



January 2012

DCRC Club Meeting
Third Friday of each Month
7:30 PM
Montgomery County
Council building
100 Maryland Ave
Rockville, MD

PROGRAM:

David Littleton and his
AutoGyro Adventures

RAFFLE: Nir Schweizer

Don't forget the model
shop.

NEWSLETTER

Volume 58, Issue 1

BUGATTI Model 100 Racer – Italian/Belgian Design
As seen in the EAA Air Venture Museum Oshkosh, WI
Unique twin engine 1930's racer at the leading edge of technology.



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County Liaison: Jim McDaniel

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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 photo: From The EAA Air Venture Museum in Oskosh WI
Thank you to the EAA.

BUGATTI Model 100 Racer – Italian/Belgian

Say the name Bugatti and race-cars should come to mind. Beautiful, fast and sleek the Bugatti racers dominated the European racing scene during the 1940s. Say the name Bugatti with regards to aircraft and it's hard to make the connection. But there is a connection and a unique one at that. At the EAA Air Venture Museum in Oshkosh, WI resides the only example of a race plane designed by Ettore Bugatti.

Ettore Bugatti was born in Milan, Italy on 15 Sep 1881 to Carlo and Therese Bugatti. The family was highly artistic with the father trained as a painter, sculptor and fine furniture maker and the brother Rembrandt as an animal sculptor. Ettore's interests took another direction; he was more interested in the mechanical. As a teenager in 1899, he built a powered tricycle and competed in a cross-country race. By age 18, he had built his first racecar. Bugatti's work was marked by uncompromising design integrity allied to a simple and logical use of materials. He described his work as "thoroughbred." His engine designs were at the core of his success.

Bugatti started his own factory in Molseim, Germany which became French in 1918 after WW I. During the 1920s, Bugatti emigrated from Italy to France and became a loyal French citizen. When World War I stormed across Europe, Bugatti designed a 250 hp straight eight and a double straight eight (U-16), 450 hp aircraft engine for the French government. The engine was so impressive that US Bolling Commission bought the license for \$100,000, which were to be produced at the Dusenber Motor Co. Production was planned for two to five thousand of the design, but the end of the war intervened and only about 40 were built. Charles B. King was hired to redesign the oil system and the engine became known as the King Bugatti.

Bugatti's interest in aircraft increased as well as his dislike for the Germans. After World War I and his great successes in automobile racing, he decided to take the Germans head on in the Deutsche de La Muerthe Cup Race, known as the Coupe Deutsch. This was an aircraft race

equivalent to the Thompson Trophy Race held in the United States. With this desire to beat the Germans, he hired Louis D. de Monge to design an airframe. The original concept was for a single-engine aircraft, but later was changed to accommodate two modified Bugatti model 50B engines in an effort to break the world airplane speed record.

Construction of the aircraft was undertaken on the second floor of a furniture factory in Paris. The French government was aware of the advanced design and Bugatti received a contract for a light pursuit plane designated as the Model 110P based on the Model 100P racer. In 1938-1939, while the Model 100 was under construction, the threat of war increased. The aircraft had to be completed by September of 1939 to enter the race. The deadline was not met and the beautiful blue bird never took to the air.

When the Germans neared the French capital in June of 1940, it was decided to move the aircraft from its Paris location. As the plane was not complete, it was lowered from the second story factory and taken into the French countryside. There, hidden in a barn, the never-flown plane resided for almost 30 years.

Ettore Bugatti died at age 66 on 21 August 1947. After his death, the aircraft was acquired by a Mr. Pazzoli who sold it to Mr. Salis who in turn sold it to the American car aficionado Ray Jones in 1970. Jones sole purpose was to acquire the two Bugatti engines still in the aircraft. He brought the plane to the US, removed the power plants and sold the airframe to Dr. Peter Williamson. Williamson moved the aircraft to Connecticut in February 1971 to begin a lengthy restoration. Les and Don Lefferts worked on the project from 1975 to 1979. Les Lefferts documented this work in the July 1991 issue of SKYWAYS magazine. The restoration ceased in 1979 and the aircraft was donated to the Air Force Museum Foundation with hopes of completing the work and placing the aircraft on permanent loan to another museum. As time slipped away, the aircraft remained in storage for at least another 15 years before being donated to the EAA Air Venture Museum.

