



DCRC Club Newsletter

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AMA CHARTER CLUB No. 329

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Tucson Aerobatic Shootout

First place Mark Leseburg, Second place Quique Somenzini



DCRC Regular Club Meeting
Friday November 18, 2005 8 PM
County Council Building Meeting Room
100 Maryland Ave
Rockville, MD 20850

Meeting program
Elections

Bring your model to the model shop
3 free raffle tickets



Fraser Briggs from New Zealand



Mike McConville From Illinois

PRESIDENT: Walt Gallagher

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

BOARD OF DIRECTORS

Scott Davies 301-770-9150
Mike Dooley 301-983-8557
Walt Gallagher 301-253-4074
Allan Hoffman 301-845-8485
Kevin Jackson 301-963-6091
Jim McDaniel 301-916-0366
Mike Peizer 301-589-8299
Nir Schweizer 301-972-2248

TREASURER:

Scott Davies

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Allan Hoffman

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Kevin Jackson

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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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**John Patton****1916– 2005**

John Patton – In Memoriam II

By Maynard Hill

John Patton, the 17th president of the Academy of Model Aeronautics (1969-70) died on Tuesday, October 11, 2005. He was 89 years old.

Pat was a gentleman in the true sense of the word. Integrity was always in the forefront when he dealt with organizational or personal problems. He handled complaints and disputes with calm fairness and firm honesty. His years of tenure were marked with high morale in the headquarters staff, membership enthusiasm and growth, and sound financial status. As president he played a key role in bringing the FAI R.C. Aerobatic World Championships to the United States for the first time (Doylestown, PA, 1971).

Pat's service as president was just part of the many durable efforts he made on behalf of AMA during the past six decades. Here is a list of some of his contributions as published in the document that nominated him to be a member of the Hall of Fame.

Organizer and Contest Director for the Mid-Atlantic Championship model meets held at the Frederick, MD, airport, 1957-1968. These meets were for categories of FF, CL, and RC aerobatics with 150-200 contestants.

Chairman of the Free Flight

Contest Board, 1960-1961

Administrator/Organizer of D.C.R.C. Symposiums held at the Johns Hopkins Applied Physics Lab, 1959-1964

NATS Hobby Shop manager. Worked full-time annually for 7 to 10 days as a volunteer for 16 years, 1978-1994

President and treasurer of Monocacy M.A.C.

NATS R.C. event director, 1965 and 1966

Three-time president of the Frederick M.A.C. Also served as secretary and/or treasurer at various times, 1950-1980

Vice President A.M.A. District IV, 1971-1972

AMA representative to FAI, 1969-1970

Contest Director and FAI certifying official at events that successfully produced nine world records in categories of R.C. distance, duration, and speed

Pat was elected to the Hall of Fame in 1997. More recently he served as treasurer of the Society for Technical Aeromodel Research (STAR) that produced a transatlantic flight by an R.C. model.

One might think that there would be little time for Pat to do anything other than work for the good of model aviation. Not so! Pat was a 21-year veteran of the Civil Air Patrol, active in establishing the Frederick Squadron in 1948. He served as commanding officer for the group from 1955 to 1957. Pat was an enthusiastic motorcyclist, serving as the president of the Frederick Honda Club for many years. In 1993, age 77, he and his wife Liz rode duo on his "Gullwing" Honda on a 28-day transcontinental ride, encountering not one drop of rain! Pat was also an extremely active radio amateur (W3FRV) with more than 500 confirmed CQ responses from around the world. As a lifelong member of the Frederick Kiwanis club, Pat spent many, many hours at work on charitable fund-raising projects.

And, yes, he did build model airplanes and flew for fun. Pat was an all around great guy. His many friends mourn his death, but are happy to have the memories he left behind.

Club Meeting Minutes

By Mike Peizer



The meeting was called to order by president Walt Gallaughter at 8:05 PM.

