



# DCRC Club Newsletter

Volume 54, Issue 8

December, 2008

DCRC Club Meeting

December 15, 2008 7:30 PM

Montgomery County Council building

100 Maryland Ave

Rockville, MD 7:30 PM

Membership Meeting program:

Holiday Social



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County Liaison: Jim McDaniel

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**Visit us on the web: [www.dc-rc.org](http://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:

*Nir Schweizer with his new ride.*

*Byron AT-6*

## PRESIDENT TO PRESIDENT

### Leading a Club is More Than Doing the Job Yourself

BY DAVE MATHEWSON,  
AMA PRESIDENT

The year 2008 is winding down and this is the time when many of our clubs elect new, or re-elect current, officers for the coming year. I'm going to begin this column by shamelessly plagiarizing an article I recently read about being an association officer: "Filling an officer role does not mean that you are required to do the job alone. Being an officer simply means that you are responsible for ensuring that the job gets done. As an officer, you are allowed to ask other members of the club to help you fulfill your duties."

How true is that? I've been a member of a number of different organizations, and far too often I've seen cases of burnout because club officers feel a need to carry the load of running a club or association entirely on their own shoulders.

Sure, there's a responsibility that goes along with being a club officer, but that responsibility doesn't include doing all of the work yourself. In fact, over time, many clubs eventually fail because the club officers allow themselves to be put in a position where they had to do all of the work and simply accepted this as the way things were done. In other words, it was easier to do the job yourself than to solicit the help of others. At least that sounded good at the time.

As club members we should accept the fact that we all need to play some part—even if only a small part—to ensure the well-being of our club. That's what being part of a club is supposed to be all about. At

the same, time we recognize that those who have volunteered their time to be club leaders have accepted a greater level of responsibility; however, that responsibility should lean more toward creating an atmosphere of teamwork and cooperation within your club.

As a club officer you also have an opportunity to influence the direction of, and culture within, your club. Your members depend on you, as well as the other elected officers, to help set and meet goals and objectives for your club during your term. How you do that can mean the difference between success and failure, not only for you, but for your club.

In some cases, if things go extremely wrong, it can result in an officer eventually leaving not only the club, but modeling all together, because the pressures of holding a club office have taken the fun out of what was supposed to be an enjoyable activity.

Please keep all of this in mind as we move into the new year. Being a club officer doesn't mean tackling every project or activity yourself. It doesn't have to feel like a job. Most often, it can be an enjoyable experience if approached the right way. Enlist your members to do their part in support of your club. Most want to be a part. They just need to be asked.

Since this is the last issue of the AMA Insider for 2008 I want to close this month by wishing everyone a happy holiday season and the best of luck in the coming year.

## November Club Meeting Minutes

BY DOUG HARPER

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

**Treasurer:** Scott reported four expenses in excess of \$100. Scott has a full report available for anyone who cared to see it. Scott also reported that money was transferred to the runway fund.

**Field Maintenance:** No report.

**County Liaison:** Jim McDaniel reported that he is in discussion with the County about the possibility of an indoor electric funfly at the Socerplex. The County is supportive and will be giving us a couple of potential dates in the near future. Jim will announce these dates as soon as he gets them. A lively discussion ensued about various kits available for indoor flying.

**Events:** No report.

**Training:** Mike reported that 3 people were certified this year. The last session was last week. Mike plans to convert all students and trainers to 2.4 GHz next year.

**Vice-President:** Dave audited the club books for last year and found no discrepancies.

**Sound and Safety:** No report.

**New Business:** Charlie noted the AMA magazine article on our Flight Camp.

Dave Drazan had written this article and AMA accepted it as written. The Club gave special thanks to Ed Leibolt for his efforts on this wonderful activity,

**Old Business:** Walt reminded that next meeting is the annual holiday party. Refreshments will be served as usual. Also, anyone wanting to exchange gifts should bring a small

gift.

