



DCRC Club Meeting
Friday 4/16/10 7:30 PM
Montgomery County
Council building
100 Maryland Ave
Rockville, MD
Great program
Awards
Don't forget the raffle
and model shop.

NEWSLETTER

Volume 56, Issue 2

Our southern most member Andy Herold from Estero, FL shows off his new fleet of turbine powered Jets at the Sarasota RC Field, Sarasota, FL



David Shulman sets a new Guinness World Record. see story on pg 2

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V.P. Walt Gallagher

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: Sarasota, Fl Andy Herold and his new fleet of turbines.

Photo by Andy Kane

**David Shulman sets a
 new Guinness
 World Record**
 By David Shulman

**For the record....**

Well...here it is...the "truth and facts" on our attempt at the Jet

Model Speed Record; however, it is no longer an attempt. We (as a team) have made it official! On Sunday, January 17, 2010 I did some of the most intense, adrenaline pumping R/C flying that I have ever done in my life to date. The end result was priceless!

First, I'd like to thank all involved, especially my great friend, Mr. Axel Hache from Santo Domingo, D.R. With his support and the help of many other people, we accomplished our goal! It is not longer a rumor..... a new Guinness World Record has been set! "For the fastest radio controlled, conventionally configured, turbine model aircraft in the world! After many flights, the end results came to an average speed of 337 mph (up & downwind). The maximum speed achieved was 345.23 mph (downwind)".

I wanted to share this with everyone since there have been rumors of an attempt on the model jet speed record. Some wanted to stop it, but most wanted it to happen, and it did, so thank you for the support!

The background...

This project started in early 2009 when Axel & I were brainstorming. It didn't take long for us to agree on this challenge as we both like to push ourselves to see what we can accomplish.

Of course our first agenda was to contact the AMA & JPO well in advance of any possible flights, testing, or attempts that were to be made on the existing speed record. Both organizations were positive and supportive as we worked together to formulate a safe way to do this. Safety was key... for all involved.

We started the push for a new record class to be made with the FAI and AMA since almost every other aspect of modeling has records. A controlled environment was necessary without question with a minimum number of personnel allowed on the site. This has proven to be a lengthy process, however, well worth every minute! Our deadline was set for January 2010 and Axel & I were determined to make it happen. Unfortunately, it became evident to us that, due to the deadline this final attempt for the record could not be done in the US. It was done in the next best place, my second home, The Dominican Republic; along side some of my greatest friends in the world!

Airframe:

It was now time to contact Tom Cook



of Jet Model Products. The Firebird is easily the cleanest, fastest model (that is considered a model - i.e. landing gear, rudder, etc) and after a few minutes, Tom was excited and wanted to work with us through the whole process.

Turbine:

Next up was AMT Netherlands. An Olympus HP was in order, so a call to Bennie about the project peaked his interest as well and he was looking forward to seeing us be successful. The motor was tested thoroughly by Bennie and sent over, and for those wondering, no, a Titan will not fit. 😊

Electronics:

Futaba's new 9157 servos (425 oz/in,

(Continued on page 6)

February Club Meeting Minutes

BY DOUG HARPER



The meeting was called to order at 7:30PM by President Dave McQueeney. Dave asked for introduction of guests or new members. Dave introduced Stew Meyers who is out speaker tonight. Michael Gelling is becoming a new member. Les Rucker is a guest but about to join. Both were warmly welcomed.

Committee Reports:

Indoor Flying: Jim McDaniel reported on the indoor flying. We will have the indoor site at least thru late March. Jim reported that a flock of new Cubs appeared at last week's fly in. Jim invited all to attend this very interesting event. Walt Gallagher indicated that AMA safety rules apply to our indoor flying.

Treasurer: Scott reported two expenses over \$100. He also indicated that he had a full report for anyone who wants to see it.

Webmaster: Tom Pfarr is on top of the website.

Membership & Newsletter: Andy Kane reported that membership has been running briskly with several new members from the electric indoor flying.

Events & Awards: Andy Finizio reported that Opening Day is April 17. Andy Kane is in charge of food. The format will be simple, just fly and have a good time. County Appreciation Day is scheduled for June 26 and is our opportunity to show the County our gratitude. There will be a heli meet on September 25. Bealeton is scheduled again this year for September 8 thru 10. Octoberfest is scheduled for October 3 this year. Andy is looking for someone to organize an electric fly during the year. Don Gray is planning "Smallfry Funfly" using small glow or electric engines on either July 11 or 18, to be determined.

Field Maintenance: Allan Hoffman had no report.