In 1996, the Bugatti Model 100 racer became part of the EAA Air Venture museum's extensive collection. Efforts were immediately begun to get the aircraft ready for display. Once static exhibit standards were met, the aircraft was hung in

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November Club Meeting Minutes

BY DOUG HARPER



The meeting was called to order at 7:37PM by President Jim McDaniel. Jim asked for the introduction of visitors, guests or new members. Peter Denno is a new member in the Club. He had his young son with him who is also an avid modeler.

Jim announced that we have three new Board Members – Jim Fisher, Dave Drazin, and Jose Sanchez. The new Board elected Jim President for the 2012 term. The three Board members who have finished their terms are Scott Davies, Andy Finizio, and Dave McQueeney. The Club wishes to thank them for all their hard work and dedication to the Club. A special vote of thanks is due to Dave who is our outgoing President.

Jim announced that, due to increased job responsibilities, Mike Peizer has resigned from the Board. The Board and the Membership want to express their thanks to Mike for all his hard work, especially with Flight Training. Jim Fisher will take over the Board responsibilities for Flight Training.

Jim announced that he hopes to reinstate a greater focus on modeling including the meeting program and model shop. Secondly, Jim hopes to inspire our Club to be a unified group where all focus modeling.

Jim announced that the first indoor flyin was held at the Soccerplex last Wednesday. A sizeable group was in attendance and there was much enthusiastic flying. Jim made special note of a spectacular flight by Jose Sanchez that was very short and fast.

Events: Dave Drazin is taking over events for 2012. The next event is the Holiday Meeting in December. We will have gift exchange again this year along as well as refreshments for all. Opening Day will be in April next year. We plan to also host County Appreciation Day and Octoberfest

again next year. Dates will be determined. Dave welcomes ideas from the Membership regarding any other events that members might want to sponsor.

Indoor flying is scheduled again this year. It started on November 16 and will run thru Feb 29 at the soccerplex from 11:45AM to 3:45PM. This and other events will be posted on the DCRC web page. We hope to have other nonscheduled dates available as the Soccerplex makes them available to us.

Dave will continue to sponsor the video library again this year. Doug Harper donated a DVD on Paul Whittle who invented the jet engine in the 1930s.

Vice President: Walt Gallagher conducted an audit last month and the books are in good order. Walt is also attempting to get good subjects for meeting programs and model shop. He is looking for interesting, interactive subjects from any and all members.

County Liaison: Jim McDaniel. Indoor flying has started at the Soccerplex thru Feb 29. We have secured the County Office Building meeting room again for 2012.

Field Maintenance: Allan. No report.

Sound/Safety: Nir reported that our Model Facility is being changed to a “Non Smoking” facility by Montgomery County. A sign designating this will be posted.

Awards/Flight Training: Jim Fisher is taking over Awards and Flight Training for 2012. Jim will present a list of potential awards at the next meeting in anticipation of the Awards Meeting in April. Training will start again next April as well. He welcomes volunteers to help with that activity.

Ed Leibolt, who manages flight training, reported that we had several students at our sessions this year. Our trainers made it thru the year in good shape and will be ready for next year. We still have several kits that are available for next year.

Ed offered two planes to any member who wants one. Ed will also sponsor a New Year’s Day meet at the field and will bring coffee and donuts.

Membership/Newsletter: Jose Sanchez will transition to Membership Secretary by March 1, 2012. Andy reported that we have 48 renewals for 2012. Andy announced that he has paper copies of the roster for anyone who wants one or he will email an electronic copy to anyone. We expect to reach 125 or so by year end. There will be a December newsletter which results in six for the year. Andy welcomes articles for the newsletter from any Member.

Raffle: Nir presented an indoor flyer Extra 300 BNF aerobatic airplane for tonight’s raffle. The winning ticket was held by Andy Kane who promptly received congrats from the members.

Treasurer’s Report: Doug wrote five checks in excess of \$100. He has a copy of the YTD treasurer’s report for anyone who wanted to see it. We received a significant refund from the Bealeton Flying Circus which moved this event from a small loss to a significant positive position.