**Raffle:** Nir Schweizer has generously agreed to take over the meeting raffle. Many thanks to David Fepelstein for his efforts on the raffle over the past year. The raffle prize for tonight is a Vapor ready-to-fly electric airplane. The raffle ticket was pulled by Andy and the winner was Scott Davies. Scott received a resounding groan from the audience.

**Model Shop:** Dave and Russell McQueeney presented their matching Qwik-Fly models which were both decorated in the same color scheme, purple and yellow. The larger of the two is a 60-size model but powered with electric. Dave had a Qwik-Fly many years ago and like it so much he wanted to build a new one.



Dave Littleton presented his ultraminiature helicopter which uses seven inch rotors. Dave proceeded to give a flying demo of his model to great club applause.



Don Gray presented his Vapor ultralight electric which he has been flying indoors. He has found some design issues which he is working on.

Jay Stargel presented his Tango



electric which he found at the NVRC auction. It weights 5+ pounds and uses 853 watts per pound. He likes it performance and continues to fine tune the batteries and electric.

**Program:** Tonight's program is presented by Ed Leibolt on the "Garbage Can Special" that everyone has experienced. His premise for this presentation is not "Will you Wreck, but When". With that as background, Ed reviewed the steps he takes when that inevitable wreck occurs, starting with locating the aircraft. He then reviewed the process he goes thru to retrieve the plane, especially if he plans to rebuild the craft.

Ed then talked about techniques he uses to "put the puzzle together again", often with great success. He finds this challenging and almost as much fun as building a new kit.

Ed received a warm round of applause for his very interesting talk.

The meeting was adjourned at 8:57PM. December raffle prize.

YF-22 RTF



## Soldering: It's All About Heat and Clean

BY TOM BALL

From the Sacramento Valley Soaring Society, Novato, California

When I was teaching school back in the 1950s, I got a summer job with the company that installed the first dial telephone system in Elk Grove. Eventually I moved on to other jobs as the work progressed, but initially what I did was solder each wire from a 200-pair cable to terminal blocks eight hours a day. By the end of the summer I had a pretty good idea how to attach two items together with molten metal while avoiding the dreaded "cold joint."

I just finished doing all the wiring for a new 1/5-size Cub that I am converting to electric power. While I had all the gear out, I also changed the terminals on three batteries that I bought at the last swap meet. This seemed like a good time to write an article I had suggested some time ago.

Before I get to the preparation of the actual materials to be soldered, let me talk for a minute about irons, solder itself, and tools. My standby is an older model Weller 8200 rated at 100 watts. I love this gun because it is ready to go as soon as the trigger is pulled and I can lay it back down on the bench without wondering an hour later if I turned it off. For really heavy work, like joining 1/8-inch piano wire for landing gear, I have a conventional 100-watt iron made by a company called Drake. My third iron is a small Ungar, which does not show wattage, but it has a very fine tip and is good for jobs like re-attaching a broken wire to a speed controller.

For solder I used a good quality resin core 60/40. The last numbers

refer to the proportions of lead in the mixture to tin. The flux I happen to have on hand at the moment is Otaey No. 5 solder paste. On hand means it has probably been around five or six years. With paste, a little goes a long way.

Many of the tools I use, like needle-nose pliers and small files, are just normal bench tools. A more specialized tool I almost always use is called a "third hand." It consists of a base supporting frame with two opposing alligator clips, which can be twisted and moved to almost any position.

By gripping the two parts to be soldered and holding them firmly together through the entire process, it helps eliminate burnt fingers and failed joints because of movement before the solder has completely cooled. The last two tools that always come out when I set up a job are a simple wire stripper and a small bronze brush which I use to clean off the tips of the irons when they start looking a little dull.

For a perfect solder joint, both surfaces must be clean enough and hot enough that the solder will melt and flow evenly on both items. Any dirt, rust, corrosion, or other foreign matter on either surface will prevent the solder from sticking to the dirty area and will cause a weak or imperfect joint.