Guests: Ernie Yates attended as Ron Bozzonetti's guest. He is visiting Kevin and Melanie. Ernie is Melanie's dad. Harold is a friend of Marvin Klein.

Walt quickly ran through the agenda for the evening. The most important item of business is the election of three Board members tonight. Oktoberfest turned out really well this year. The weather was better than it has been in recent years, and Walt attributes that to holding the event earlier. Walt likes having Oktoberfest in September.

Walt congratulated Doug Harper on another excellent article in the club newsletter.

Community & Public Relations & County Liaison: Jim McDaniel mentioned that two of the managed deer hunts have happened. Others are scheduled through the end of the year. If you fly at the field during a hunt, please close the gate behind you when you come in or go out. You only need to close the gate, not lock it. If you lose a plane in the woods, call the cell phone number posted at the field to notify the hunters, and they will help you retrieve your plane. Don't wander through the woods during a managed deer hunt! These hunters are professionals, but why take a chance?

Membership & Newsletter: Walt reported for Andy Kane that the number of members is 231.

Sound & Safety: Nir Schweizer reported that there was an incident which involved starting an airplane on a table. Don't start an airplane on a raised surface. The safest way to start a plane is when it rests on the ground.

Don Gray thanked Jim for requesting that the county change how they mow the helicopter area. They did a wonderful job.

Field Maintenance: Allan Hoffman reported for Mike Dooley that

Ron Bozzonetti and Don Gray painted the roof of the shelter at the south end of the pit area. Al Anderson supervised. The county has aerated and over seeded the grass areas of the field.

New Business: Allan Hoffman would like to see the meeting time moved to 7:30 pm. He believes starting a half hour earlier would not be a hardship and the meeting would conclude earlier. He asks that the members present please consider the issue and give the Board any feedback.

Terry Lamb asked that the runway be sealed again. The cracks need to be repaired and Terry believes, the surface needs to be resealed to preserve the integrity of the runway. Terry was assured the Board would discuss the issue at their next meeting.

Next, Walt invited Jim McDaniel to come down to make a presentation to one of the DCRC members. Jim presented the SAD award to Zack Baum, who lost his aircraft at the fun fly, in a most spectacular manner. Jim explained that Zack has had a string of bad luck and he deserves this award. Jim presented Zack with a SAD patch, a Twist, Plug and Play airplane, and a JR 10-SX radio to help ease the pain. Zack was pretty much speechless, which is a rare thing. Congratulations, Zack! Now, try to keep the airplane in one piece for a few weeks.

Charlie Calvert has been toying with the idea of trying out electric flight. He described the Power Pole connectors he is using and the crimping tool that is recommended to attach the connectors. Anyone who wants to use these connectors is welcome to borrow the crimping tool from him, since it is rather expensive to purchase and not useful for much else than crimping wires to Power Pole connectors.

The election for three Board members was held by secret ballot during the break. Ron announced that we had a quorum, and Kevin Jackson, Scott Davies and Andy Finizio all were returned to serve on the Board for another three year term.

Model Shop: Greg Adams showed a very nice F4B3, the first all aluminum biplane. Greg modified the plans by adding wing fillets. The plane is a bit heavy so he will put a slightly larger engine on it. It's coming along nicely. He will be detailing it as well.

Marvin Klein showed a Wild Stick by Carl Goldberg. It's an ARF built for him by Bert Matos.

Jay Stargel showed an Adrenaline Rush, by Stevens. It weighs 4.1 ounces, and has a 12mm brushless motor. It will do about 60 mph. The kit cost twelve dollars, plus another ninety dollars for everything else.

Paul Savage showed a descendent of the Coronet, a model airplane from the fifties, that had been modified for electric flight. He says it looks good and flies great. It has a brushless motor, which develops a surprising amount of thrust.

Joseph McDaniel showed a Monte, by Troy Built. It has HiTec servos, a HiMax brushless motor and Castle Creations ESC. Joseph has been built several of them for various members of the club.

