



DCRC Club Newsletter

Tucson Aerobatic Shootout

Volume 53, Issue 11

November, 2007

DCRC Club Meeting
November 16, 2007
Montgomery County Council building
100 Maryland Ave
Rockville, MD 7:30 PM
Meeting program
By Ira Glikman
Safety and Convenience
Tips for the field.

Bernd Beschorner, from Germany (Center) Not the top winner (7thplace) but defiantly the coolest and quietest plane, Plettenberg Electric Powered Aircraft



Bernd's Battery Setup



Some of the 90,000 in prizes



Dave Johnson/Desert Aircraft



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Visit us on the web: 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 PHOTOS FROM THE TUCSON AEROBATIC SHOOTOUT BY ANDY KANE

TRIP TO READING AIR MUSEUM

By Doug Harper

I had the pleasure recently of accompanying a friend, Wayne Goeller, to the Reading Air Museum, known as the Mid-Atlantic Air Museum or MAAM for short. MAAM is located on the Reading, PA, airport site and is a nice drive up thru Lancaster and the Amish Country. It takes a little less than 3 hours to get there.



Wayne was given a ride in a WWII vintage Texan (SNJ-4B to be exact) for his birthday by his family and asked me to ride along for the occasion. It was a beautiful, crisp fall day and just perfect for a ride. MAAM holds what they call "History Flight Weekends" about once a month during the summer. They give rides in either the SNJ or a beautiful Navy Stearman. These planes are restored to pristine condition and very well maintained.

Wayne was scheduled to fly at 2PM so we decided to go early and spend time at the small but very interesting museum at MAAM. We arrived around 10AM and found that the first customer of the day had cancelled so Wayne immediately took the slot. This meant that we were able to spend some time with pilot Jim

Tusateri as he checked out the Texan and prepped it for flight. The prep included walking the prop thru several times to clear the cylinders and also the walkaround. While he did this, Jim told us a bit about the plane which was built in 1943. Words can't describe the perfect condition of this aircraft.

Jim treats the Texan with kid gloves and spent considerable time getting her ready. As he fired up the big radial, he let it run for about 10 minutes to ensure everything was warmed up and checked out. The sound of a radial always gives goose bumps. I think the SNJ is rated at something around 600HP. I was a little jealous as I watched Wayne and Jim taxi out, take off, and disappear over the horizon (I had my Texan ride about 12 years ago, also as a birthday gift from my wife). After about 20 minutes, they reappeared and came in for a "greaser" landing. All in all a great flight.

If you are interested in this very affordable ride or in a Stearman ride, go to <http://www.maam.org/rides.html> for more information.

Next, Wayne and I spent some time walking thru the museum hangar as well as around the planes parked on the apron outside. They have a nice collection of aircraft and one very interesting restoration project. Their collection includes a to-die-for B-25, a



very large TBM Avenger, a very interesting biplane called a N3N-3 (which looks much like a Stearman but was built by the Naval Aircraft Factory) and many other notable civilian and military aircraft. The restoration pro-

(Continued on page 7)

October Club Meeting Minutes

BY DOUG HARPER

The meeting was called to order at 7:42PM by President Andy Kane. Andy asked for the introduction of guests or new members. None were present.

Old Business: Terry Lamb and Kirk Whiteman from Hobby City will make their presentation next month. Dave Drazian has added new material to the DCRC library and discussed it with the membership. Dave encouraged members to take advantage of the library. Dave has three airplanes that were crashed in the woods adjoining the field. If the owners can describe any of these aircraft to Dave, he would like to give them back.

Field Report: Jim McDaniel made a short slide presentation showing the recent improvements to our facility. Two new "parking pits" have been added by County Park and Planning which will provide two approximately 20'X120' paved areas for aircraft parking. One connects to the pit area on the north end of the field and the other connects between the gazebo and runway on the south end. Jim emphasized that these paved areas are not for taxiing, only for parking and pitting. We are grateful to Park and Planning for their support in providing these major improvements to our flying facility. Many people in Park and Planning were involved but special thanks are extended to Jim McMahan, Paul Scott, and Jerry Barwick.