Model Shop: Gus Crosetto presented a beautiful Waco Biplane model that he built this summer. He unfortunately crashed it and rebuilt it due to a bad receiver. He built it from a laser kit and is tissue covered. The model has a 38” wingspan with about 10 oz. per sq. in. wing loading. He powered it with a 450 electric motor. A distinctive feature is that the lower wing is much smaller than the upper. It flies well.

New/Old Business: Dave Littleton showed the membership a model RC sailboat kit that he has built. He is proposing that the DCRC Board discuss a potential merger with the model boat club. The boat club is looking for a body of water that can be used for this activity. Terry Lamb had already approached Jim McDaniel with this idea and it was discussed at the last Board meeting. It will be discussed further at a future meeting.

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The Work Bench

By Jorge Arcay



Well, it's finally here. The F27Q is the more powerful & polished version of the F27C and here's how it shakes out in my review.

Packaging:

Superbly packaged in a larger box than the 27C the Q doesn't take up more room there's just more foam to protect it in transit from manufacturer to you to properly accommodate the hardware and accessories.



Airframe:

The wing span is the same as the 27F but the leading edge tips are ostensibly more rounded and protected with a thin plastic molded shielding. A welcome guard against tip scrapes and cart wheels for us less adroit pilots. The big news in the Stryker series is the working rudders. These barn doors will put some serious snap in your turns. The linkages were well thought out and placed inboard of each rudder so as to maintain the sleek look of the outboard view. The servo placement is just aft of the fin root tip and therefore close to the centerline hatch where all the electronics are located. They are mirrored about the centerline so if you get the Plug N Play version as I did you have to use a 6 channel RX to mix the two rudders in synchronous. A "Y" harness will not work unless you get a reversing type which is too bulky for the slender housing of

the electronics. The foam is cut out just right for a spectrum AR600 RX. I used a 1/16th drill bit on the electronic hatch to provide two spots to poke out the RX antenna.

The fins are held in place with double sided foam type which I thought too bulky for fit and finish. I opted for a little hot melt glue at the root base finished with some foam safe CA along the root saddle. A much better fit.

The battery hatch and nose cone are held in place with magnets which I find a huge convenience although the nosecone magnets are a tad weak and subject to loss in a violent heavy G maneuver. I may replace the magnets

with some powerful "rare earth" magnets, until then I'll just tape the cone in place.

Power plant:
On thing that becomes immediately apparent when lifting the airframe is the added weight of the new larger more powerful

motor PKZ5616. But the new motor easily carries it's weight into battle and delivers vertical climb at a snap.
Electronic Speed Control (ESC):
The Q sports the robust Eflight EFLA1040 40amp Pro SB brushless. Plenty of capacity for the recommended 3S2200 25C battery. I'm using a 3S2100 40C from Thunder Power, but it's important to keep the weight consistent with the recommended battery as that affects the CG.
On last welcome improvement on the 27Q is the new nose wheel replacing the 27F plastic keel. With the plastic wing skids below the fins you could land on asphalt with better results than what was possible with the 27F. But I prefer the grass for this airframe. Finally the new color scheme is brilliant, the decals are far superior and sit flat on the smooth foam wing surface that no longer sport the foam injector mold nubs.

Flight Performance:

Faster, nimble, snappy vertical performance. No bad habits and just as stable in slow speed maneuvers. All in all, the new Stryker F 27Q is superior to it's predecessor in many ways.

I still have my 27F and fly it regularly but the Stryker 27Q is there to let me push the envelope where the 27F just can't go.

Happy Landings -

Product Description

Key Features

- Fully functioning rudders allow for more advanced maneuvers
- Redesigned airfoil and more powerful 480 Brushless Out runner motor for improved aerodynamics and speed
- More rigid airframe with fiberglass reinforcement reduces wing flex and increases precision and speed
- Removable top hatch provides convenient access to internal electronic components
- Easy release magnetic nose for increased durability
- Z-foam construction with CA hinges for increased durability, reparability and safety at high speeds
- AR600 6-Channel Receiver installed
- 3S 2200mAh 25C battery included
- 2-3 cell variable rate fast charger included.