Video Library: Dave said usage is good. He has weeded out some of the older items.

Old Business/New Business: None

Raffle: The raffle prize, a J3 Cub RTF electric, was presented by Allan Hoff-

man. Jim McDaniel had the winning number. Jim was rewarded by many hoots from the audience.

Model Shop: Paul Gunther, a relatively new member, after seeing David Harris' Newport found a nifty JN4 Curtis Jenny foamy that he built. This WWI aircraft was used to train most of the American pilots back then. It weighs around 8 oz and requires two servos. He installed a 6-channel receiver and flies on a 400MAH battery with a 10A brushless ESC.

Gus presented a very unusual model called a Sky Louse which features a "wingavator" behind the main wing to give climb control. He flies it on a 3-cell lipo with a 150 hacker motor. He also showed a very pretty WWI model of the Fokker Eindecker circa 1916. He flies it on a 3-cell Lipo with a 30 A ESC. He covered it with Coverite Microlite which he liked very much. It requires no finishing and is easy to work with.

Dave noted that all three model shop entrants tonight are electric.

Program: Tonight's program presented by Stew Meyers is titled Low Wing Loading, Low Speed R/C Flying. Stew is a noted electric modeler and is featured in many modeling magazines. Stu presented a series of early R/C electric models that were in the 2 oz per square foot range. These early models were not compatible with DSM2 technology. The Ember was one of the first to use DSM2 and took wing loading down to the 1.5 oz per square foot range.

Next came the Vapor which was down to 1.05 oz per square foot which made it fly and hover very nicely. Stew decided to spray his Vapor with Pactra paint in order to be able to identify it from all the others flying at our indoor flyin. Stew discovered that the Vapor suffered from "aeroelactic divergence" which is a fancy term for a model that will go into a steep dive all on its own.

ParkZone then produced a Sukhoi which is back up to 3.26 oz per square foot and very "hot" to fly. Stu found it to be a handful. They also produced a P51 which has an even heavier wing loading but is a better flying model, although still quite fast. Recently they came out with a J3 Cub which is a very sweet flying model at 3 oz per square foot. It is a little fast for a Cub but flies well. Stew feels the 3 oz number is

about the limit for an easy flier.

Finally came the 4-Site which flies at 2 oz per square foot and flies very well. Stew presented a useful table listing all the current indoor models with wing loading, motor, etc.

Stew then embarked on a development program to experiment with various wing loadings. An obvious way to change wing loading is to increase the number of wings. Stew built many models with as many as seven wings. Quite an interesting model and very slow flying at .47 oz per square foot. He also built an Albatross B-2 profile biplane which is an excellent flier. He tested a number of radio installations and motors to measure the effect of weight and power on flying characteristics.

He also tested five different ParkZone motor/gear combinations to see how they stacked up for power and current drain. He also weighed the two different radio systems on the market, AR6400 or Vapor brick, to determine which weighed the most.

Stew designed a round shaped 13-inch model called the Peanutball using a Vapor Brick and Sukhoi motor. It flies fast but is very controllable. It has a wing loading of 1.19 oz per square foot. Then came the Rogallo, a parasol winged aircraft using the Vapor Brick and Ember motor. The transparent wing has to fill with air in order for it to fly. Stew feels it flies much like a Vapor.

Next Stew surveyed servos regarding weight. He found these items could range by a factor of two in weight. The Micro Invent servos were the lightest. Finally Stew looked at the various DSM radios on the market. He feels the Spektrum DX6 is a good all around radio at a competitive price. It will do most everything a modeler wants.

Stew recommended www.cloud9rc.com as a great website for more information on electric indoor flying.

Stew's presentation was very informative and well received by the DCRC audience.

The meeting was adjourned at 8:48PM.

March Club Meeting Minutes

BY MIKE PEIZER



DCRC President Dave McQueeney called the meeting to order at 7:41PM. Dave opened the meeting, as usual, by asking if there are any guests or new members. New Members: Alex, from Russia, is a new member who learned about the club from our web site. Dennis Lee wants to experiment with OS .91 ducted fan engines and he needs a place where the neighbors won't complain. He does not fly.

Committee Reports:

Sound & Safety: Nir Schweizer gave a short review of safety precautions to be taken while flying and the new rules for this year. It's OK to taxi your plane out to the runway on a taxiway, but don't taxi the plane back in to the pit area because if something goes wrong on the way in someone could get hurt. Announce your intentions to those around you so everyone knows what's going on. All flyers at our field must be a member of AMA. The new rules are now posted on the DCRC web site. Over 80% of DCRC members are now flying on 2.4 GHz.