Raffle: Tonight's raffle prizes are a Tower Hobbies, System 3000 radio, and a Tower Hobbies .60 size trainer, along with a T-shirt and hat, all donated by a DCRC member. The same member also donated a new HiTec digital servo.

Greg Adams won the radio and the trainer.

Charlie Calvert won the digital servo.

Frank Neher's kids won the hat and shirt.

Program: The program consisted of pictures of the James Web space telescope full-scale mock up. The actual telescope will be launched in 2013. It's an inferred telescope, so there is no usual telescope structure. It will take almost seven years to grind the mirrors.

Thanks to Tom Farr for providing the pictures and narrative that went along with them.

The meeting was adjourned at 9:25 pm.

Board Meeting Minutes

By Mike Peizer



The meeting, held at the home of Walt Gallagher, was called to order by president Walt Gallagher at 7:43 PM. In attendance were Walt Gallagher, Scott Davies, Andy Finizio, Allan Hoffman, Mike Dooley, Nir Schweizer, Jim McDaniel, and Michael Peizer.

Walt thanked all the returning Board members for agreeing to serve another term.

The first order of business was to elect a president and vice president. Walt opened the floor to nominations. Jim McDaniel nominated Walt Gallagher for president and Kevin Jackson for vice president. Andy Finizio seconded the nomination for Walt. Nir Schweizer seconded the nomination for Kevin. The vote was unanimous to return Walt to the office of president and Kevin to the office of vice president.

Walt suggested that all committee and chairmanships remain the same as last year. The Board agreed unanimously. In addition the Board voted to retain the same phone tree and Board meeting schedule.

Allan Hoffman and Jim McDaniel volunteered to meet with treasurer, Scott Davies, to audit the books.

Jim McDaniel reported that arrangements have been completed for the meeting room for the next year.

Walt Gallagher took the opportunity to say that Oktoberfest turned out to be a really good event this year. He thanked Andy Finizio for a good job.

The new AMA rules have been posted at the field.

The roof of the shelter at the south end of the field has been painted, thanks to Ron Bozzonetti and Don Gray.

Next, the operations budget for the fiscal year November 1, 2005 through October 26, 2006 was discussed and unanimously approved by the Board.

Sound & Safety: Nir Schweizer reported the first aid kit has been replenished. Nir said he has to mark the cabinet so people know there's a first aid kit there.

The Board discussed the practice of starting airplanes on the tables at the field. It was the unanimous decision of the Board that this was a dangerous practice, which could easily result in injury. The Board strongly recommended that airplanes be started on the ground, not on a table.

Field Maintenance: Mike Dooley reported that he has the crack sealer for the runway, and it will be repaired soon.

Walt brought up the issue that Terry Lamb raised, at the general meeting, about sealing the runway. After much discussion the Board came to the conclusion that the cracks need to be repaired, but resealing of the runway is not necessary at this time. Mike Dooley and Allan Hoffman said they would reconfirm this with experts to be one hundred percent sure this is the correct course of action. The grass areas of the field have been over seeded and aerated.

Flight Instruction: Michael Peizer reported the last scheduled session is the 12th of November and a managed hunt day. It will be cancelled for reasons of safety.

Treasurer: Scott Davies reported that he received a certificate from TAM in appreciation of the donation made by the club.

New Business: Scott mentioned that the inventory list needs to be updated. Scott updated the inventory, then and there, with the help of the Board.

Michael Peizer brought up an issue that was mentioned by a member at the last general meeting. This member was concerned with jets making low passes down the runway and how close they were to the flight line. The Board discussed the issue and determined that the jets at DCRC are in complete compliance with all AMA rules.

Jim McDaniel suggested it would not be a bad idea for the jet flyers to keep an eye out for people who might be near the fence, and be

sure they stay back a reasonable distance.

Andy Finizio and Nir Schweizer suggested the Board consider extending the runway overrun at the north end of the field. It was suggested that they consult Fred Nielsen, to start to see if the idea is practical.

