



DCRC Club Newsletter

Volume 54, Issue 5

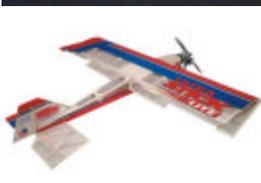
August, 2008

DCRC Club Meeting
August 15, 2008 7:30 PM
Montgomery County Council building
100 Maryland Ave
Rockville, MD 7:30 PM
Membership Meeting program:
Paul Sforza Electric ducted fans

Roy Day's Electric conversion



August Club Meeting
Raffle Prize Hanger (
120 sized Stick



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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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HELP	PG 7

Cover: Roy Day shows how easy it was to convert your old glow plane to electric.

Photo by Tom Pfarr

THE STORY OF CUB YELLOW

SUBMITTED BY ALLAN HOFFMAN



In my research of "all things Piper Cub" the question has come up from model Cub builders and the like. What is "Cub Yellow"?

Piper originally used nitrate dope for the J3. This is the darker, more orange shade that Piper called "Lock Haven Yellow". Some time after the war, when the supply of nitrate dope was dwindling, bids went out from Piper for a paint manufacturer to come up with a pigmented yellow butyrate dope that would as closely match the nitrate shade as possible.

None of the companies could match the Lock Haven Yellow exactly, but Randolph was the closest and thus was awarded the contract. This butyrate yellow was a little brighter and more a pure yellow and though Piper continued to refer to it as Lock Haven Yellow, Randolph dubbed it "Piper Cub J-3 Yellow" (#F-6285).

So, all J3s up until the change of dope during 1946 was painted with the darker shade which Randolph refers to as "Lock Haven Yellow", while the butyrate doped J3s and all PA-11,15,17,18 and PA-20/22 aircraft were finished with the light butyrate, Randolph's "Piper Cub J-3 Yellow"

A nice detail: After changing to butyrate dope, Piper couldn't use dope for the boot cowl. The boot cowl had to be painted with enamel, and that is why the butyrate doped J3s had a shorter lightning bolt, ending (starting) behind the boot cowl.

Andy,

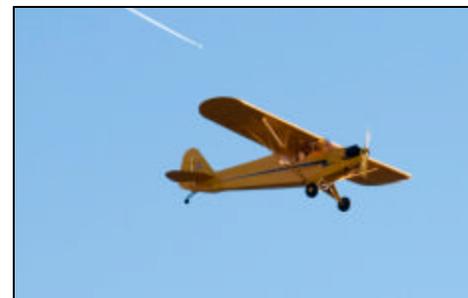
I saw your 50% in the newsletter. I could not resist sending photos of my 100%.



Empty weight is 710#; 65hp; gross weight is 1220#. It cruises at 68 mph (or so), stalls at 38, although I have flown it as slow as 30mph. 65hp is ok when it's cold out, but it requires a lot of fore thought on hot humid days. My bet is that your 50% cub has a higher power to weight ratio. Your photos look like a Reed clipped version.



I've done spins, but no loops. Took a while to get the rudder feel to maintain good directional control when



landing, which is especially important on asphalt as opposed to grass.

Enjoy your new cub.

Lee Becker

July Club Meeting Minutes

BY DOUG HARPER

The meeting was called to order at 7:38PM by President Andy Kane. Andy asked for introduction of guests or new members. None were present.

Heritage Day: Andy Finizio announced that Heritage Day was a great success. First, hot dogs sell better than hamburgers. We sold out of hotdogs almost immediately. We had a few hamburgers and sodas left so our food strategy worked very well and we made money on the food. We will use this for future events. Andy estimated that upwards of 1,000 people were in attendance over the day. Also, the flying was great and we had a plane in the air almost all day. There was a lot of positive feedback from our guests. The County guests felt our event was one of the best across the many other events they had visited that day.

Dave Drazin announced that he handed out over 150 rubber-band balsa flyers at Heritage Day. Dave felt there was a lot of enthusiasm about the hobby from the attendees.

Treasurer's Report: Dr. McQueeney reported for Scott that there were two checks over \$100 for the month. Dave also had a copy of the monthly report for anyone who wanted to see it.

Field Maintenance: Allan announced a work detail for the fall to address some runway cracks (we have to decide if we do this or hire someone). We need to reset the gate post so it will stay open.

Sound and Safety: No report.

New Business: Allan proposed a round of applause for Tom Pfarr for his great work as "club photographer". This was responded to soundly.