Andy gave a special word of thanks to Jim McDaniel for his hard work in getting this accomplished which elicited a round of applause from the audience.

Don Gray has a couple of 2008 Allied Catalogs for anyone who wants one. Don complimented Andy on the revised meeting format but still feels that we need to have a treasurer's report.

Andy indicated that we had four

members running for the four open seats on the Board.

Therefore, we can accept them by acclamation. Nir Schweizer, Dave McQueeney, Mike Dooley, and Mike Peizer are the new members of the Board.

Model Shop: Andy showed a new charger he recently purchased that he uses to charge up to five LiPo batteries at one time. This unit is made by Fromeco and called the Ion3.

Ed Leibolt presented his Top Flite Staggerwing ARF. This very nice model comes fully equipped with all the accessories. He built it with fixed gear but retracts are an option. He has an OS 1.6ci engine installed powering a 16X10 prop.

Jay Stargel presented his Thunderbird from Hobby Lobby powered by an electric ducted fan motor. Weighs about 20 ounces with battery. Jay was hoping for a bit more performance but it flies well. He felt it could have more vertical performance. Jay is using 1800 mah batteries.

Francis Person showed his Clancy Aviation Turbo Bee electric ducted fan using a Mega 16-154 brushless motor, a Castle Creations Phoenix 25 speed controller, and an FMA Direct Revolution 21003S LiPo battery. Wing span is 40" and wing loading is 7.8 oz/sqft. Prop is a Master Airscrew 8X5 E cut down to 4.1". Runs 18,000 RPM at 23 amps and has great vertical performance, better than Francis hoped for, and flies for at least 10 minutes on a charge.

David Harris purchased a kit for an SE5 made by Top Flite that was missing the plans. He would be grateful to anyone who has said plans.

Raffle: Tonight's raffle is for a 16 inch Craftsman scroll saw. The winning ticket was pulled by the esteemed Maynard Hill. The winner of



the saw was won by Ira Glikman who graciously accepted his prize.

Program: Tonight's program, presented by Andy Kane, is on the topic of setting up the servos in a large aerobatic airplane. For his demonstration, Andy selected a 40% Comp Arf YAK. Andy uses various tools to set up a plane. First is an ammeter that he uses to measure the current draw of the servos attached to a surface. Next is a Matchmaker that he uses to control movement of the surface he is measuring. He showed how he uses the ammeter to ensure that his linkages and servos are drawing the right amount of current and not fighting each other. As he moves the surface, he looks at the current draw. He also uses a Matchbox which is a device that provides individual control of multiple servos on a control surface, for example two servos on an aileron. He uses the Matchbox to get the lowest current draw between the two servos. The Matchbox can control up to four servos and will adjust centering and end points on all four as well as provide a separate battery input. He also uses this approach to do multiple servos on other surfaces like the rudder and elevator.

He does all this before he connects the servos to the receiver. After he installs the receiver and everything checks out, he then rechecks all the servos to make sure there is no excessive current draw.

Next, Andy talked about how he prepares a new plane for its first flight. Before the first flight he checks the CG, engine thrust, control surface deflection using a pitch gauge, and finally mixing of surfaces to get correct flight. Andy pays particular attention to having equal throw in each direction of aileron, rudder and elevator.

On its first flight, he rolls the plane on its back to check whether it dives or climbs, indicating either nose or tail heaviness. Andy likes to have a bit of nose heaviness which makes the plane do very stable maneuvers. He always tries to move parts inside the

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plane rather than add weight for CG adjustment. Next he checks the dynamic balance of the wing. He does this by making a dive followed by a hard pullup. If the plane's wing dips right or left, he knows there is a need for wing balancing. He uses stick-on weights until he gets the problem corrected at which time he puts weights inside the wing.

Andy checks the thrust by quickly reducing power while he is flying in a given attitude. This will indicate a need for thrust adjustment, either up or down or right or left. He uses washers behind the engine mount to make adjustments.

