



DCRC Club Newsletter

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AMA CHARTER CLUB NO. 329

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Meeting Program
History and Evolution of RC Radios

Don Gray and Beppe Fascione

DCRC Regular Club Meeting
Friday March 17, 2005 8 PM
County Council Building Meeting Room
100 Maryland Ave
Rockville, MD 20850
Bring your model to the model shop
3 free raffle tickets

PRESIDENT: Walt Gallagher

V.P.: Kevin Jackson
County Liaison: Jim McDaniel

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**Visit us on the web:
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.

TABLE OF CONTENTS

By Laws Proposal's Pg 2
Spektrum Radio Part 2 Pg 3
Good Stuff Pg 4
Club Meeting Minutes Pg 5
Calendar Pg 6
JR Challenge Pictures Pg 7

Cover: Some great shots from the web of the AT-6 show team

Proposal to change the DCRC Club By- Laws
Submitted by Andy Kane
To the DCRC Board of Directors
January 25, 2006

I would propose that the DCRC Club By-Laws be changed to better reflect the current expenses of the club as well as planning for future improvements and possible expenses.

The current By-Laws read:

ARTICLE V

Dues and Fees

Section 1 - Annual membership dues of the Club shall be \$50.00 for members and \$10.00 for junior members; no family unit shall pay more than \$60.00 for a full year membership. Membership dues are payable prior to December 31 of each year for the ensuing year. Memberships granted after October 1 will be valid for the remainder of that year and all of the following year. A new member is defined as a person who was not a member in the prior calendar year.

Proposed new By-Law Article 5, Section 1:

Section 1 - Annual membership dues of the Club shall be \$78.00 for members and \$12.00 for junior members; no family unit shall pay more than \$90.00 for a full year membership. Membership dues are payable prior to December 31 of each year for the ensuing year. Applications received after October 1 will be valid for the remainder of that year and all of the following year. A new member is defined as a person who was not a member in the prior calendar year.

ARTICLE X

Amendments

This Constitution and the By-Laws may be amended only at a regular meeting of the Club at which a quorum exists, and which follows by a period of at least thirty days a regular meeting at which the proposed amendment to the Constitution or the By-Laws has been presented to the membership by a representative of the Board. In addition, copies of any proposed amendment shall have been provided to the membership prior to the meeting at which the vote is taken. The proposed amendment must receive the favorable vote of two-thirds of the members present in order to be accepted. Any proposed amendment to this Constitution or to the By-Laws shall be delivered in writing to the Board of Directors. The Board shall deliberate on the provisions of the amendment and give its recommendations at the regular Club meeting at which the amendment is presented.

Quorum definition:

Eighteen percent of the membership shall constitute a quorum at the annual and regular meeting of the Club. Absentee ballots shall be included in the quorum count for the meeting.

Andy Kane
DCRC Membership Secretary.

Please be prepared to vote on this topic at the April Club Meeting.

Proposal to the DCRC Club By-Laws
Submitted by Allan Hoffman
To the DCRC Membership
October.....

I would propose that the DCRC Club By-Laws be changed to allow the start time of the regular monthly meeting of the Club be changed.

ARTICLE IV

Meetings

Section 2 – The regular monthly meeting of the Club shall be held on the third Friday of each month at 8:00 p.m. Due notice of any changes in or canceling of the regular meeting shall be given to all members.

Proposed new By-Law Article 4,

Section 2:

Section 2 – The Regular monthly meeting of the Club shall be held on the third Friday of each month at 7:30 p.m.

Due notice of any changes in or canceling of the regular meeting shall be given to all members.

Please note **ARTICLE X** – Amendments as to the necessary procedures for a vote on this By-Law change.

DX6 In-Depth (Part 2)

WHAT'S DUALINK™ AND WHY IS IT SO IMPORTANT

With Spektrum's surface systems, vehicles operate on a relatively fixed surface, so antenna orientation is relative fixed. With the vehicle's antenna pointed toward the sky, there's little chance of having what's called "fade" orientation of the antennas, which causes reduced range. In fact, this situation is very much like our current 72MHz systems. As you probably know, when you point your transmitter antenna directly at the model, the transmitter's output suffers. It's a similar concept with 2.4GHz.



