



DCRC Club Newsletter

www.dc-rc.org

Volume 53, Issue 1

January, 2007

Al Anderson 1928- 2006



DCRC Club Meeting

January 19, 2007

Montgomery County Council
building

100 Maryland Ave

Rockville, MD 7:30 PM

* Club meeting program

* Club meeting raffle

* Model Shop

*

PRESIDENT: Andy Kane
V.P.: Dave McQueeney
County Liaison: Jim McDaniel

BOARD OF DIRECTORS
 Scott Davies 301-770-9150
 Mike Dooley 301-843-8818
 Andy Finizio 301-983-8557
 Allan Hoffman 301-845-8485
 Andy Kane 301-785-3022
 Jim McDaniel 301-916-0366
 Dave McQueeney
 Mike Peizer 301-589-8299
 Nir Schweizer 301-972-2248

TREASURER:
 Scott Davies

MEMBERSHIP SECRETARY:
 Andy Kane
 305 Natick Court
 Silver Spring, MD 20905-5875

RECORDING SECRETARY:
 Mike Peizer

SHOW TEAM MANAGER:
 Jim McDaniel &
 Allan Hoffman

NEWSLETTER EDITOR:
 Andy Kane 301-785-3022
 drceditor@aol.com

MEETING PROGRAM COORDINATOR:
 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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COVER,
 AL ANDERSON,
 PHOTO BY DON SASSAMAN

Presidents Corner by Andy Kane



I'm Back!!!!!! Yes, that's right, I have accepted the office of club president. I feel honored that I can hold such a prestigious position in the club, and I will do my best to continue to steer the club in a positive direction.

I want to thank Walt Gallagher for 3 years of fine service to the club and for all of his leadership and innovative ideas. I know that the best interest of the club members was always first on Walt's list and it will be on mine as well.

My first duty as Club President was to nominate and approve a Vice President. Dave McQueeney is a long time member but new to the board has accepted the nomination and the vote carried. Welcome to Dave McQueeney our new Vice President. I am happy that Dave is on our board of directors and I am sure that he will bring a wealth of knowledge and information to our board and club.

The next item was to appoint other officers and committee members. Scott Davies will continue as Club Treasurer but Mike Peizer will take a break from Recording Secretary. Mike has done a fabulous job as Recording Secretary and has always made the extra effort to make sure that the minutes of the club and board meetings are accurate and concise. Doug Harper has accepted the position of Recording Secretary. I know that Doug's writing skills are second to none, and I am proud to have him as a club officer.

The other committee positions are as follows, and remember if you have a need or desire to help on any of these committees please contact your board member. We always welcome additional expertise and help from the general membership.

Jim McDaniel, County Liaison, Allan Hoffman, Field Maintenance, with the help of Eric Monnig, Nir Schweizer, Sound and Safety, Mike Dooley, Field Improvement, Mike Peizer, Flight Instruction, Andy Finizio, Events and Awards. A welcome addition to our non-board member appointees, Tom Pfarr, Webmaster. I will continue as Membership Secretary and Newsletter Editor for the time being.

Next I presented the upcoming fiscal year budget. This year, like past years, the board has presented a balanced budget. The new board reviewed all the account items and the budget was approved and accepted for the 2006-2007

Please don't overlook the fact that 15% of our dues goes into a capitol site improvement fund, (just like a savings account)

fiscal year. This year the expected expenses of 17K should be equal to the 17K in anticipated membership dues. Please don't overlook the fact that 15% of our dues goes into a capitol site improvement fund, (just like a savings account). Again the board is to be commended for its fiscal responsibility.

During the upcoming year I plan on using this column to keep you informed on new ideas and plans as well as direction and activities for our club. I am always ready to hear a new idea or new plan so please feel free to contact me at any time.

Sincerely, Andy Kane

Club Meeting Minutes

By Doug Harper

The meeting was called to order by president Andy Kane at 7:38 PM.

Andy welcomed visitors and new members. New members Tom Moser and Sabrina Sanchez, age 10, introduced themselves.

Andy indicated that he is planning to do a few things differently starting with how we exchange gifts. We will have pizza for all later.

Andy then went directly to the model shop. First was Jose Sanchez who discussed his Great Planes Super Sportster ARF complete with a Mabuchi 550 engine. He installed a replacement motor and bigger batteries to increase performance. He replaced the prop that came with the kit with a 9X6 which gives up to 30 minutes run time. Flies great but fast so only problem is getting it to slow down for landing. Next came Gary Golladay who presented his Semi profile monocoupe electric that he has owned for 4 years and just finished. Then Jay Stargel presented his Showtime 4-D with an Outrunner 110 electric installed producing 2.5 HP at 1900 watts. Currently using 8-cell pack but going to 9-cell for more power. Jay installed a Spread Spectrum radio. Plane weighs just shy of 10 lbs. and will be flying soon. It should have great performance.

Dave McQueeney showed his Yellow Aircraft P40E ARF (Yellow model built and painted at factory). They do a great job, if a bit expensive, but the results are great. Has a 3W 80 up front. Scale exhaust custom built by Kelvin Cubbins of Kaleo in Washington State. Kelvin uses lost wax casting to make exhaust. Works great and creates a scale exhaust smear down the side of the plane. Plane features 90 degree rotating landing gear and a

cockpit kit from Yellow. Artwork on tail is Chinese-like man "peeing" on the rising sun. Only problem is the Chinese today can't paint flags of other countries so they left the emblem white with no rising sun stripes. Dave will fix that oversight. David Harris then presented his Albatross D5. Dave modified the original kit to get the D5 model. He painted the lozenge scheme even though people make the covering already painted. Outstanding paint job! The plane is roughly 1/5 scale and was built for 2005 Rhinebeck. Flies fast but like the real aircraft it lands fast. Dave only added a small amount of weight to balance, maybe 8 ounces, in the nose. He is using .91 four stroke for power.

Charley Calvert took a slightly different direction by discussing one of his first engines. In the late 30s when Charley was a mere lad, he saved his paper route money to buy a GHQ for the princely sum of \$4.95. Recently Charley saw an ad online for these motors which inspired him to get his new, never run version out of storage. He quickly realized that this engine was crude at best but that just inspired Charley to get the thing to run. He made a new cylinder and used a piston and connecting rod from a Hornet. He also made a new crankshaft and replaced the bearing. Amazingly, he was able to get the thing to run, even if it did shake a bit. He plans to bring it to the field next summer.

Next, Mike Kroese presented his Thunderpower LIPO charger and cell balancer. It will charge safely without concern for overheating. He can fly continuously by charging one battery while he flies the other. The



manufacturer is planning to add NiMh and Nicad capability.

Andy Kane then presented his new 7-channel spread spectrum radio installed in an Ugly Stik. It has two receivers that have to be installed about 6 inches apart in the plane. He range tested it in the air and found it to be very solid. Throttle failsafe is standard. Another great feature is that a given model is "bound" to a model name in the transmitter so you can't inadvertently pick the wrong model. It will handle 20 models. Finally, it has a "memory" on the throttle trim tab so it returns to whatever setting it was at when the radio was last used. It sells for about \$350 with 4 servos and 1100MAH pack. This is going to be the direction of radios in the future.

David Fepelstein presented tonight's

tonight's raffle for a Delta 9" band saw. Won by MIke Kroese

raffle for a Delta 9" band saw. After the break, a raffle ticket was drawn by Sabrina Sanchez. The winner was Mike Kroese who showed great gratitude for his good luck.

Andy then started the gift exchange using a new, different and exciting approach as follows:

The first person's number is called to pick a gift and open it. The second number is called and that person can either pick a gift OR steal the gift from #1. Next, a third person is called. He can either choose from the 2 opened gifts or pick an unwrapped one. This continues until all the numbers are called. If a gift is stolen three times it is taken out of play. Much mayhem ensued as people unwrapped and/or stole gifts. A good time was had by all.

Andy adjourned the meeting at 9:18PM.



Loyal club member Al Anderson passed away on December 22, 2006 at the age of 78. He is survived by his wife Eleanor, daughter Diane, grandson Roger, and son-in-law Brian.

Al was born and raised in Elizabeth, NJ. In 1950 he graduated from the Academy of Aeronautics in New York, majoring in aircraft design and construction. He served in the US Navy during the Korean War as a nuclear technician on special weapons. He worked on the structural design of the Martin Sea Master aircraft. He also did structural design work on a government-sponsored ground effect machine and was the first person to fly such a machine made under government contract. He added, "It was a beauty, state-of-art (in its time). It had two jet engines driving fans in an enclosure with a timing belt. When Sputnik went up, government spending on the aircraft went down." He went on to say, "Because I had a family, house and car payments and still liked to eat, I made a major change and moved into weapons handling and stowage." He and his wife Eleanor relocated to Bethesda in 1956 after living for about a year and a half in Arlington, VA. The majority of his civilian carrier was spent with the Naval Sea Systems Command. When he re-

A TRIBUTE TO AL ANDERSON

1928-2006 By Don Gray

tired from the government in 1989, after 30 years of service, he continued working for additional 10 years as a contractor for his former office.

Al has always enjoyed airplanes. In his youth he built a number of stick and tissue free-flight rubber-powered models. He joined the DCRC in June 2001 as a fledgling, having no prior experience building or flying RC models. He stated that, "Having come in absolutely clean, I observed the field to determine what equipment I needed - field box, tools, starter, battery, etc. Also I took time to look over the airplanes. After a long look around I settled on a Hobbico Super Star 40 Select." He went on to say, "The first appraisal of my flying resulted in a recommendation to get a backup airplane and a buddy box since I wasn't going to make it on one airplane. I knew they were being kind since I was on the inside looking out and knew better. I got a buddy box and two more of the same planes. I refer to my airplanes by their channel numbers, 36 (my first), 44 (my backup), and 48 (parts supply). I soon found out you can buy equipment but you can't buy experience. I had all the help you could ask for from experienced people." On one occasion when he was having a persistent engine problem, he stated that, "I had so much help you had to get in

line to get to the engine. "

There was one trait that Al had that sometimes made it somewhat challenging during some of his early training sessions. He could be quite stubborn. As an example, during one training session I felt that he was ready to start practicing landing patterns (at altitude); but after I demonstrated one or two, he said that he didn't want to fly over the trees because it made him nervous and therefore just wanted to continue flying up at the north end of the field. But sooner or later, he gave in and I think that the fear of the trees was one of the major hurdles he overcame in learning to fly. He became a certified pilot on April 2, 2003 and you could see the joy in his face.

Although a little stubborn at times, Al was never a quitter and always lifted your spirits with his positive outlook on life. I feel that both of these traits aided him in surviving both breast and colon cancer. In addition to his family and flying or just hanging out at the field, he loved cars and up until recently enjoyed working on them and anything mechanical. He built a porch on his house as well as free-standing garage. He was known around the house as Mr. Fix-It. He was also an avid Judge Judy fan and would make sure he finished flying in time to make it home to see her show.

Al liked people and being around them. For years, a group of mostly older retired club members would meet regularly at the field on Mondays, Wednesdays, and Fridays, to fly or just sit around and talk. He always showed up with two chairs in case someone didn't have one. He had a simply flying rule he referred

(Continued on page 7)



Al and Don Sassaman Relaxing

Schedule of Events

www.members.aol.com/akane92802/DCRCEvents.html

Local events in January

- * 19th DCRC Club Meeting
- * 20th NVRC Snow Fly
- * 24th DCRC Board Meeting

January 2007

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

Calendar of Events

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 Scott Davies
- 20 War birds Over Paradise FL
1/20/07 - Cape Coral, FL (C) War birds Over Paradise. Site: Sea Hawk Park. John Niezelski CD, 4334 NW 34 Terr Cape Coral FL 33993 PH:239-282-0635 email: jniezelski4334@earthlink.net. LF \$10 RV Park free. Paved runway 60'x500' event limited to all size war birds in military pain scheme. Electric war bird time available. Turbine war birds welcome. Visit www.rseahawks.org. Sponsor: CAPE CORAL RC HAWKS
- 20 NVRC Snow Fly Fun Fly VA
1/20/07 - Catharpin, VA (C) NVRC Snow Fly Fun Fly. Site: Club Field. Harold Chadsey CD, 11931 Appling Valley Rd Fairfax VA 22030 PH:703-403-9237 email: fly.bear@cox.net. Events include loops, rolls, touch and go, and precise landing. Channels 20 and 21 banned. \$5 fee for non NVRC members. Please note new field location posted on www.1nvr.com. Sponsor: NORTHERN VIRGINIA RADO CONTROL

24 DCRC Club Meeting/Scott Davies

February

- 16 DCRC Club Meeting No Board Meeting
- 22-24 18th Annual Festival of Giants FL
2/22/07-2/24/07 - Jacksonville, FL (C) 18th Annual Festival of Giants. Site: Lanny Road. Thomas Beckman CD, 104 Sycamore Lane Lake Nelen FL 32744 PH:386-228-0700 email: brutuslt@worldshare.net. Under new club management and at a new site. We have a paved run way and a smooth mowed grass strip. This 80"/60" will apply, scale Turbines will be allowed if the meet the 80 inch wing span rule. There will be a pilots dinner on Friday. Pre registration \$15 for the three days or \$20 on site. For more info visit our website www.gatewayrc.org or call Buford Howard PH:904-879-2834 or the CD. Sponsor: GATEWAY RC CLUB