Next he looks at mixing of surfaces. First he looks at differential throw on the aileron to compensate for a difference in up versus down effectiveness of the aileron. With a top-hinged aileron, he needs slightly more down than up to compensate. He checks this by doing a half roll on a 45 degree up line and looking for any yaw as the plane rolls.

Finally, he does mixing to compensate for pitch caused by the rudder. He compensates this by mixing in up elevator and sometimes aileron mixing to compensate for rudder pitch.

Andy quickly commented on the batteries and Powerbox he uses in his large airplanes. This approach provides great power and redundancy of the batteries. It also helps filter out electrical noise.

The meeting was adjourned at 9:27PM.

DCRC Board Meeting 10/24/07

The meeting, held at the home of President Andy Kane, was called to order by Andy at 7:10PM. In attendance were Allan Hoffman, Tom Pfarr, Mike Peizer, Dave McQueeney, Mike Dooley, Jim McDaniel, Doug Harper, Scott Davies and Andy Finizio.

The first order of business was the nomination of officers for the coming year. Allan Hoffman moved that all existing Board members and officers

keep their current job. This was passed unanimously. Andy clarified that all committee chairpersons will keep their current jobs and meeting dates for Board meetings.

Next Andy proposed that the Board consider the final 2008 operating budget as presented by Scott. After discussion of expected income based on the number of forecast members, Scott motioned that the budget be approved as proposed. The approval was unanimous.

Andy asked Dave McQueeney to audit the books for last year and report at the February Board meeting.

Andy proposed a new approach to hosting the meeting programs for next year. His aim is to engage more club members in this process and perhaps get a broader selection of topics. Andy proposed to get this idea started by picking the first six or so club members who will be assigned meeting dates. Integral to this approach is determining as many subjects and members ahead of time so the topics can be published in the newsletter. Vice-president Dave McQueeney will oversee this process as part of his duties.

Allan Hoffman reported that he plans to paint the inside of the impound and look at putting a harder surface in front of the impound and shed. These activities are planned for next spring.

Tom Pfarr indicated that our web hosting company may start charging in the future for their services. If they do that, it could amount to between \$10 and \$15 per month. Tom feels he can find this service for less and will investigate whether our status as a non-profit organization might even allow us to get this service for very little. The Board asked Tom to determine the best approach and do what he thinks is best. Andy moved that we buy the software (Dreamweaver) that Tom needs to upgrade our site. This software would be owned by the club and used by Tom to do our site. Motion passed unanimously.

Mike Peizer has been working on both a student manual and updating of the

instructor's manual. He is looking at similar manuals from other clubs to help him. His goal is to have these manuals ready for next year's training season. Mike had roughly 10 to 14 students per session this year and could certify as many as six students. Students get at least two and sometimes three flights per session. He will try to add more instructors next year.

Dave McQueeney will administer the meeting programs for next year. Dave has been working with AMA to determine if we have potential frequency conflicts from nearby sources. At the moment, this problem seems to be minimal.

Mike Dooley reported that the recent updates to the parking ramps have been accomplished. These areas need to be marked so people understand how they are to be used. Mike will form a work group to determine and apply markings to these areas in the next 30 days.

Scott reported that members can obtain financial and operating budget information by contacting him. He will provide this information to any valid member of DCRC when requested to do so.

Jim McDaniel reiterated that the meeting room has been reserved for the coming year. Jim announced that Charlie Kulp (The Flying Farmer at the Bealeton Flying Circus) is retiring this coming Sunday at 7PM. Bill Teague approached Jim at Bealeton and suggested DCRC investigate the procedure for becoming a Leader Club. The process of becoming a Leader Club involves providing information on fourteen areas, most of which DCRC already does. Dave McQueeney volunteered to look into this and make this application to AMA for DCRC to become a leader club. DCRC has been invited back to Great Meadow for the July 4, 2008 show. Great Meadow hopes to expand DCRC's role in this program next year.