F-27Q Stryker BNF

by Park Zone (PKZ5680)

Mastering Straight Lines & Course Adjustments

Part 2 continued from last month.

Bumping the rudder on airplanes without ailerons works as well; however, rudder bumps must be applied smoothly to have the desired effect. The bump technique works great for gradual course changes up to 20° to 30°. A larger course change requires a deliberate turn involving aileron and elevator.

As pilots (like drivers) become more relaxed, they start noticing deviations from the intended path the moment they occur, and the corresponding bumps become so small that anyone watching won't be able to tell that corrections are being made. That's one of the main reasons why good pilots make flying look so easy.

Flying Better Straight Lines and a Parallel Foundation: If you have ever watched proficient pilots fly (you can tell by their ability to perform one maneuver after another), you may have noticed the absence of visible corrections between their maneuvers—often referred to as “being smooth.” The primary reason for their smooth flying is that they possess a solid foundation of flying consistent lines parallel with the runway.

Establishing a parallel foundation starts with picturing where you want the airplane to be when it passes in front of you, otherwise known as

“Show Center.” Then, project that distance out to your left and right parallel with the runway and pick some ground reference targets on the horizon to use as parallel turnaround points (Figure 3). Guiding your airplane toward these points will improve your consistency in the air.

Crosswind Positioning Basics and Objects as a Whole: As a rule, an airplane will fly in a straight line whenever the wings are level. When a crosswind exists, the airplane will crab (point) into the wind a bit, but as long as the wings remain level it will continue to track straight.

From the ground, the position of the wings can be difficult to judge. Rather than relying on the positions of the wing or fuselage, proficient pilots concentrate on where the airplane is traveling (Figure 4a and 4b).

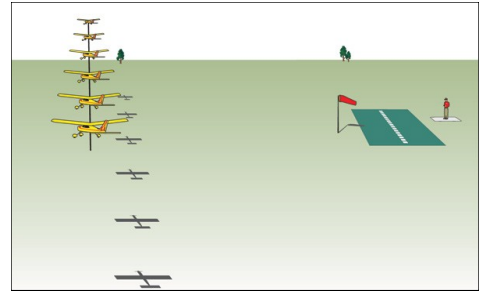


FIGURE 4B: An airplane will fly in a straight line when the wings are level. Flying in a crosswind causes the fuselage to crab into the wind, yet as long as the wings remain level, the airplane as a whole will continue to fly in a straight line. Pilots need to pay attention to where the airplane is traveling as a whole, not where it is pointing.

It is easy to see deviations when guiding the airplane as a whole toward a distinct target on the horizon. It's trickier on the return path to Show Center. Early detection of deviations from parallel, after turning around, is accomplished with an eye on where the airplane is traveling relative to you.

Ask yourself, “Is it drifting away from me?” (Bump it in.) “Is it drifting toward me?” (Bump it out.) When neither a deviation in or away from you is detected, the airplane will be tracking parallel with the runway (Figure 5).

While wind is often blamed for deviations, it mainly exaggerates deviations and mistakes that pilots can otherwise get away with in calmer

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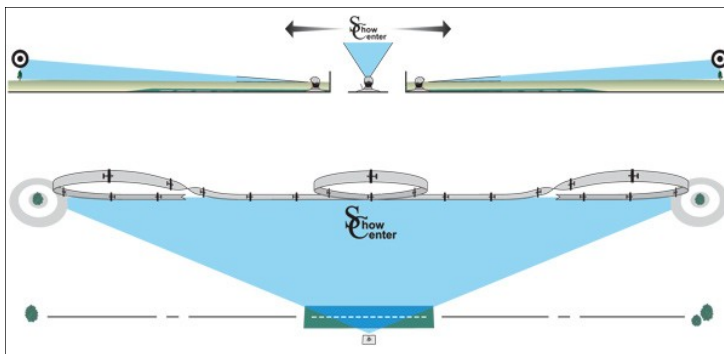
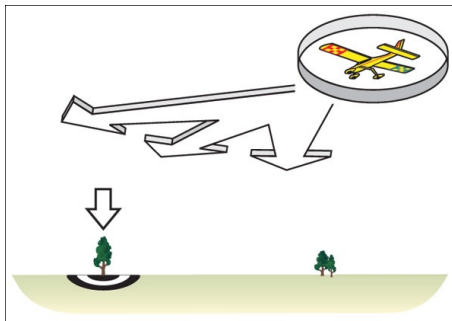


FIGURE 3: To improve your consistency and ease of flying, picture where you want the airplane to be when it passes in front of you, then project that distance to your left and right parallel with the runway and pick some ground references to use as parallel turnaround points.