The problem is that when an airplane flies and does aerobatic maneuvers, the receiver's antenna orientation changes, occasionally orienting the antenna in a sub-optimal position.

To address this issue, our engineers developed a system called Dualink. It's a system so unique, we have a patent pending for it

(along with the complete DSM system, too.)

With Dualink, the transmitter randomly selects two frequencies from the band, and transmits the same information on both simultaneously. The AR6000 receiver actually contains two complete receivers with individual antennas. Since the receiver is mobile, the path (a technical term for the relationship between the position of the transmitter antenna relative to the receiving antenna) is constantly changing. Even if one path (or frequency, for that matter) is lost for one frame instant, the other will be perfectly connected to the transmitter. So it is truly a redundant system - in multiple ways - frequency, path and time.



Because there are two antennas with different positions, if in the unlikely event a frame is dropped (loss of signal for more than 15ms), the other receiver is already on-line. Result: No interruption in signal. No dropouts. No problems. Just a strong, solid link. That's what DSM Dualink is all about.

The DX6 was designed with comfort and ease of use in mind. From the easy to reach shoulder switches, the elevator and aileron buttons, and the overall model programming, the DX6 is extremely user friendly.

Another convenient aspect of Spektrum's DX6 is that while it's all-new technology, it doesn't require any special knowledge or talent to operate. Just turn your transmitter on - in an instant the output light comes on. Then you turn on your model. In an instant you have a direct, solid, secure link. There's nothing to fiddle with. Fact is, it's a lot simpler. And the DSM system is compatible with all servos, speed controls and gyros you currently own.

Even the range testing is easier. All you have to do is depress the button on the rear of the transmitter (thus reducing the transmitter's output) and check to make sure you have operation 30 paces away. That's it.



The DX6 comes ready-to-use. It comes fully "bound" - that is to say, the receiver recognizes the transmitter, and only that transmitter (see the GUID portion above). When you need to change the Failsafe position (binding the receiver to the transmitter stores the FailSafe position) then you'll need to re-bind.

For the first time, range is not an issue for parkflyers. Our testing shows that the AR6000 outperforms any competitor in its class. So what's the exact range? More than enough - just like our current 72MHz systems (for example: What's the range of the 10-channel systems guiding our advanced and pro-class models? More than enough. Same idea with the DX6.)

So while the AR6000's superior range may tempt its use in "regular" sport aircraft, please don't do it. Use the DX6 for park-flyers only. It will provide a very safe, satisfying experience for your parkies.

HOW THIS MIGHT CHANGE THE LAYOUT OF YOUR FIELD

Parkflyers are generally the most fun when they're flown close in. Sport and pro-class airplanes, usually much faster, are flown farther out - except for landing.

With centralized frequency control, and flight rules that put all airplanes in the same area, it's a bit challenging when we have parkflyers occupying space right on the runway, while sport planes do high speed passes down the edge of the runway.

The DX6 gives us a chance to re-think all

that.

Now, with 2.4GHz, your club might consider establishing a second flight area FOR SPREAD SPECTRUM USE ONLY to avoid any frequency conflicts. Depending on your field set up, you might put parkies off to one side, freeing up the main runway for the nitro and bigger electric guys.

RECOMMEND NEWCOMERS FLY ON SPREAD SPECTRUM

Once you've tried the DX6 and personally experience its solid, reliable RF



link, it'll be clear that recommending it to new park fliers might be in everyone's best interest.

With the DX6, no matter where they fly, whether it's in town, or in the house at the end of your club field's entrance, they won't affect your current 72 MHz aircraft. It's a perfect solution to increase safety not only of park flying, but of our current 72Mhz aircraft as well.

Recommend Newcomers fly on spread Spektrum:

When you first start using any new radio, remembering where specific functions and settings are can be frustrating. The Spektrum DX6 includes this handy "cheat sheet" that sticks on the bottom of your radio for quick reference.

TESTED, TESTED,

TESTED.

Horizon staffers put this system through grueling tests. Designs were changed, modified, improved. For months these fellows continued to make the RF link better and better until we had something that was bullet-proof. Then we went out to fellows in different parts of the country. When these fellows came back with all smiles and total thumbs up, we knew we were good to go.