Andy Finizio has been approached by the helicopter flyers asking if DCRC would provide them chairs and a 3X3X5 Rubbermaid container for storage of their supplies at the field. The Board approved this request.

Andy adjourned the meeting at 9:04PM.

Schedule of Events

Also on the web
www.dc-rc.org
 Then click Events

- 1-4 Florida International Jets
- 3 Frenzy at Free state
- 10 Managed deer Hunt
- 16 DCRC Club Meeting
 Program Ira Glikman
 Tips and Tricks at the field

November 2007

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

Calendar of Events

November 2007

- 1-4 14th Florida Int'l Jet Rally
FL
- 3 Frenzy at Free state
MD
- 10 Managed Deer Hunt field closed to the public but open for flying.
- 16 DCRC Club Meeting The Meeting program will be: The Raffle will be:

December 2007

- 1 Managed Deer Hunt, Field closed to the public but open for flying.

January 2008

- 5 Managed Deer Hunt, Field closed to the public but open for flying

February 2008

- 9 19th Annual R/C Flea Market, Westminster Aero Modelers Jim Hodges 410-596-3052

Lost Plane

A couple weeks ago (I believe 8/25), I was at Saturday morning flight training and I lost my plane in the trees to the Southeast. We hunted around and could not find it.

It is a blue, corrugated cardboard Air-madillo, with a Futaba radio and Evolution engine. Can you please place a notice in the newsletter? I would appreciate it. Thank you!

Jeremy Burke
 LMBPS
 ITS Operations
 301-519-5365

Thrilling, Challenging and Rewarding

By Don Gray

When I first got into RC over 40 years ago, getting a model to fly and being able to keep it flying, until the fuel ran out, was thrilling, challenging and rewarding. My first model had only rudder and elevator. It was powered by a Cox TD .020 engine and had no throttle. Therefore, every successful flight ended with a dead-stick landing; and every unsuccessful one didn't. As time advanced, the Galloping Ghost radio system I learned to fly with took a back seat when I purchased my first digital radio system in the mid sixties. Then flying somewhat larger models with rudder, elevator AND throttle was once again thrilling, challenging and rewarding; and dead sticks landings were no longer a necessary part of a successful flight. I learned to do some of the basic aerobatic maneuvers: loops, barrel rolls, stalls and sometimes spins, if the plane wasn't too stable and my timing was correct. Then when I moved up to a 60-size low-wing "sport pattern" model with ailerons, flying once again became more thrilling, challenging and rewarding.

In 1971, the FAI World Aerobatic Championships were hosted by the US in Doylestown, PA. I volunteered to be one of the score runners. Standing just behind the judges, I was able to observe the top RC pilots in the world from a few feet away. These highly competent and precision pilots that I had previously read about in magazines had now become my heroes.

That single experience opened my eyes as to how gracefully and seemingly without effort a RC model can be flown in the hands of an experienced pilot. I left that event with a desire to one day learn to fly well enough to compete in a sanctioned pattern contest. This desire became a dream that was suppressed for many years for a number of reasons. Some years after retirement, once again this desire began to move up in my priorities but

was still not yet near the top.

A couple of years ago, I decided that if I didn't go for it soon, my eyes and reflexes might make the dream an unreality. So with my .40-size Kaos, I began practicing a few of the maneuvers required for the Sportsman (entry level) F3A event. I soon realized that without having a well trimmed model, even with today's super radios and extensive mixing features, performing precision maneuvers would be very difficult if not impossible, especially for a novice. After some assistance from Ray Morton, an established FAI pilot and former DCRC member, I was able to get the KAOS reasonably trimmed. Now perfecting precision maneuvers was up to the skill of the pilot. For several months this experience was, yes, thrilling and challenging, but not very rewarding to say the least. Ray was also very kind to coach me on occasion and gave me a number of pointers on how to improve my flying. Last year I felt that I might be ready to fly the fourteen maneuvers required in Sportsman without scaring the judges. Unfortunately I was unable to make NVRC's fall contest. However, this year I was determined to enter one way or the other. About three weeks before the meet, I began to have a series of problems with getting my new pattern plane finished; first the primary engine was too long, then the recently-purchased backup engine arrived with a bent crankshaft and on and on and on. Finally I was left only with my third choice model, a World Model Rambler, equipped with an OS 70 and retracts, which I had not test flown on grass. The only way I have been able to land that model on our paved runway was by making wheel landings. Otherwise, the model would become airborne when I started to feed in up elevator on rollout. Perhaps my approach speed was a little too high. If anyone wants to give it a try, let me know.