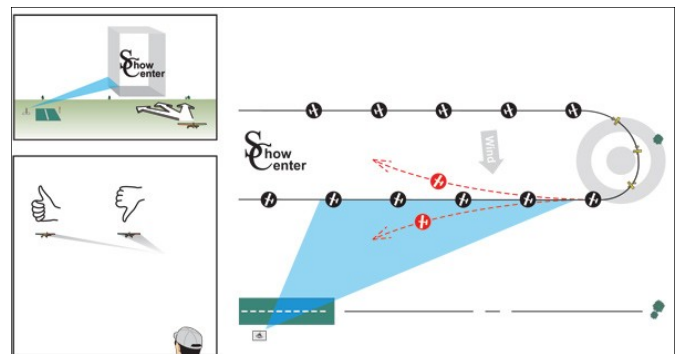


FIGURE 5: When the airplane is neither veering in nor away from you approaching show center, it will be flying mostly parallel with the runway.

conditions. For example, when a crosswind exists, amateur pilots often make the mistake of completing their turns when the airplane points where he or she wants it to go, then inputting a crab into the wind after detecting wind drift.

The correct method is to finish turns a bit early or late so that the required crab angle into the wind is already in place. That way, the airplane never gets blown in the first place (Figure 6). How early or late this happens depends on the strength of the crosswind.

A note to beginners regarding left/right confusion when the airplane is approaching show center: Consider the fact that a person driving a car doesn't have to think about whether to apply a left or right input. Because the driver is facing in the direction that the car is traveling, all he or she has to do is move the steering wheel in the direction he or she wants the car to go.

Rotating your body to face in the general direction the airplane is traveling, and thinking in terms of bumping the control stick in the direction that you want the airplane to go, helps reduce left/right confusion when learning to fly (Figure 7).

Note that body rotation will naturally start disappearing within a few days as you shift from thinking about your own orientation to thinking about guiding the airplane as if you were in it.

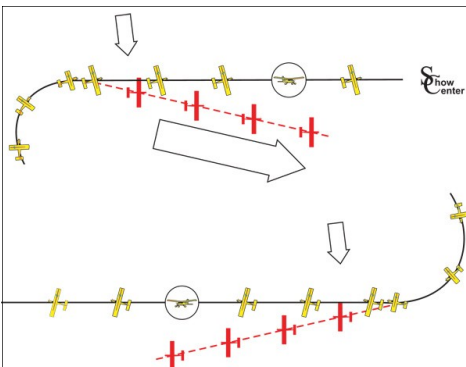


FIGURE 6: When turning into a crosswind, exit the turn a bit early to establish the necessary crab angle and prevent getting blown, or overshoot the turn slightly when turning with the wind.

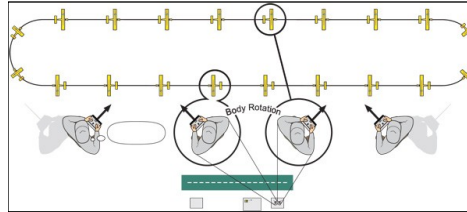


FIGURE 7: To reduce left/right confusion, face in the general direction that the airplane is traveling so your left and right match that of the airplane.

Conclusion: Most RC pilots continue to fly using the techniques they learned early on, including the habit of making constant corrections. Most pilots make three to four times more control inputs than what's necessary when the airplane is flown correctly, but they are simply too busy making corrections to realize it.

Not only does learning to bump one at a time improve consistency and reduce over controlling, it significantly improves landing because of the importance of making small inputs when low to the ground. Happy landings!