Rudder-Only Event: Don Gray announced that the event was a success. The attendees were pleased even though there were fewer than expected. Don had 22-23 attendees who flew enthusiastically even though there was some wind. No matter what, everyone had a good time. There were no accidents and no radio issues. To get things started, Don decided to do a demo off the south end of the runway.



The plane, even with limited control, flew well but was almost lost. He found a "mechanical" problem later that affected its flying. Lunch was fine with a variety of food. Don thanked Ira, Chuck Lee, Ky Lin, Mike Young, and Tom Pfarr for all their help during the day. The meet was a smashing success. Don announced that there is a rudder-only event coming to AMA in Muncie and he is planning to go.

Summer Camp: Dave Drazin announced that the camp will run from Jul 28 thru Aug 1 from 8:30 to noon. Things are ready to go and hopefully we will have a good turnout with 10 or 11 already registered. Dave invited all who would like to help.

Air Show Team: The air show team flew on July 4 at Great Meadow and all had a great time. This event is well attended and the crowd was enthusiastic about our show. Andy Kane, Allan Hoffman, Dave McQueeney (and Matt), Walt Gallagher, Jim and Joe McDaniel, Nir Schweitzer, and Doug Harper were in attendance. Many thanks to the McDaniel family for providing food again this year.

Model Shop: Don Gray presented his Sopwith Camel electric foamy. It flies on a 280 geared motor and flies very well. The best thing is it cost \$19.95 including the motor.

Roy Day showed a Sig LT25 that he converted from glo to electric. He took out 26 ounces of glo stuff and added 25 ounces of electric stuff. He is using A123 cells and an Axi Outrunner (85 watts per pound) for power. The batteries are a little heavier but very powerful. He moved the servos forward and provided air flow for cooling. It flies great with no lead for balancing. Since Roy already had most of the parts, the conversion was very inexpensive. He estimates he spent under \$200 to do the job. Very nice.

Cory Galladay showed a Red Bull Extra ARF that he picked up in Toledo. It came with the motor already installed. He added the speed controller and

2800mah batteries from Eflite. He has only flown it once but is pleased with its characteristics.

Tom Pfarr presented his rudder-only entrant, a Miss Two from Hobby Lobby. This is an Old Timer-based model with a low speed electric motor pushing a 13X7 prop using a 12 amp controller. It flies slow and floats forever.

Finally, Nir showed his latest project, a very large Lockheed L1011 airliner that he built from an old kit. This model required a lot of effort and Nir spent close to 4 months on it. There will be a Jetcat P120 installed in the tail and it uses retracts. Nir installed an access hatch in the front of the fuse to make installation easier. The kit was very old so required a lot of engineering to complete. Many parts were not straight so Nir used the old "wet and straighten" approach to align things. He used a new spray primer from Advanced Auto parts that he like very much.

Raffle: Tonight's raffle is a RCS SV26 two-stroke engine with muffler and ignition. Dave Drazin was the proud owner of the winning ticket. Dave was resoundingly hooted for winning. Next month's raffle will be a 120-size stick.

Program: Tom Pfarr presented the program, a DVD called Rendevous about driving in Paris. A very fast automobile drove across Paris in 8 minutes providing a very exciting ride.

Next, Tom showed the DVD from this year's Joe Nall fly in. Featured in the DVD was Andy Kane receiving the Joe Nall Award.

Finally, Tom presented a slide show of Heritage Day pictures. All in attendance enjoyed the show.

The meeting was adjourned at 9:14PM.



May Club Meeting Minutes

BY MIKE PEIZER



The meeting was called to order by vice president Dave McQueeney at 7:37PM.

Guests: Hank McQueeney, Dave's dad, was visiting and came to the meeting.

New members: Mathew, representing himself and his family is a new member and anxious to learn to fly.

Dave opened the meeting by passing on a short report from Andy Kane, who is attending the Joe Nall event in South Carolina. The weather at Joe Nall this year has been a bit disappointing, but the attendance has been good.

Reports:

Community & Public Relations & County Liaison: Jim McDaniel reported it has been rather quiet and he has nothing new.

Dave McQueeney remarked how it was really neat to take his dad on a tour of the field and realize how nice our facility is.

Field Maintenance: Allan Hoffman reported that the grass is green and being mowed well and regularly. Ron asked about the graffiti that had been sprayed on the new concrete pad at the transmitter impound and when it might be removed. Dave replied that it would be dealt with in a timely manner.