Old Business: Walt brought up a proposal by Ed Leibolt that DCRC hold a flying camp for kids at the field for a week, in the summer. Allan said he thinks it's a neat idea, and we should be able to get it together for next July. Jim McDaniel and Andy Finizio both gave their support. The rest of the Board agreed it is a great concept. Walt suggested that we save discussion of this for next meeting when we can give it the time it deserves. The issue was tabled until the next meeting.

The meeting was adjourned at 9:07 PM.

Spread Spectrum From the AMA Newsletter

On October 20, 2005, Horizon Hobby and Spektrum RC announced the release of a new 2.4 GHz radio control system utilizing digital spread spectrum (DSS) technology. This system is designed for flying smaller park flyer and micro/mini helicopter-type aircraft. This is exciting technology that we will see integrated seamlessly into our flying site operations. It is very important for AMA members to understand that the operation of this type of system has no effect on the operation of our other systems operating on 72 MHz. Additionally, it is very important for members to understand that there is no plan to phase out the 72 MHz band or any other bands currently authorized for radio control air and surface models.

It is our hope and apparently that of Horizon and Spektrum that this use of the spread spectrum technology will grow within the park flyer, foamie and micro/mini helicopter ranks with the release of this current system. This means that those operating that type of aircraft will no longer have to worry about interfering with flying sites operating aircraft within the 72 MHz band. They will be able to fly safely and securely anywhere there is enough room and permission to use the site has been granted. Additionally, those flying on 72 MHz at the more traditional flying sites will not have to worry about those flying with spread spectrum systems regardless of where they are flying.

It also appears that the introduction of this system for aircraft (and last year's introduction of a surface system) is the beginning of a new era for radio control. We fully expect to see systems designed for the operation of all other aspects of radio control model aircraft to be introduced. The time frame for additional new systems is not known at this time. It is reasonable to expect that most radio control system manufacturers are working on systems with this technology. AMA has been involved with the use of the 2.4 GHz band actively since 2003. At that time the AMA attorneys who represent us before the FCC helped us determine whether or not the use of this band, and spread spectrum technology within this band, was legal for the unlicensed operation of surface and air models. We were advised at that time by several manufacturers that they were working on systems utilizing this band and technology. In July of this year, AMA published the article Digital Spread Spectrum, The Story So Far by AMA Frequency Committee member Dan Williams in Model Aviation. The article included a sidebar on Milestones in Radio Control written by me. This is an excellent primer on DSS. You can access the article on the web site by clicking the above link.

AMA has spent several months testing the surface systems released last year. A new spectrum analyzer was purchased that does a better job of looking at this technology. AMA is now involved in testing the new aircraft system. Extensive test flying and bench testing is planned. AMA's purpose in this testing is to gain more knowledge about the operation of this type of system and impart any knowledge gained to the membership.

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Great Hobby & Great People

By Zach Baum



I began this hobby at age nine, when my dad and I went to the Goddard Space and Flight Center for their annual open house. A few men



were doing a demo on R/C aircraft. I was one of the lucky ones who got some stick time. I begged my dad for a plane and after a few weeks, I had saved up for a HITEC Sky Scooter. Three weeks later, I destroyed through three fuselages. It was at that time, I found the DC-RC club (which happened to be in my area). It was there I met Don Gray, who helped me get the



Sky Scooter going and flying. He told me the club has "flight training" sessions. I arrived Saturday morning where I met Jim McDaniel, who took me up on the club trainer-- the rest was history. I bought a trainer and earned my license after three months, with the reassurance of Marvin Napier. When I decided to move up to another level of airplane, I bought the wrong type, a CAP 232, which was very under-powered.

Due to catastrophes and unforeseen crashes, we all know model airplane flying can be an expensive hobby. After many struggling months, Marvin sold me a very cheap low wing trainer.