BACKED BY HORIZON

Oftentimes, when it comes to purchasing new technology, you're faced with buying from a company you've never heard of. Not so here. Spektrum may be a new brand, but the Spektrum brand is in the Horizon family of brands-right along with JR, Saito, Hangar 9, HobbyZone, E-Flite and more. Hopefully you're familiar with our ways - if something isn't right, we're going to go through hoops to make it so.

The system carries a one-year warranty, too.

THE GOOD STUFF

By Don Gray



We had a couple of decent flying days in February and also several cold and windy "building days" as well. I don't recall having such high winds in this area during this time of year. But just think, **ONLY FIVE MORE WEEKS** until opening day. So blow the dust off of those planes and helicopters and get them checked out and ready to fly.

Ed Leibolt showed up at the field



recently with a different sounding model- a Hobbico TwinStar. For power, Ed is using two OS 25FX's which pull it along nicely. He added access openings on each engine nacelle to make it easier to adjust the engine throttle linkage for better rpm synchronization. The model flies well but he did add some checker-board covering to the bottom of the wing for better visibility. Radio is a Futaba Skysport 4 with stock servos.

Ben Patamawenu seems to enjoy flying his new T-Rex SE from Echo. The helicopter is



equipped with a Lener brushless motor and a Li ESC. The LiPo battery pack consists of three 2100 mAh Thunder Power cells in series. He is using a Futaba 14MZ radio and Hitec analog servos for everything except the tail rotor, which uses a Futaba



digital. He adds that the model's struc-

ture is graphite and its all-up weight is between five and six pounds. You can tell he truly enjoys flying it and he makes autogyros look so easy.

Jim Blanchfield usually customizes his models whether they are built from a kit or an ARF. He modified his latest creation such that most of us who own one didn't recognize it until he disclosed its name. Yes believe it or not he is holding a Great Planes Yak 55 EP 3D. He started off by removing the original covering on the fuselage, wings and tail surfaces. The fuselage sides from the wing leading edge forward were reinforced with 1/32" plywood and the remaining fuselage is covered with wrapping tissue and sprayed with Testor's silver aluminum paint for plastics. After modifying the shape of the tail feathers to more resemble those of an AT-6, the bare foam was sprayed with Testor's yellow. The wings were next recovered with low-temp Yellow Oracover. The "greenhouse" is a hollow 1/16th inch balsa box covered with silver Monokote with a mist of metallic green Duplicolor auto lacquer. The frame was made from strips of silver Monokote trim sheet. Other decorations are either paint, stick-on lettering, or cut from trim sheet material. All of these mods only increased the weight by 8/10ths of an ounce. The power system includes a AXI 2208/34 direct drive motor swinging a GWS Hyperdrive 10x6, an E-flite 20A ESC and three 1320 mAh Thunder Power LiPos. Jim is using E-flite RS75 servos and a Hitec Electron 6 receiver.

I test flew my WattAge Sopwith Camel EP one evening last

month when the wind vanished, and what a slow flyer it is. With under cambered wings and a wing loading of only about 4 Ounces/ Sq. Ft. it is truly a floater. It has a wing span of 38 inches and a total area of 475 Sq. In. Flying weight is just over 13 ounces. Even with the rudder ATV maxed out it still could use a



little more rudder through. I'm using the stock 370 motor, gear box and 10x5 prop which provide enough power for relaxing scale-like flying. The remaining onboard equipment includes a WattAge IC-5A ESC, two FMA S90 sub micro servos a GWS R-4P Rx and a 2 cell 830 mAh Tanic LiPo pack. It took 3/4 ounce of nose weight to balance, so I may trade up to a higher capacity battery pack at some point.

That wraps it up for this month. Don't forget, NVRC's next auction is on Saturday March 25 at the Vienna Community Center. Check their website at www.1nvrc.com for details. Happy Saint Patties Day.

Club Meeting Minutes

BY MIKE PEIZER



The meeting was called to order by president Walt Gallaugher at 8:03 PM.

New Members: Miguel Angel Jimenez, a new member from Spain, wants to get back into flying.