Flight Instruction: Michael Peizer reported that flight training got off to a good start and is proceeding nicely.

Treasurer: Scott Davies reported one expense over \$200.00 to Damascus Enterprises for work at the field.

New Business: Scott Davies said that 80 percent of the flyers at the recent Joe Nall Fly-in are using 2.4 GHz radios. The trend is clear,

2.4GHz is here to stay.

Terry Lamb announced that he, Ron Bozzonetti, Ed Leibolt and David Drazin gave a presentation at North Bethesda Middle School to the Technical Education Department. There was great interest in the program and the possibility of some new DCRC members. Terry said this would become an annual event and next year they plan to incorporate a trip to the field as well.

Raffle: The raffle prize, a Mercury Adhesive Caddy with several types of CA glue, a batch of 30 minute epoxy and some stirring sticks, all valued at about \$100.00 was won by Jim McDaniel.

Model Shop: David Littleton showed his new Ace biplane, constructed from a kit. It's powered by an OS 1.60 twin engine, which runs rather well on one cylinder. It runs better on two, however. It has a flat bottom wing so it's easy to fly.

Don Gray teased his upcoming presentation by showing a 1953 Buzzard designed by Ken Johnson. It's a rudder only design, meaning that's the only control surface that works and that's the only way to control it in flight. The Buzzard featured a lifting stab, which made it less prone to trim changes due to varying speed. Next, Don showed a new Avistar by Hobbico, with a semi-symmetrical wing. It had been restricted to only rudder and throttle control like his 1953 Buzzard.

If you ask Walt Gallagher's traveling buddies they will tell you this on year's trip to Toledo he was a man on a mission. Walt cruised the aisles at the Toledo show determined to learn everything possible about batteries. According to Walt's traveling companions, he talked about batteries from the time he climbed in the vehicle to ride to Toledo until the time he returned home. Walt said it was tough – mostly on those traveling with him. However, his quest paid off. He did

a mock up of the system he plans to fly in his airplanes and brought it to the meeting to show. The heart of the system is two A-123 batteries, which feed the three JR 2.4 GHz receivers and the engine ignition. (Ignition interference is not an issue with 2.4Ghz radios) The 6.6-v batteries need a special charger. The lithium phosphate manganese chemistry has no charging/fire issues and is rated for 1000 charging cycles.

Dave McQueeney announced he placed third in sportsman class at Top Gun.

Program: Don continued his presentation entitled "Trimming and Flying Rudder Only Model Airplanes". Our hobby is seventy years old and started as free flight. The advent of ignition engines for models gave flyers the impetus to build and design larger heavier airplanes. The engine cutoff devise made it easier to keep a radio-controlled model from flying away and helped spur on the hobby. Don proceeded to give a presentation, which included a background on the history of R/C, how the forces exerted on an airplane in flight are balanced and ended with the finer points of rudder only flying and how it's done.

The meeting was adjourned at 9:03PM.



Cory Galloday from the July Club meeting. Photo by Tom Pfarr

Schedule of Events

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

2008 DCRC FLIGHT TRAINING SCHEDULE

August 9 & 23

September 13 & 27

October 4 & 18

November 1

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.

August 2008						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9 DCRC Training
10	11	12	13	14	15 DCRC Club-Meeting	16
17	18	19	20	21	22	23 DCRC Training
24	25	26	27	28	29	30
31						