David Harris asked whether helicopters can fly between the two sides of the field. Nir replied that no one is supposed to fly over the driveway or the parking lot. Andy Finizio has noticed that some of the flyers of electric planes need to fly the pattern instead of hanging over the north side of the field.

Dave McQueeney followed up on a couple of points. If there is someone new at the field go and introduce yourself and ask, diplomatically if they are a member of the AMA.

Be careful of the prop. Allowing your fingers to get in the way of the spinning prop is probably the most common accident. If you don't respect the propeller it could hurt you.

Lastly, if you are on 2.4 GHz just go fly and don't worry about the channel

slots at the impound.

Awards: Next month is the awards meeting and if anyone has an idea for a fun award please let Allan Hoffman know and he would be happy to help put it together. Check the April newsletter for the exact date of the meeting.

Field Maintenance: Allan Hoffman reported that a date would be forthcoming for the spring cleanup. The grass runway will be rolled before Opening Day. Don Gray will take care of new streamers for the telltale pole at the field.

Flight Instruction: Michael Peizer reported that the schedule for flight training would be posted on the DCRC web site by the beginning of the week.

Old Business: Dave McQueeney is looking for ideas for presentation topics at club meetings. If anyone has an idea for a topic that might interest the members please let Dave know. Some of the ideas Dave has come across for presentations are a talk by the full scale rescue and fire guys at Dulles International Airport and a presentation by Bob Clinke, who is a professor and heavily involved in unmanned aerial vehicles. It might be interesting to see what Bob has to say about recent developments.

David Drazin said we have one more indoor flying session this Wednesday at SoccerPlex.

Don Gray announced a small fun fly event in July. Check the event schedule in the newsletter for the exact date.

New Business: Don Gray wants the board to consider adding a classified section to our web page with the capability to post a photo as well.

NVRC Club announced to DCRC that Woodson High in Fairfax is the new site if their annual auction which will be held on 3/28/10.

Ron Bozzonetti is looking for people to travel with him to Toledo in April for the model show. Contact Ron if you are interested.

Model Shop: Bruce Carlson showed an old ignition engine Bantam Racing U-control model that was his father's and dated from WWII. The engine looks to be in very good shape and he hopes to get it running.

Gus Crosetto showed a Waco SRE electric model covered with Coverlite. It hasn't flown yet.

A few years ago Dave Littleton saw Andy Kane flying an Aeromaster II biplane and decided he wanted one. He used to see how close to the ground he could spin the plane and still pull out. He grew to really enjoy the Aeromaster. Recently he found a small kit Aeromaster and is building it now.

Raffle: The raffle prize, a ParkZone BNF(bind and fly) J-3 Piper Cub was won by Eric Monnig.

Program: Top Gun is coming up and Nir is going to attend for the first time as a contestant. He plans to compete with a 50% Fly Baby home built and he explained the process of researching, building and flying his aircraft. It all started when Nir's friend called him and said he had a dream about flying at Top Gun and he wanted to pursue it. Nir said OK and a few days later a kit from Germany arrived at his house. Then his friend called back and said he found a tandem fly baby and he wanted Nir to build that. Using one picture from his friend Nir modified the German kit into a Tandem Fly Baby. He added wing tubes to the kit to make it easier to assemble. The full scale aircraft uses a Rotax engine. It's a big model.

The meeting was adjourned at 9:02PM.

March Board Meeting Minutes

BY DOUG HARPER



The meeting, held at the home of Walt Gallagher, was called to order by president Dave McQueeney at 7:40 PM. In attendance were Andy Finizio, Eric Monnig, Allan Hoffman, Andy Kane, Tom Pfarr, Walt Gallagher, Scott Davies, Doug Harper, Nir Schweizer and Jim McDaniel,

Committee Reports:

Public Relations & County Liaison: Russell McQueeney has indicated that we can use Montgomery County students to help with events so they can get SSL credits for public service.

Sound & Safety: Nir Schweizer would like to make it easier to find our safety rules on the website. He also recommended we mail safety rules to all members as they renew. Dave suggested that Board Members have periodic short meetings with the flyers at the field to reinforce the field safety rules. Walt will update the field signage to include safety rules. Walt also volunteered to publish an article on Sound and Safety in the newsletter.

Field Maintenance: Allan indicated that field rolling will be done this spring, date to be determined depending on weather conditions. We will put the date on the website when we know it. Eric will help with this. The field will be closed April 12 and 13 due to flight restrictions from FAA. Eric is looking into pest control and feels we can implement a program for under \$200. Eric will look into this.

