help of club members. Walt Gallagher brought it up at a club meeting and I decided to bite. I contacted David at his lab and he informed me that there was an undergraduate, Kemp Kernstine, who had built their UAV the previous school year. They wanted help in testing the plane and getting pointers/advice from some model aviators. They ultimately wanted to put a 15# payload in the plane. David Drazin also got in on the act. He visited their lab. He email me back with the word WOW! That thing is big!

We set up a time to go to the field. They had some eager students that wanted to learn to fly and they had a trainer that needed checked out. My first thought was to look over the UAV, give the students some air time on the trainer and maybe start the UAV engine.

One thing led to an other, led to an other ,led to an other, and finally the UAV was together and ready for a en-



gine start.

We got the engine started and we then attempted to get it rolling. The plane only had a O.S. 1.60 FX engine but had a 15' wing span. The thing weighed about 50 pounds. Believe it or not, it got up to a good clip going down the run-way. We tried 2 more taxi tests. On the last test, the plane got up to a speed that the wings were lifting. Prior to this, I had the elevator full over. The last thing I wanted was to have this thing leave the ground. I did leave off the elevator about 2 clicks on the last taxi and she was airborne(for about 3 seconds).

The plane was very tail heavy. The plane nosed up and the stalled, one foot up and one foot forward. It hit the run-way and pan-caked. I believe everyone was surprised, but not nearly as sur-



prised as I was!

Needless to say, they have issues. I did get a chance to check out their trainer and both students got a chance to fly on the trainer with a buddy box.

What is next? I gave them many pointers as well as the other club members who were at the field that day. The plane will require a major re-design. I learned the lesson that any plane that rolls down the run-way has the potential to take off. Hence, the UAV will require all the issues to be resolved prior to the next test at the field. In the meantime, the students may come out to get some more flight instruction. They have two



Rascal 110 planes that also need to be checked out.

Andy Kane
305 Natick Court
SILVER SPRING MD 20905-5875

FIRST CLASS MAIL



SEND TO:

**November
2006**

Allan Hoffman and his new Zero



Al Anderson finishing up some leftovers