Calendar of Events

<u>August 2008</u>			
9	DCRC Flight Training,	(301) 785-3022	20-21
15	DCRC Club Meeting Program by Paul Sforza Electric ducted fan EDF	andykane01@hotmail.com	20-21
22-24	Pennsylvania "Tri-County Wingsnappers Giant Scale Fun Fly 2008" Turbine Friendly, Home of the Rally of the Giants 2009. Farview Airfield, Hamburg, PA Rick Boyer (610) 354-3376 richard.a.boyer@lmco.com www.tcws.org	www.dc-rc.org	27
23	DCRC Flight Training	12-14	28
29-1	Dayton Ohio Giant Scaler's fly in The DOGS Show, Wright Patterson AFB, Dayton, OH	The Neat Fair - Downsville, NY neatfair@optonline.net. One of the Nations largest Electric Model "fun-fly's". Hundreds of models & pilots. Flight demonstrations, vendors, on-site accommodations and food. Spectator and pilot raffles! Sponsor: SEFLI	October 2008
29-31	Clover Creek Aerodrome Invitational Toone, TN (AA) 412, 413, 414, 415(JSO). Site: 315 Hill House Rd. joecutright@aol.com	13	3-4
30-31	IMAC Contest Milford, PA	DCRC Flight Training	War Birds Over Gretna, VA Rod Jaeger CD Rocket man368@msn.com No turbines; www.giantwarbirds.org.
1	Labor Day	14	4
5-7	Virginia "Bealeton Fly-In" Flying Circus Aerodrome Bealeton, VA Andy Kane	16th Annual Cub Fly In Williamsburg, VA cran6962@aol.com. www.homestead.com/cvarc/	DCRC Flight Training, Mike Peizer
		19	10-12
		DCRC Club Meeting Nominations for the board of directors, Expiring Terms, Dave McQueeney, Andy Finizio, Scott Davies	Hamburg Jet Jamboree PA Richard.a.boyer@lmco.com 400' x 1800' rolled grass runway.
		20	17
		Maryland "PGRC 16th Annual Giant-Scale Fly-In" PGRC Club Field Bowie, MD Steven Whitecoff (410) 263- 5836 cross.up@comcast.net	DCRC Club Meeting, Elections
			18
			24-26
			Fighter Flight Against Cancer IMAA Fly In, Danville, VA Regional Airport mcmartin@chatmossable.com
			<u>November 2008</u>
			<u>December 2008</u>

CONVERSION OF A GLOW TRAINER TO ELECTRIC POWER



BY ROY DAY

Improvements in electric motors, especially brushless, and batteries over the last five years have made it simple to convert glow powered model aircraft to electric power.

I recently converted a Sig LT 25 to electric power. The LT 25 has a 63" wingspan and weighted 5 pounds 6 ounces without fuel. The following photos detail the conversion.

Here you see the converted plane with



electric power.



The following glow-related equipment was removed: Fuel tank, 40 2-stroke engine, prop and spinner, engine mount, receiver battery, switch, tail brace (not shown).

Weight removed = 27 oz

Additions for the electric power system were: Battery pack (4 cell A123) (black pack in tank compartment) New firewall, AXI 2820/10 outrunner brushless motor, 11 x 6 prop, Electronic Speed Control (ESC) 40 amp

(Continued on page 7)

DCRC'S RUDDER-ONLY FUN FLY



BY DON GRAY

DCRC held its first rudder only fun fly in over fifty years. The event took place on Sunday, July 13, 2008 at Walt Good field. This was an opportunity for those who had flown this form of RC in the past to dust off their models and get them in flying condition once again to relive this simple but somewhat challenging way of flying. And it also provided those who had not flown with just rudder the opportunity to experience, first hand, how it was done when DCRC was formed more than a half century ago. A few of us had only rudder and or rudder and throttle models; but those with elevator as well were able to trim there planes so they could experience flying with only rudder during a good portion of the flight.

I counted about twenty-three attendees. There were a total of fifteen registered pilots, a few elected not to fly due mainly to the wind levels which were up a little for some of the smaller models. Everyone I spoke with said they found it very enjoyable and relaxing. I did not take an exact count but the majority of the radios were on 72 MHz, with three on the 27 MHz band and at least one on 2.4 GHz. There were no accidents or radio problems that I'm aware of. All in all, it was a successful outing and a lot of fun for all of us who attended.

I would like to thank all of you who came out to participate and especially those who helped out before, during and after the event: including Ira Glikman, Chuck Lee, Mike Young, Tom Pfar, Chi Lin and my wife Bonnie.

As I mentioned at the July monthly meeting, the Vintage RC Society (VRCS) is planning a five-day event in September 09 at Muncie, IN. In addition to a number of vintage classes, they are featuring the INTERNATIONAL CHAMPIONSHIPS FOR RUDDER ONLY.

Therefore, if there is enough interest, I would like to have another R-O fun fly at DCRC sometime next summer. If anyone thinks they might be interested in attending the VRCS event, Let me know and perhaps we can arrange to

drive out together.

Thanks to Tom Pfar, with some assistance from Nir Schweizer, for taking all the nice photos of the event which are available on our website. I have included a few here as well.

The first photo shows a few pilots posing



with their models. Next, Tom Pfar is



shown with his brand new model, which flew very well. In the next photo I'm



launching the 1953 Kenhi Buzzer'd off the south end of the field, scary flight. Gus Corsetto had a number of models,



(Continued on page 7)

HELP!