Allan indicated that the field looks pretty good so this year's cleanup will be minimal. The shed needs to be tidied.

Flight Instruction: Mike Peizer is

purchasing two Alpha 40 ARFs and batteries in time for the April flight training.

Events: Andy Kane has talked to the Flying Circus about this year's Bealeton. We have the sanction already for the dates of Sept 9-12. Opening Day is April 17 and County Appreciation Day is June 26. Andy Finizio recommended we advertise County Appreciation this year. Several news outlets were discussed and Andy will look into it with Jim's help.

Andy Kane suggested we do an article about our Club, including events, for the AMA Magazine.

Awards: Allan has talked to Gladiator about pricing for award medallions. Gladiator has the molds for these medallions. Allan should have the price shortly. Dave will talk to Fred Marks about recognizing William Herschberger, who was recently inducted into the AMA Hall of Fame, at a Club Meeting.

Allan is considering a McAfee award for the best newsletter article this year.

Treasurer: Scott Davis had no expenses over \$100. Scott will submit paperwork to the State of Md providing property tax info for the Club.

Membership & Newsletter: Dave McQueeney asked Andy Kane roughly how many "family" memberships we have. Andy responded 10 to 20. Andy indicated that our membership is about where he expected it to be for the year.

Web Master: Don Gray has asked the Board to consider putting for sale ads on our website. After some discussion, the Board determined the additional work involved would

be greater than the benefit. Our website was down for a short period for maintenance.

Old Business: Dave McQueeney talked to Bliss Teague about our becoming a "Historic Club". Bliss referred Dave to AMA who told him that they usually use this to commemorate a specific event. Dave will continue to work with AMA on this with the goal of signifying that the Good Brothers first flew RC in our area and our field is named for them.

New Business: Dave McQueeney asked for volunteers to consider writing an article about our events and history for the AMA magazine.

The meeting was adjourned at 8:55 PM.

(Continued from page 2)

30.6 kg) were only a few months old at the time we began the project, so after discussing it with Frank Noll, we agreed that they would hold up to the speeds we were hoping to attain (in fact they were perfect!) Together with the Futaba metal servo arms and the JMP stock linkage setup as per the manual, no flutter or slop were present at any time during any flight. The 2.4ghz Faast system has been bulletproof for me since day one and really allowed me the extreme distance necessary to make the runs I envisioned.

Power system:

Battery power came from Duralite's Lithium Manganese packs which kept our servos ready with power for the stresses of 300+mph flight. The Lithium Manganese packs have a great "C" rating which under the heavy flight loads, high servo drain, delivered without hesitation. We understood that a good, reliable, redundant system was necessary - space was tight, so Emmerich from Powerbox said the Evolution would be just right. We met up again at Jet Power and he was very excited and wanted to know how the project was coming along.

Building:

Well, anyone that knows Axel or I realizes that we did not build this model, and with good reason, so we let the experts handle this build. A local (Orlando) team of skilled craftsman constructed the Firebird and had constant communication with Tom throughout the process. I would stop by weekly to see how it was progressing and made sure the fits were all extremely tight. A few minor adjustments were made to my liking mainly from input I gathered from other Firebird owners/fliers. Time started to come to a crunch and the paint work suffered multiple delays, as with any project on a deadline. Finally the paint process started during the worst possible time - our coldest week in 20 years here in Florida. The paint booth was at a balmy 15°F which did not

help the clear coat. Thank goodness for sandpaper and a buffer!

Safety:

After flying turbines for over 14 years (starting with the old JPX propane T-240), I personally have witnessed structural failures, equipment failures, and pilot error which have resulted in the total loss of airframes. Anyone who denies this danger is simply fooling themselves. Axel and I were both well aware that we were going into uncharted territory... however, we took every safety precaution that we felt necessary. I have heard of a few other attempts of 250+ speeds, however, our goal was faster than 290-305mph. As with any R/C model, there is always a chance that something can fail or go askew. Safety, was absolutely our first concern.

With all of this on our minds, Axel and I decided it was best to close the flying site during our attempt in the DR for the safety of ourselves and others. I personally stacked up all 6 pilot barriers (chain link fence with 1" tubing) in an octagon. The layers were 4 deep on the front 3 sides, offering at least some protection if necessary.