I wrecked two of them due to a servo stripping and one dumb thumb crash. Because I was struggling financially, another club member, Terry Lamb, gave me two planes. Although I flew the heck out of those planes, I must have had at least 10 planes since then and none have lasted more than three months, some even crashed on the first flight. Doug Harper came to the rescue "as he had many times before" and helped me renovate my old Cap 232.

In the course of five years, many experienced pilots have come to my aid. In order to reciprocate, I became an instructor. I enjoy helping others learn to fly while fine-tuning my own skills. Unfortunately, two planes bought and crashed, put me in debt again. I gave some thought of abandoning the hobby, but after some soul searching, I came to my senses

A few weeks ago, I spoke to Joseph McDaniel and I asked his advice and he said, "save your money don't buy anything yet". Three days later I attended the October meeting where Jim McDaniel recounted my spectacular Katana profile crash at the Oktoberfest Fun Fly event. He then presented with a "Society of Aircraft Demolishers" patch in front of the group. Knowing I was out of both funds and planes, he directed my attention to a model shop table. And to my surprise, I was presented with a Hangar 9 TWIST plug and play RTF model and a JR 10 SX 2. He told me it was mine and I was stunned and speechless.

I feel I have been given a great opportunity and wish to thank, Jim McDaniel, Don Gray, Marvin Napier, and Doug Harper. There are probably dozens of others who have helped me in some way; without any of them, I would not be in this hobby today. A special thanks goes out to my parents, whose support was a vital part of my flying education. If you are new to our hobby--welcome. And if I can help you, don't be a stranger. To our other season flyers, the future success of our hobby depends on the passing of knowledge and experience to our novice flyers. It is because of the help and contributions of many of our fellow modelers that make this hobby great.

Calendar of Events

November

12 DCRC Training, Walt Good field

If you have an event you want listed here please let me know Dcrcreditor@aol.com

Check me out on the web:
<http://members.aol.com/akane92802/DCRCEvents.html>

Managed Deer Hunt Notice:

The County will conduct a managed deer hunt at and around our Air Field again this year. (Little Seneca Stream Valley Park)
*Club members are allowed to fly during the posted date and times of the hunt but, **Must keep the gate shut behind them!** (does not have to be Locked just shut)
*The General Public is not allowed at the field during the hunt.

**Please stay out of the woods!
If a plane goes down anywhere
but on the Runway's during the
posted date and times,
DO NOT try to retrieve it.
CALL (240) 876-2931 or
(301)-252-9414
to inform the lead hunter about
the situation and follow his
instructions to retrieve
the plane.**

The deer hunts will be conducted on the following dates:

November- 12(Saturday), 17(Saturday)
December- 3(Saturday), 10(Saturday), 26
(Thursday)
January- 7(Saturday), 19(Thursday), 26
(Thursday)

THE GOOD STUFF

By Don Gray



I trust everyone has adjusted back to standard time. At least this year they delayed the time switch until the end of October, which gave us another week or so to enjoy the extra flying time. Most of us appreciate making up that extra hour of sleep we lost last spring, but perhaps if the transfer date continued to be extended later each year, at some point we could remain on daylight savings time all year round. How does that sound? No more changing the few dozen timepieces twice each year, including our body clock. Think about it.

I recently was doing a history search on Kraft Systems, the leading US manufacture of RC equipment during the 60's and 70's, when I ran across Phil Kraft's biography. In the process I also discovered that the biographies for many prominent modelers are available on-line through AMA's History Program, which is part of their National Model Aviation Museum. If you are interested, go to www.modelaircraft.org/museum/biolist.asp. The list covers many well-known modelers, including DCRC past and present members: Walt Good, Maynard Hill, Fred Marks and John Worth.