March

- 16 DCRC Club Meeting
- 21 DCRC Board Meeting, Dave McQueeney
- 31 War birds Over Deland FL
3/31/07 - 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: monsb@ucnsb.net. Enjoy war bird action with the Deland RC Clubs 1000ft paves runway. For all military aircraft of WWI, WWII, Korea, Vietnam. Piston and electric power. No helio or turbines. \$5 landing fee at registration. Food and refreshments. Visit <http://delandrcclub.com/>. Sponsor: DELAND RC CLUB

From SAM Speaks, Newsletter of the Society of Antique Modelers

How to Design Flying Scale Models

by Ted Schreyer

Suppose that you wanted to make a scale model of the Fairchild XC-31, a cargo transport, as a 24-inch-wingspan rubber-powered model, but you couldn't find a kit or plan for this aircraft. Don't tell the professionals, but all you need to get started is a three-view and maybe a photo or two of the original aircraft.

Finding a three-view might be the most difficult part of the process, but there are a number of sources including the AMA Plans Service, the Smithsonian, John McDonald's *Aircraft Yearbook*, Paul Matt's *Drawings*, and *Golden Age Reproductions*. There are many solid models and small drawings in publications such as *Air Trails*, *MAN*, *Flying Aces*, etc.

First take the three-view to a copy shop such as *Mailboxes* and tell them you want to enlarge it to a wingspan of 24 inches. You might have to cut and paste a bit because of the limited paper size, but you will end up with the basis for your model plan.

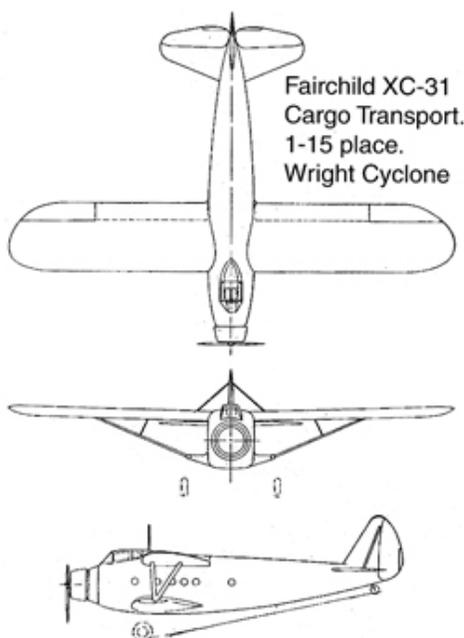
Most of you are familiar with the basic design and construction of a 24-inch rubber-powered scale model, but it might be helpful to have a guide for your work in the form of a plan of a similar size and type of model. In this case a *Comet* plan of the Fairchild 24 was used as a cheat sheet for frame layout, wood sizes, spacing of members, wing rib spacing, etc.

Before getting down to sketching in parts, use the ruler to check the enlarged three-view for distortions which sometimes get in during the enlarging process. Check the length of right wing against the left wing, the wing chord for uniformity, fuselage length, and cowl diameter.

To prepare for making your plan, get a flat surface and tape down the enlarged three-view. Tape down over the three-view a sheet of tracing paper or drawing vellum that is sold in art stores or engineering supply stores. Drafting tools need be only a No. 2 pencil, a good

eraser, a ruler or straight edge, and an inexpensive French curve.

Before getting to the actual structure, a few decisions have to be made concerning changes in the three-view plan. In order to improve flight stability it might be advisable to increase the dihedral to that shown on the Fairchild 24 plan.



Also, it might help to increase the size of the stabilizer and rudder. Just sketch in a larger size for these two units keeping the overall shape similar to the original.

Another consideration is that if your airplane will be taking off instead of hand launched, the landing gear will have to be extended to clear the big rubber-powered propeller. Once these considerations have been made and put on the plan, it is time to sketch in the framework.

Begin with a simple framework such as the rudder. Pencil in the straight 1/16 sticks and add the curved pieces to be cut from 1/16 sheet balsa. Then do the stabilizer in a similar manner, referring to the Fairchild 24 plan for guidance.

Wings are also easy to do. Choose the wood sizes and whether to have one or two spars and the rib spacing, and draw in the parts. Actually, with tracing pa-

per you only have to make one wing because when building you can turn over the plan and build on the other side, which gives you the opposite wing. Wing ribs can be of a Clark Y shape which has an estimated center of lift at 30% back from the leading edge so you can locate the balance point of the model.

The fuselage is the most difficult part, but we all know the "make-two-sides-



and-glue-the-tailposts-together-and-then-add-the-crosspieces" way of building, so just draw in the sides on the plan, leaving room at the top and bottom for formers to hold the stringers that will give the fuselage a slightly rounded top and bottom as the XC-31 three-view shows. Stop the sides at the rear of the cowl which can be a hollowed balsa block or a built-up balsa structure.