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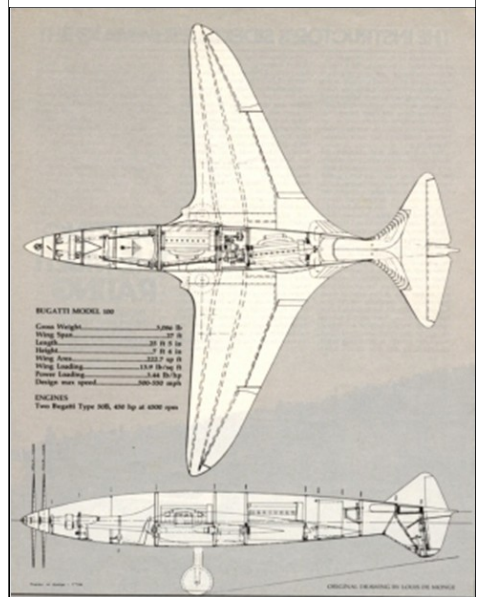
the highly visible Fergus Plaza directly across from the main entrance of the museum. This extraordinary example of the same kind of unconventional, forward thinking used by homebuilt designers through the ages, remains as a symbol of what can be created with the human imagination.

The Bugatti's V-tail design was created in 1939, a full five years ahead of the now familiar Beechcraft V-tail. The Learfan, designed by Bill Lear, started with a three component empennage with the vertical fin up and the other two fins down. Wind tunnel testing proved that the reverse configuration, the Bugatti choice, was the superior arrangement. The Bugatti tail surfaces consist of two butterfly units and a ventral fin at 120-degree angles. Constructed using the same "sandwich" method as the fuselage and wing, Bugatti's design for the V-tail control system was awarded a French patent in 1939.

For the Model 100 racer, Bugatti used two of his famous 50B engines modified for aircraft use. The engines, which are no longer in the aircraft, were between 4.7-4.9 liters. Crankcases were made of magnesium to reduce weight. The engines

were situated almost one behind the other behind the pilot. Drive shafts passed on either side of the pilot literally under the armpit and met at a reduction gearbox in the front of the craft.

The aircraft is fitted with two metal, ground-adjustable, contra-rotating Ratier propellers. The rear propeller shaft is hollow, allowing the front shaft to rotate inside of it. Other features of the plane include a V-shaped radiator, leaf spring suspension and double downdraught carburetors. The cooling system was designed specifically to reduce cooling drag to a minimum. Inlet slots for cooling air are on the leading edges of the butterfly tail and the ventral fin. Cooling air is ducted forward through the split radiator located behind the engines and exhausted at low-pressure areas behind the wing's trailing edge. No fans or blowers were required.



In 1996, the Bugatti Model 100 racer became part of the EAA Air Venture museum's extensive collection. Efforts were immediately begun to get the aircraft ready for display. Once static exhibit standards were met, the aircraft was hung in the highly visible Fergus Plaza directly across from the main entrance of the museum. This extraordinary example of the same kind of unconventional, forward thinking used by homebuilt designers through the ages, remains as a symbol of what can be created with the human imagination. For more info visit:

<http://www.airventure.org/attractions/museum.html>

Decemebr Club Meeting Minutes

BY DOUG HARPER



The meeting was called to order at 7:37PM by President Jim McDaniel. Jim asked for the introduction of visitors, guests or new members. Vicki and John Messano were visiting from South Dakota.

Events: David reported that indoor flying is going well. The Maxecutors will be hosting two indoor events again this year on Jan 8 and March 4 at 10AM at the National Building Museum in Chinatown. More info is available on their web site. David is planning the first annual flyin at the indoor site on Jan 25. He is looking for ideas for events.

County Liaison: Jim McDaniel reported that we have made a donation to the INOVA Fair Oaks Hospital thru Hobby Hangar Hobby Shop. Hobby Hanger will be holding a silent auction tomorrow all day. There will be no deer hunting this year at the field.

Field Maintenance: Allan had no report.

Sound/Safety: Nir had no report.

Flight Training: Jim had no report.