I haven't made it out to the field as much lately but was still able to catch up with some of you with your toys. Jerry Ramsey likes to build from kits and has turned out some beautiful models. I need to have him show me his technique for getting Mono-Kote covering to look so good. He is shown with his colorful Carl Goldberg Eagle 2. Difficult to see in the photo is the detailed American flag he made for the rudder. The model is equipped with an OS 46FX, which provides more than ample power on 5% nitro fuel. He is using a Futaba Skysport 4 with standard servos. Alfonso Rettig is a member of CASA as



well as DCRC and therefore likes to fly both glow and electric powered models. He also enjoys the challenge of repairing ARF's on occasion. Earlier this year he rebuilt a Hobbico Avistar that was going to be discarded and decided to convert it to electric. Al is using a Phasor 45 brushless motor with a Jetti Opto 40 speed control and 14 Sanyo 2400mAh NiCads. The model flies fine, a



little hot on landings due to the somewhat higher wing loading. With the higher discharge Li-Po's now available, converting to these lighter batteries is certainly a future option. Al is using a Hitec Eclipse 7 radio with tower servos. The motor (see close-up) is secured using a \$.89 electrical conduit clamp from Home Depot.

In the March issue of the newsletter Ron Bozzonetti wrote an article on building the Sig Hog-Bipe kit. As you can see, the model has nice flowing lines and he finished it in a cheerful color scheme that provides great contrast. The model is covered with Sig Koverall and finished with butyrate dope. It is powered by an OS 71 four stroke, which appears to be a good match with adequate power for aerobatics. He says that it a good flying model with no vices, but adds that he is still working on getting the control throws set up for his style of flying.

Before I close, I have a couple of lost and found items. Several weeks back, Sam Hawley lost the wing to his Lanier 40. Another club member found it and placed it in



the impound area. Apparently someone picked it up the next day and hopefully is waiting to find its owner. The wing is yellow with blue and white trim. Please contact Sam at (301) 260-8568 if you have any information. Also, someone left a tachometer in the pit area. I left a note on the field bulletin board but so far no one has claimed it. So if it's yours, please get in touch with me at (301) 330-0921 or de-gray@verizon.net. Wishing you a happy and safe Thanksgiving Holiday.~

Continued from page 4

Rest assured AMA will continue to explore this technology and help guide members as needed in the use of the technology. Keep an eye on this web site and Model Aviation magazine for more information. A new feature article on DSS is planned in the near future. Additionally, I will continue to publish information as I obtain it in my Technical Director's column. As Dan Williams wrote in his first article in July...enjoy the ride, it's going to be fun!

—Steve Kaluf, Technical Director;
AMA Frequency Committee Coordinator

Tucson Aerobatic Shootout



Practice line up



One of the judges tents



Ivan Kristensen and friend



Andrew the Animal Jesky



Me and Bob Sadler



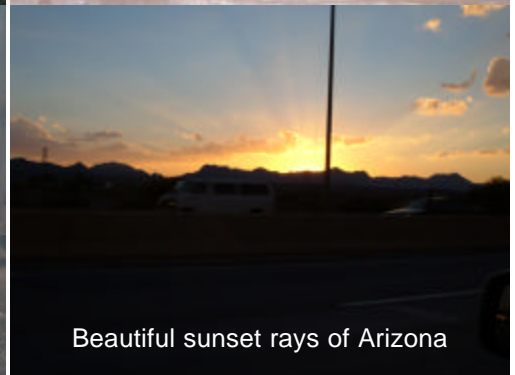
Manfred Greaves Electric 2.6 YAK



Dave Johnson from Desert Aircraft



Man did we eat



Beautiful sunset rays of Arizona

Andy Kane
305 Natick Court
SILVER SPRING MD 20905-5875

FIRST CLASS MAIL



SEND TO:

**November
2005**



Wilson Chaparro, Andy Kane and Bobby Taylor



Jason Shulman with the new Comp Arf Extra 260



**Doug's Hobby Shop 2935 Crain Hwy.
Waldorf, MD 20601
(301)843-7774**
Call and ask about their monthly specials for
DCRC Club Members.