This is less of a problem when dealing with new components and fresh wire than when doing repairs or re-using old components. Sandpaper, files, a Dremel tool, and the wire brush I mentioned earlier can all be used to get a bright and shiny surface. When doing repairs, I cut back enough fresh wire if the wire is long enough to allow it.

One way to guarantee that you are dealing with two clean surfaces is to apply a light coating of paste and solder to each surface before you make the actual joint. This is some-

times called tinning and will show up any places that are not willing to take solder.

Once both surfaces are tinned, they must be held together in some immovable way through the entire process, from the application of heat to the final cooling when the solder itself turns from bright to dull. If you are going to do this without some type of jig, be sure to use pliers. There is no way you can hold something with your fingers close enough to the joint to be effective without burning yourself. For larger jobs, I use everything from small vises to C clamps.

The actual soldering is generally over within seconds. The trick is to position the iron so that both surfaces are heated to the point where solder melts and flows.

For small jobs such as soldering wires onto plugs or terminals, you can generally get enough solder on the tip of the iron before applying it to the area. If more solder is needed, for example when building a heavy-duty landing gear, push the end of the solder right into the heated area but don't overdo it. Excessive solder buildup does not make for a stronger joint. Also, keeping an iron in an area until wire insulation and other components are melted does not make for a better job.

One last point to watch out for is the so-called cold joint. A true bond will be made only when both surfaces become hot enough to solder. Be sure that the tip of the iron comes in contact with both surfaces long enough for this to occur. Cold joints will often look fine and may even hold for while, but they have a nasty habit of failing on final approach

## DCRC Final Operations Budget 2008-2009

### Approved by the board of directors October 22, 2008

<b>INCOME:</b>	
MEMBERSHIP DUES: (195 @ \$78.00 & 6 @ \$90.00 & 4 @ \$12.00)	15,798.00
OTHER: (1) Raffle, Interest, & Miscellaneous	2,221.70
<b>TOTAL INCOME:</b>	<b>\$18,019.70</b>
<b>EXPENSE:</b>	
ADMINISTRATION (2)	2,100.00
AWARDS	250.00
EVENTS (3)	5,900.00
FIELD MAINTENANCE	1,550.00
FLIGHT TRAINING	600.00
MEMBERSHIP	750.00
NEWSLETTER	2,400.00
PUBLIC RELATIONS	500.00
CAPITAL/SITE IMPROVEMENT FUND (4)	2,369.70
SOUND & SAFETY	100.00
RAFFLE	1,500.00
<b>TOTAL EXPENSES</b>	<b>\$18,019.70</b>
<b>TOTAL Profit/Loss</b>	<b>\$0.00</b>

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

### Ron Bozzonetti sends in this report.

Here are some recent images taken at the field. Bill Garner is standing next to the Ultra Stik 120 which he had won at the club raffle. He has



powered this model with an SV 26 which he got from RC Showcase. Another image shows Terry Lamb starting the engine. Terry spent some time getting the engine adjusted and made the first flight.



The other image shows Bill with his turn at the sticks for his maiden flight. The combination of engine and plane seems to

be a good match as the plane flew well with no problems other than trim adjustments.



## PGRC's ELECTRIC FUN FLY

BY DON GRAY

It's hard for me to realize that summer has gone once again, but it gives me a chance to reflect back on all the great model events that have occurred this past season.



In the past couple of years I've tried to make it to at least one new (to me) event each year. This year it was PGRC's annual Electric Fun Fly.

For those of you who have not visited their facility, it is one of the most model-friendly fields in the area. The field is located on Swanson Rd off of US 301 in Upper Marlboro, MD. They are one of the few area clubs who, like DCRC, are fortunate enough to have both a paved and grass runway. Their paved strip is 40'x 400'. The turf section is 100'x 800'. The field is for the most part free of large model-eating trees. Each pilot station has a protective barrier similar to those utilized at the Free State and Loudoun County fields.