The Flights:

I can say with confidence now that this type of flying is not for most... or should not even be attempted by most. It was truly intense. A smooth flier is necessary when you are hitting these types of speeds with any model aircraft. The slightest yank and the model would easily be re-kitted. The flights lasted roughly 4 minutes and when coming around to land, the adrenaline was pumping so much that a simple landing seemed almost challenging. Axel managed a few passes

as well via the buddy box towards the end of each flight. It was no doubt exciting and thrilling, basically "living on the edge" is the best way to describe it.

A formal certificate presentation will happen on Tuesday, January 26th, in the Dominican Republic, with myself, Axel, the Guinness World Record Representative, along side our close friends at the CFI (Caribbean Fly-In) press conference. I will be posting the official certificate once it is in hand.. Thanks again for all the continued support, looking forward to another fantastic show in the DR, put on by the entire CFI Staff, a great show with great friends.

Special thanks to -

Axel Hache
 Pedro Hache
 Gamal Hache
 Andreas Bothe
 Carlos Sanley
 Fabio Alonzo
 Don Shulman
 Franco Dal Bon
 Jamey Larosa
 Gene Largado
 Anthony Rhodes
 John Rispoli
 Tom Cook
 Bennie Van de Goor
 Frank Noll
 Jack Price
 Emmerich Deutsch



DCRC OPERATIONS BUDGET FOR
FISCAL YEAR NOVEMBER 1, 2009 through OCTOBER 31, 2010

SUBMITTED BY THE 2009 BOARD OF DIRECTORS OCTOBER 21, 2009

APPROVED BY THE 2010 BOARD OF DIRECTORS OCTOBER 21, 2009

INCOME:	
MEMBERSHIP DUES:	15,500.00
OTHER:	1,975.00
Raffle, Interest, & Miscellaneous	
TOTAL INCOME:	\$17,475.00
EXPENSE:	
ADMINISTRATION	2,200.00
AWARDS	250.00
EVENTS	5,700.00
FIELD MAINTENANCE	1,500.00
FLIGHT TRAINING	800.00
MEMBERSHIP	500.00
NEWSLETTER	2,500.00
PUBLIC RELATIONS	500.00
CAPITAL/SITE IMPROVEMENT FUND	2,325.00
SOUND & SAFETY	100.00
RAFFLE	1,100.00
TOTAL EXPENSES	\$17,475.00
TOTAL Profit/Loss	\$0.00

“LOCAL BOY DOES GOOD”

You are invited to hear Col. Dean Stickell USAF Ret. Speak of his Air Force adventures and how he became to first man to log 1000 hours in the F16.

April 15, 2010

7 PM

**Urbana Library
 Community Room
 9020 Amelung St.
 Urbana, MD**

RSVP or questions to:

Henry Bergen

301-865-3557

LANDHB@comcast.net

The library does not promote or endorse the views of the program sponsors or presenters.

Calendar of Events 2010

April

- 9-11 Weaks Signals Trade Show
Toledo OH
- 16 DCRC Club Meeting
- 17 DCRC Opening Day
- 24 DCRC Flight Training
- 30-2 Fredericksburg, VA Heli Fun Fly

May

- 8 DCRC Flight Training
- 9-15 JOE NALL Triple Tree SC
- 21 DCRC Club Meeting
- 22 DCRC Flight Training
- 26 DCRC Board Meeting
Nir Schweizer

June

- 4-6 IMAA Rally of the Giants
Monaville TX
- 5 DCRC Flight Training
- 12-13 IMAA Quakertown, PA
- 18 DCRC Club Meeting
- 19 DCRC Flight Training
- 25-26 IMAA Harrisonburg, VA
- 26 Heritage Day/County Appreciation
day Walt Good RC Field. MD

July

- 3 DCRC Flight Training
- 4-11 Jets over Kentucky
- 7-11 War Birds over Delaware
- 16 DCRC Club Meeting
- 17 DCRC Flight Training
- 18 DCRC Small Fry Fun Fly
- 21 DCRC Board Meeting
Dave McQueeney
- 23-25 Cincinnati Jets Oh
- 24 Electric fly in Loudoun Co.
- 24-25 Warbirds over PA Quakertown,
PA
- 31 DCRC Flight Training

August

- 6-8 Wings over Piper Loch Haven PA
- 14 DCRC Flight Training

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

March/April
2010

PROPOSED FLIGHT TRAINING SCHEDULE –2010

April 24

May 8 & 22

June 5 & 19

July 3 & 17 & 31

August 14 & 28

September 4 & 25

October 9 & 23

November 6

Certification: Often, an instructor can remain after the training session is over to certify a new pilot. Other times for pilot certification can be arranged with any qualified certifier. See the list of certifiers posted at the field.