Walt opened the meeting by stating that the Boy Scouts had contacted DCRC and would like us to do a demo in June for about 200 scouts. Jim McDaniel has been contacted and he and the demo team will put together a program for them.

Ed Leibolt gave an update on the R/C summer camp. He has made up a flyer, printed copies and distributed them to HobbyWorks, in Rockville and Hobby City, in Burtonsville. He has extra copies for anyone who might want them to post or pass out to the public. Ed plans on a lecture each day for four days. Each lecture will be about fifteen minutes long. He also is also making plans for an instruction manual. The club will provide trainers and whatever else they can to make the camp a success.

Next, Walt complimented Don Gray's article about Charlie Calvert that appeared in the last newsletter. The pictures were good, too.

Lastly, Walt made it known that we need some interesting topics for programs for the meetings. We need some members to come forward with ideas that can be developed into presentations. If there is a topic you would like to know more about that would make a good presentation at a meeting, please contact one of the members of the Board. Give it some thought because we could really use the help.

Community & Public Relations & County Liaison:

Jim McDaniel reported the Frederick club has lost their field. The Board extended an offer of membership to the flyers of the Frederick club just as we did the time when they suddenly lost their field. This field was supposed to be a longer-term thing but it didn't work out.

Next, Jim briefly described the proposal, which has been submitted to the Board to add two aprons at either end of the pit area. Each would be about 3000 square feet in area. The work for

the aprons would be done in two phases. There is no cost estimate on the project yet. When there is, Jim will go to the county to see if they will consider contributing to this project. There is a third phase where the drainage ditch is located at the south end of the runway. The last phase of the proposed project is to enclose the ditch at the south end of the runway in an underground pipe and run it to the retention pond.

Eric Mohn asked if there was something that could be done to mitigate the drainage problems in front of the gazebo. The Board will take up the issue at its next meeting.

Sound & Safety: Walt gave Nir's report since he is out of town. He said we are still continuing to revise the sound rules and we will possibly do more sound testing.

Flight Instruction: Michael Peizer reported that the flight-training schedule for 2006 has been completed. It will be posted on the web site and in the newsletter, soon. We are always looking for instructors, so please consider volunteering to help out from time to time.

New Business: James Bonbright has found a trainer airplane at the field. If you have lost one let him know and if it's yours you can claim it.

Fred Nielsen has some boxes of books in the back. They are free for the taking.

Andy Kane came forward and explained the reasons why we need to increase the dues. The last time the dues were increased was over twenty years ago in 1985. Things have gotten more expensive since 1985. One average, it costs about \$25.00 more per member to do now what we used to do in 1985. We do not currently have the funding to make any substantial improvements to the facility. We want every member to have time to consider the issue at length, that's why we won't vote on the issue until April.

Don Gray was under the impression that the Board was supposed to report the month's expenses to the membership every month. He hasn't seen anything in over a year. Jim McDaniel replied that during his tenure as president and the beginning of Allen's we stopped publishing our financial information in the newsletter because now it is posted on the Internet.

Ira Glikman asked for a budget and some kind of cash flow statement so he and others can make an informed deci-

sion about whether to raise the dues. Jim McDaniel happened to have a cash flow statement, which was provided to the insurance company when the when the liability insurance policy for the Board of directors came due. He ran down the list of expenses and income for those present. After some spirited discussion it was decided that next month at the meeting, the Board would provide the financial information the members need to make an informed decision. Andy Kane remarked that he plans to make a presentation before the vote, explaining what the operating costs are, what percentage of the dues goes to which club activity and what we plan to do for the future. The vote will be held at the April meeting.

Raffle: Corey Golladay won an E-Flite, Mini Ultra Stick ARF.

Kevin Jackson won a DVD titled, "Tucson Aerobatic Shootout", donated by Wild Berry Productions.



Russell McQueeney won a DVD titled "War birds Over the Rockies", donated by Wild Berry Productions.

Gary Golladay won an FMA Lipo Safety guard voltage-charging protector

Program: For the evening's program some video transfers of old 8mm films of DCRC activities shot in the early 50's were shown. It's amazing to see how things were done in the 50's and even more amazing to see how far the technology has come.