Go to the top view and sketch in the crosspieces. Certain places such as the wing mount and landing gear location will need some extra beefing-up. The landing gear is not shown on the three-view, so this is where the photo comes in handy. On the Fairchild XC-31 there is a small subwing and the landing gear comes down in one strut with a spat.

Now, before you start building, you may want to get a copy of your plan for posterity in case the building process ruins the original. Remember that what you are working on is a model airplane, not a precise replica of the original aircraft. A certain amount of liberty with exactness is helpful in order to produce an enjoyable and functional plaything, er, flying scale model.

Al Anderson

(Continued from page 4)

to as his 8-50 rule: if the winds were no more than 8 mph and the temperature was above 50, he would fly. In Terry Lamb's words, "Al was a rare breed. People waited to see where he was going to sit and then everyone would line up beside him. He was the glue that held this



Al with Don Gray

group together. This was a real 'Gentle Giant' and 'The Quiet Man' all rolled up into one." Terry recently mentioned to me that some of the group started meeting for breakfast before flying, even if the weather appeared to be marginal on the outset. Al was very appreciative of the help he received from those of us at the field. About midway through his flight training, he was told that he had patience going through this process. His response was: "I had no choice. I could not fix it myself and it was a tremendous learning curve watching experts work on my planes and helping me fly." He stated: "they are the ones that have patience." How could

Terry once referred to him as a giver in this world of takers.

anyone not want to help this pleasant 73-year-old man learn to fly. I don't think there are many of us that would even think of trying to learn to fly RC models at that age.

The one trait of Al's that struck me almost from the first time I met him was his generosity. This man



would give you the shirt off of his back. He received a TAM Certificate of Appreciation for his efforts in helping to make the transatlantic flight of TAM-5 a success. Terry once referred to him as a giver in this world of takers. He has probably given way more airplane engines, radios and propellers than some of us own. If he thought you needed something he would offer it to you with no strings. More recently Al began donating airplanes and other items to deserving youngsters who expressed an interest in learning to fly RC models. In last

month's newsletter there is a picture of Gus Ladus' grandson, a



Al at the DCRC Oktoberfest

new club member, flying one of Al's recently donated models. The most



recent recipient of Al's donations is Grady Shook, a thirteen year old who lives in Terry's neighborhood. The presentation was made to him by Terry a couple of days after Al's death. Included is a picture showing Grady with his dad (who is still convalescing from a serious auto accident) and the plane along with a field box, starter and additional equipment. These additional items were donated by the individuals who regularly flew with Al. Eleanor has asked Terry to continue this tradition Al started by donating the remaining airplanes to future deserving recipients.

Al's presence at the field, club meetings and elsewhere will be sorely missed by all of us who had the pleasure of knowing him, especially those who gathered at the field on Mondays, Wednesdays, and Fridays and also those of us who regularly went out to eat with him after the club meetings.

Our thoughts and prayers are with his family and friends.

Newsletter Editor/Andy Kane
305 Natick Court
Silver Spring, MD 20905
E-mail: dcrceitor@aol.com

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

www.dc-rc.org

January 2007

Winter Wear

Here we are at the close of another flying season—for most of us anyway. We do have a few members who fly year round. But don't give up on the weather just yet.

The past several weekends have seen good flying weather and we should have several more before the cold really sets in. When the cold does come our way, you don't have to go into hibernation until spring; just be prepared for it.

First, protect your body from the cold. I got myself a full cold-weather jump suit—you know the kind you see guys wearing at gas stations. In fact, my car mechanic got it for me.

Next thing is to protect your hands. Some fliers use transmitter gloves that cover both hands and the transmitter. Personally, I prefer gloves but

I found that I couldn't feel the sticks and that bothered me, so I found a solution. I got a pair of hunting mittens.

They look like regular mittens, but the part that covers the fingers actually can fold back, presumably so you can fire a weapon. I just stick out one finger and my thumb to fly. Between flights, they join the other warm digits inside.

Also, remember to keep batteries fully charged because they lose their charge faster in the cold.

—Rob Coniglio
The R.J. Hhog Roslyn Heights, New York

Rubber Bands Don't Hold in the Cold
This is probably one that many don't know about, but a temperature of anything below 40° is too cold for rubber bands. I've experienced it personally and it's not a good feeling watching the wing separate from the fuselage as you're flying across the field. Actually you stare at the wing because it flutters slowly down like a leaf, while all of the important stuff in the fuselage does a kamikaze dive into the woods. So keep those models where the wing or anything else is held on by rubber bands home when it's cold. This holds true for glow and electric models. After all, rubber bands are rubber bands.