NVRC held this year's pattern meet on September 22nd and 23rd at the FARM (Fauquier Area Recreation Modelers) Club. The club flies at Reynolds Landing, a private full-scale

airstrip located south east of Bealeton near Remington, VA. And this time I made it. I arrived Friday, practice day, to see if I could make a decent landing on grass. No way, and attempting to make wheel landings resulted in the model nosing over. Despite the landing issue and the increase of the number of maneuvers to seventeen for Sportsman, I was not going to let that discourage me one bit.

There were a total of 20 contestants, eleven in Sportsman, four in Intermediate, three in Advance, one in masters and one in FAI. A total of four DCRC members competed, Steve Insalaco, who won 1st place in Sportsman, Don Manson who finished 6th in Sportsman, Don's son Edwin who finished 2nd in Intermediate and I who ended up 9th in Sportsman. Just think, if I had been flying in Advanced, I could have finished at least 3rd and if in Masters or FAI, I could have finished no less than 2nd and, walked home with a nice plaque.

I'm sure many of us have heard that winning is not the most important result in an event such as this. Let's not kid ourselves, it's always nice to win in any competitive event and I'm sure most who enter do their best to win. However I think it's important to observe the way one wins. I have found that with few exceptions, modelers are willing to help each other, even when in competition. A good example is what happened at this contest. Less than a week before the event, Steve Insalaco's YS 1.10 developed a serious problem while flying at our field. There was not time to get the engine repaired in time. He put out a request on the net for anyone who may have a spare engine he might use. A modeler from one of the local clubs responded and Steve was able to install the borrowed engine, allowing him to fly and ultimately taking 1st. Not only was this modeler agreeable to loan a stranger his relatively expensive engine, he did it knowing that he would be flying against him in the same class. These are the stories that make me proud to

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be a part of this great hobby of ours. Both NVRC and FARM members a great group of guys to fly and associate with. The amount of knowledge and experience I picked up at this single event may not be easy to quantify; but the memory of my first pattern contest will stay with me for years.

Even with the trainer crashing into the windshield and roof of my van on Sunday, and having to drive home without a rearview mirror, "rewarding" is definitely back in with thrilling and challenging.

Included are a few photos, one showing the four DCRC members who competed along with Bob Burnett, a NVRC member and long-time auction-



eer at their auctions. DCRC and NVRC member Don Manson is shown posing with the 1940's WACO.

Next year I plan on competing with my full 2-meter FAI model, so I can't blame any future low scores on the airplane. If you are interested in get-



ting into pattern, let me know, it can be a lot of fun and also improve your flying ability.



(Continued from page 2)

ject is a P-61 Black Widow which they hauled out of a New Guinea jungle some years ago. This is a very large project and they have been working on it for years. There is much more info and many pictures at <http://www.maam.org/> where you can learn about the many interesting activities at MAAM.

Since Wayne and I are also train buffs, we stopped off in Strasburg on the way home to visit the Pennsylvania Railroad Museum and the TCA Toy Train Museum. We had quite a full, fun-packed day. The Strasburg



scenic railway is right across the street from the PRR museum so we even watched the 10-wheeler pull the tourist train into the station. There is



something great about steam railroad engines, sort of like a WWII warbird, to get the juices going.

We had a great day and I highly recommend this trip to anyone interested in vintage aircraft (and trains). The drive up thru the Lancaster Amish country is very scenic and there is a lot to see and do.

District of Columbia
Radio Control Club

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

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November 2007



Look what else you find in Tucson