Their Electric Fun Fly was held this year on Saturday, August 2<sup>nd</sup>. If you are the type of flier who just likes to bring out his/her electric model and relax and do your own thing, then this is the event you want to attend. This has to be the lowest-key fun fly I have attended. There is no registration, forms or landing fee to worry about. Just set up your canopy bring out your models and fly. Of course, those of you who fly on 72 have to get your frequency pin from the impound. There were approximately twenty pilots who attended and I would estimate a total of over forty models joined them.

PGRC member Rick Hagen has been flying RC for around four years. He flies both glow and elec-



tric. He brought with him a fleet of foamy pushers, including a F-14 (with active variable sweep), a T-38 and a F-18. The models are built from Depron foam; however the less expensive Dow Bluecore, available at Lowe's, can also be used. Rick builds mostly from plans from Steve Shumate (Google "jetset44"). Free plans are available at [www.parkjets.com/free-plans.html](http://www.parkjets.com/free-plans.html). Rich is shown in the photo with his F-14 Tomcat. He mentioned that the swing-wing mechanism would sometimes bind making it a little more difficult to fly.



Bob Snedegar got into RC in 1977. In addition to being a member of PCRC, Bob is also a member of NVRC and the LCAA club. I have seen him at several of the LCAA electric fun flies with his beautiful

Curtis Hawk, which looks and flies very scale like. Bob also brought several models to the event. The one he is holding is his Kyosho PT-17 Stearman. It is powered by an AXI 4120/14 motor using a 3-S Lipo pack of 4 Ah Thunder Power Gen II cells. The model has a wing span of 49 ½ inches and weighs approximately 4 ½ lbs. He is using a Spectra DX7 radio system.

Tim Nelle came all the way from Jefferson, MD (north west of Frederick). He started flying RC around 20 years ago, stopped for several years and started back about five years ago.



The model he is posing with is his 28% Edge Wild Hair. The model is equipped with a Neu geared 1521 motor and he is using a 12-S Lipo pack with 5 Ah cells. Tim is a member of the Frederick Club.

Terry Till is a member of the Charles County RC club. He showed up with his modified Stryker F27 and a couple of war birds. The Stryker (shown in photo) was very impressive to watch in flight... very fast and smooth under his control. In addition to changing the outside to an aluminum military look, he replaced the original power system with a 480- 2000 kV E Flight motor and installed a 3-S battery pack using 2,200 mAh Hextronic Lipo's. Terry is using a Hitec Optic 6 radio system.

All in all, it was a most enjoyable

*(Continued on page 7)*

(Continued from page 6)



outing. The weather cooperated, not too hot for early August, and the



winds were fine even for the smaller models with lighter wing loadings.

If you enjoy a relaxed atmosphere of almost noise-free flying, I recommend you mark you calendar for this event for next year. Check out their website in 09.



From the Suffolk Aero Modelers,  
Long Island, New York

How's Your Nicads?

BY TED BRINDLE

The Nicad batteries that we use in our transmitters and aircraft wear out with time. If you have a battery pack that is more than three years old, you should be keeping a close check on it by cycling every month. If it is five years or older, you should replace it and be sure to properly dispose of the old cells. So, how do we tell the age of our batteries?

Most Futaba battery packs and individual Sanyo battery cells (which most OEM radio manufacturers use) have a two-letter date code stamped somewhere on the pack or cell. The first letter of the code is the year of manufacture and the second letter is the month of manufacture. 1996=A, 1997=B, 1998=C, etc. January=A, February=B, March=C, etc.

If you have a battery or pack with a date code of IB, it was manufactured in February of 2004. Probably still okay but keep a close check on it. The pack in my 8UAF transmitter was ZF, or June of 1995 so I replaced it. I found one pack with a date code of WC which translates to 1992; replaced that one without question. Q



Some pre club meeting indoor Vapor flying activity as a warm up to some electric indoor flying the club will be organizing over the winter.

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

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December 2008  
Happy Holidays