The meeting was adjourned at 9:57pm.

FLIGHT TRAINING SCHEDULE
2006

April 15 & 29

May 13 & 27

June 10 & 24

July 8 & 22

August 12 & 26

September 16 & 30

October 14 & 28

November 11

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 posted at the field.

Calendar of Events

March

- 25 NVRC Auction, Vienna VA
- 31-2 Piedmont modelers Spring IMAA Fayetteville, NC

April

- 1-2 IMAC In Venice FL
- 8-9 Toledo Trade Show, Ohio
- 21 DCRC Club Meeting/ A.Finizio
- 22 DCRC Opening Day Fun Fly
- 26-30 Top Gun, Lakeland FL
- 29 Bay Area Giant scale's IMAA Williamsburg, VA

May

- 17-20 Joe Nall, Greenville SC
- 18-21 Mississippi Afterburner Jet Rally
- 19 DCRC Club Meeting/N. Schweizer
- 20 Lums Pond Electric fun fly DE
- 24 DCRC Board Meeting/ N. Schweizer
- 25-28 IMAA Rally of the Giants, Atwater CA

June

- 16 DCRC Club Meeting/A. Hoffman
- 17 DCRC County Appreciation Day
- 21 DCRC Board Meeting/A. Hoffman
- 24-25 IMAC Easton PA, Joe BoBeck
- 24 Airplanes of the World, Freestate Club, Laurel, MD

July

- 4 Great Meadows Fireworks
- 4-7 IMAC Nationals Muncie IN
- 14-16 Warbirds over Delaware Lums Pond, Delaware
- 19-23 Windy City Jets St Charles, IL
- 21 DCRC Club Meeting/M/.Dooley
- 22 Electric fly in Loudon County VA

August

- 5-7 Liberty Jet Rally Lebanon PA
- 18 DCRC Club Meeting/A. Kane
- 23 DCRC Board Meeting/A. Kane

September



Team Jamaica,
Mark West, Leighton Henry,
Wayne Matthews and Deryck Taylor

JR Challenge 2006 Judges and top 20 contestants



Andy Kane
305 Natick Court
SILVER SPRING MD 20905-5875

FIRST CLASS MAIL



SEND TO:

**March
2006**

**Northern Virginia Radio Control Club
Auction March 25, 2006**

For more information, contact Ken Bassett (703) 425-1392

**More details available on our web page <http://www.1nvr.com>
(Saturday)**

Vienna Community Center

120 Cherry Street, Vienna, Virginia

Setup and Viewing 8-10 a.m. – Auction 10 a.m.

R/C Airplanes, Helicopters, Cars, Boats, Supplies

Buy and/or Sell

Auction Tags Provided

Fixed-Price Table Available

Admission and Door Prize Entry- \$2

\$15 Auction Minimum; Fixed Price Table No Minimum

10% of Sale Proceeds to Club; Computerized Accounting

NO PRIVATE SALES

Check your garage and basement!

– turn your old radios and models into

cash – trade for that engine you really

want – enjoy our expert auctioneers

– see the products of area master

builders – pick up great stuff at a great

price – food and drink available

– spend the day with us!

The East Coast's Season-Starting Electric Event
Memorial Day Weekend, 2006

The 9th Annual CASA Electric Fly In:

The Spring Sizzle is a low-key, fly anything-electric event

Open flying both days -- No contests -- Just fun

Everything from E-powered gliders to E-powered jets

Raffle prizes both days

Saturday, May 27th and Sunday, May 28th, 2006

Start time: 9:00 a.m. on both days

CASA's Gude Drive Flying Site:

From I-270, take Route 28 West exit (Montgomery Ave.). Turn

right onto Research Blvd. Turn right onto Gude Drive. Turn

left directly across from Fischer Lumber. Follow gravel road to

the top of the hill. The flying site is located at 600 East Gude

Drive, Rockville, MD.

Details:

AMA Card Required to Fly

Landing Fee: \$5.00 (Includes one raffle ticket) each day

Spectators Welcome

Event Coordinator: Mike Kroese

(mike@NOSPAMkroese.name)