BY MAYNARD HILL

Last July (2007) I gave a presentation at the Show and Tell about an airplane I've been working on. The goal is to fly non-stop for two days to set a new World Record for R.C. duration. This is a tough record, mostly because of engine performance and a carburetor that trickles fuel at a rate of a little below 2 ounces per hour. We've crashed two airplanes and had one simply take off cross-country due (I think) to a failure of the direction finder that is supposed to keep the model on station within eyesight of the ground crew. We have not seen or heard of that model since. It took off toward Pennsylvania and I suspect it's in deep woods on one of the mountains of that famous Appalachian range.

I've been working on the engine-carburetor fuel system for five years, ever since our successful transatlantic flight. I'm using an OS52 four-stroke on Coleman stove fuel. The transatlantic flight was also a five-year effort with OS61 four-strokes. You'd think that after 10 years of this tedium I would know everything there is to know about long engine runs. Sorry! I'm still unable to guarantee that the engine will keep going for 48 hours. I now think it has a pretty good chance, or I would not be making the plea for help that follows here.

We are hoping to make another attempt during the last half of August or during September. The operation requires the continuous attention of an R.C. pilot and a telemetry observer. That's the minimum active crew. But our experience with prior flights tells us that we should have a back-up pilot on duty. Two days is a heck of a long time to sustain the needed vigilance. Last year we had Roy Day and Charlie Calvert as Contest Directors. Flight crews were made up of Paul Howey, Les Hamilton, Ron Bozzonetti, and Jay Stargel as pilots. Ricardo Tolentino, Don Sassaman, and Jack Symborski shared the telemetry chair. At night time seems to crawl, the plane's lights threatening to mesmerize the pilot or put sleepy winkers in his eyes. A two-hour shift is a hardship in itself, but we were spread so thin that some had to go for three to four hours.



Circa 1977

We need more pilots and observers. I am hereby begging for volunteers. The airplane is very easy to fly. It has a gyro wing leveler. For the most part, piloting consists of bumping trim knobs of the elevator and throttle. At times it is necessary for the pilot to take over with the stick and steer it back to the control station if the wind carries it a worrisome distance. Let's face it, a two-day flight will be quite an achievement and you will be entitled to be proud if you participate. That joy and a million dollars would make you a millionaire. Never-mind! You'll feel like a million if we're successful.

Please call me or email me if we can add you to our crew. Thanks!

301-598-6264 or
geebeehill@verizon.net

(Continued from page 6)

and in the next photo is shown charging his Diddle Bug from Stevens Aero. The original model weighed about 10 oz. before Gus beefed it up. He says that he enjoys flying in wind and adds, "it takes a 'real man' to fly this little model in 10 mph winds, (not to mentioned to do so with a pink Tx)". Taking time out for lunch was captured in the next photo. Bill Savage, at 86 is still an active mem-



ber and is shown positioning his green and white Coronet for another flight. The model was designed by D. B. Mathews in 1956. The final photo



shows Beppe Fascione launching his 1953 deBolt Live Wire Trainer. Both Gus and Beppe flew on 27 MHz with no problems. Don't forget to pick a newsletter article to write sometime during the next year. It's not too early to start thinking about a subject and jotting down a few notes and ideas now while they are fresh in your mind. See you at the field.

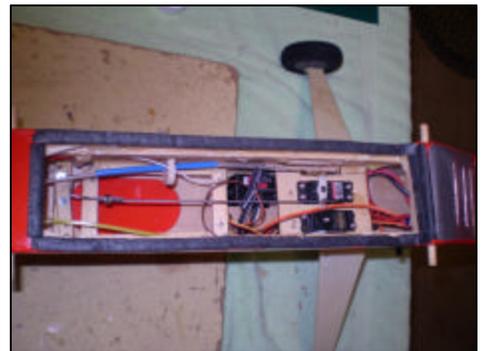
(Continued from page 6)



Weight added = 26 oz.

In addition I moved the rudder and elevator servos forward for balance.

The final result was that I had an electric powered plane that weighed one ounce less than the dry weight of the



glow version. I made power checks using my Astro Wattmeter.

I had to limit max throttle because the ESC is limited to 40 amps. However, this is more than adequate power. I measured:

442 watts at about ¾ throttle, giving
442 watts/ 85 oz = 83 watts per pound of aircraft weight.

This is plenty power for leisure flying and mild aerobatics. Flight tests have been very satisfactory.

District of Columbia
Radio Control Club

First Class Mail

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

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August 2008

Allan Hoffman 1/4 Scale Stearman Warbirds over Delaware



Photos by Tom Pfarr