Membership/Newsletter: Andy has the shirts that people ordered. He plans to do another order later this year. Andy is working on the Club Event Calendar and will post it later this year on the Club Web Site. Membership is up to around 100 renewals.

Raffle: Nir presented two 105 piece tool sets for tonight's raffle. The first winning ticket was held by Vicki Messano who was visiting from South Dakota. The second was held by Dave Garrison.

Next, Nir auctioned a transmitter donated to the Club by Gary Weber.

A lively bidding war ensued resulting in a high bid from Jose Gonzales.

Treasurer's Report: Doug wrote five checks in excess of \$100. He has a copy of the YTD treasurer's report for

anyone who wanted to see it. Web Site: Tom reported that the site has been renewed for another year. New/Old Business: Jim announced that the January meeting will focus on the program and hobby shop. Model Shop: Jay presented his Sukhoi ARF powered by a 30cc engine. It weighs 13 pounds dry and should fly well. Jay is taking it with him on vacation to Alabama.

Hank Jacob demonstrated a technique for reinforcing the landing gear bulkheads in his ARF with carbon fiber rods. He felt he needed to do this to get more strength without adding much weight. Other members were welcomed to come up and see what he did.

Program: The program tonight is the annual Holiday Party. Much refreshment was present and hearty eating took place. Many thanks to member Andy Herold for the tasty Key Lime pies from Florida.

After all were fed, a lively "Dirty Santa" gift exchange followed. Many gifts were selected and lost. A good time was had by all.

The meeting was adjourned at 8:50PM.

(Continued from page 3)

Program: The program tonight is presented by Andy Kane. The subject is setting up servos in our models to minimize current drain and therefore battery consumption. Often people experience excessive drain which limits flying time. Andy presented tools and techniques to minimize this problem. Andy covered some of the steps he goes through to select the components he will use in a given model. Component sizing and quality are of utmost importance as well as the layout of the components and wiring.

Andy showed some of the tools he uses including a pitch gauge, servo controller, and servo current meter. Servos must be mounted so that they travel freely and have little or no binding. If multiple servos are used

to control a surface, they must be configured so they don't fight each other. The servo amp meter is used to test how much current the servo draws. Even single servos on a surface can draw too much current if there is binding, especially at the end point or a geometry issue with the arm and linkage.

Andy then proceeded to demonstrate how he uses the current meter to measure and then adjust two servos on a surface. His twelve channel radio is able to balance servos but this can also be done using other techniques like a matchbox.

Andy received a hardy round of applause for his very interesting presentation.

The meeting was adjourned at 9:30PM.

Calendar of Events 2012

January

- 20 DCRC Club Meeting, Program David Littleton Auto Gyros
- 25 Indoor Fun Fly Soccerplex, Germantown, MD
- 27-29 War birds over Paradise, Cape Coral, FL

February

- 2 Ground Hog Day
- 17 DCRC Club Meeting
- 17-19 Winter Festival of the Giants, Deland, FL
- 25-26 Wings over Venice, FL

March

- 1-4 Florida Jets, Lakeland, FL
- 4 National Building Museum Flying Fun, Washington DC
- 10-11 IMAC Contest Punta Gorda FL
- 11 Begin Daylight Savings Time Spring ahead 1 hr
- 16-18 Gathering of the Giants Cape Coral, FL

Indoor flying at Soccerplex every Wednesday 11:45 till 3:45 pm

District of Columbia
Radio Control Club

First Class Mail

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One of the oldest and largest RC
clubs in the US.
And now an AMA Gold Leader Club

www.dc-rc.org

January 2012

AIRVENTURE
MUSEUM



Support the Museum

- “Quality” is something that many people associate with our Museum:
- Our facility is recognized throughout the world for its extremely high standards of presentation and maintenance.
- Our collection of historic airplanes and artifacts is the finest of its type in the world.
- Equally important are the people we remember in the Museum, and the values they represent.
- Out of several hundred aviation Museums in the USA, The EAA AirVenture Museum is one of just nine that meets the challenging accreditation standards set by the American Association of Museums.
- The only way we can maintain these high standards is to rely on support from people who believe in what we do, and want us to continue. Here are some ways you could help:

