



# DCRC Club Newsletter

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Joe Nall 2006  
Nir Schweizer and his  
Dad with their new AT-6



DCRC Club Meeting  
100 Maryland Avenue  
Rockville, MD  
June 16, 2006 7:30 PM



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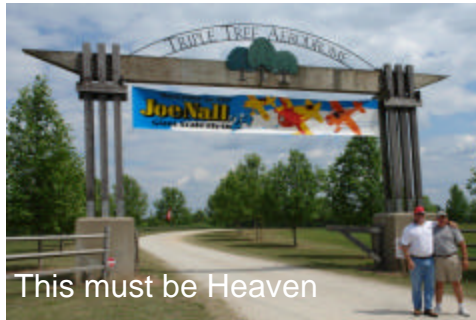
*Did you know that any airplane brought in to the model shop will receive 3 free raffle tickets. Bring in your models each month for your free tickets, and to share ideas.*

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**Cover:**

*Joe Nall, Nir Schweizer, Andy Kane and new Lightning, Pat Hartness Field Owner, and Aubrey's Fleet.*



This must be Heaven



The Sadler Family and Andy Kane



FLASH



World Champion Curtis Youngblood



## Board Meeting Minutes

BY MIKE PEIZER



The meeting, held at Walt Good Field, was called to order by president Walt Gallagher at 7:39 PM. In attendance were Walt Gallagher, Andy Kane, Allan Hoffman, Jim McDaniel, Scott Davies, Mike Dooley, Andy Finizio, Nir Schweizer and Michael Peizer.

Walt brought up the issue of NVRC losing their field. They have asked to fly at DCRC free of charge until the end of the year or until they find a new field. After much discussion the Board decided to ask that NVRC members wishing to join DCRC pay the usual dues. The discussion was far ranging and thorough. A significant consideration was the fact that the members just voted to raise the dues for the first time in fifteen years.

DCRC welcomes any NVRC members who wish to join, however, in fairness to our members we ask that they pay dues.

Two members have recently written to the Board asking that the club's financial status be published more often and be more accessible. The Board sees this as an issue of keeping the club's finances confidential, while making that financial information easily available to the members. As always, any member can ask the treasurer for a statement at any time and one will be forthcoming.

In addition there will be a check box on the annual membership renewal form. If a member would like to receive a copy of the latest annual budget and account balances, as of October 31<sup>st</sup>, all he has to do is check the box and the information will be sent with the membership renewal.

Allan Hoffman moved that the Board adopt the above policy. Andy Finizio seconded the motion. The motion was passed.

Awards & Field Improvement: Allan Hoffman suggested that since the by-laws have been amended it would be wise to proof read them and make copies to be distributed. Andy Kane and Allen volunteered to take on the task.

Community & Public Relations & County Liaison: Jim McDaniel reported on the request from James Leh-

man for a demo at the June Cub Scout Camp at Lake Needwood. The arrangements should be completed this week.

Andy Kane has arranged for two small R/C trainers and a larger Hangar 9 Alpha trainer for Ed Leibolt's summer R/C camp in June.

Sound & Safety: Nir Schweizer has determined that if the noise level is kept below a certain dB reading as measured from a specific spot on the field, all operations at the field will be within the county specified limits. This procedure will greatly simplify compliance with and measurement of acceptable sound levels. Look for the new procedures to take effect soon.

Field Maintenance: There was some scrap material that was left behind when the container was removed a few months ago. Mike Dooley and Allan Hoffman will arrange for the removal of the material either through the county or a private contractor.

The runway is scheduled to be top-coated by the county, but so far nothing has happened. It is not a critical issue at this time, so we will wait and see what happens.

The runway will be checked for cracks and any found will be filled. The transmitter impound will be re-roofed and painted. The first aid cabinet will have a new sign affixed to it.

Flight Instruction: Michael Peizer reported that the turnout for flight instruction has been good with a very manageable student to instructor ratio. Two students have certified already.

Events: Andy Finizio reported that arrangements for County Appreciation Day are nearing completion. The McDaniels are cooking this year in addition to all the other aspects they manage at this event. Andy Finizio plans to run an advertisement in the Gazette publicizing County Appreciation Day. There will be jets flying and the club demo team will be represented. The club trainers will be available as well, so members of the public can try out a radio-controlled model. Lastly there was some discussion about auctioning off a DVD player at the celebration.

Old Business: Ideas for future programs were suggested. Among them were presentations by ZDZ/RC Showcase, FMA Direct, and Kevin Jackson on his latest efforts with hovercraft.

New Business: The block has been removed from the channel 13 slot in the frequency control board. Use of channel 13 is banned due to interference. Walt will contact Kevin Jackson and ask him to check the banned channel situation and take any remedial action necessary.

The meeting was adjourned at 8:30pm.



"It's Alice Kramden!"

**If this needs explaining, you're not old enough.**

**And If you do understand it, you're older than Dirt!**

# THE GOOD STUFF

By Don Gray



I trust everyone had an enjoyable Memorial Day holiday; the weather was perfect for almost any outdoor activity. CASA, the Capital Area Soaring Association, held its annual Spring Sizzle Electric Fun Fly on Saturday and Sunday and I think that all of us who attended had a great two days of flying and socializing. There were some periods of moderate wind on Saturday, however Sunday was perfect and even models with very low wing loadings were able to fly by mid to late afternoon. Close to forty raffle prizes were given out over the two days, several very nice, including a Spectra radio system.

The event is held each year at the old MCMAP (Montgomery County Model Airpark) landfill site on Gude Road in Rockville. MCMAP was the DCRC's official flying site for several years during the eighties. I was recently going through some of my old photos and ran across a few aerial shots of MCMAP that I had taken from my J-3. I was surprised to see the date of August 1983 on the photos, boy how time does fly, no pun intended of course. I tried taking digital images of three of the color prints and have included them for those of you who may be interested. The resolution is not the greatest but you can make out some of the more interesting items. The facility was shared with a U-Control club whose name escapes me but may have been either the SLOW Club or Lancers. In two of the pictures you can see the paved flying circle they used. They also had a grass circle, which is not visible in the photos. Each club had their own pavilion. At one point we also had running water and electrical power. There were two runways as you can see, the longer one was positioned inline with the prevailing NW winds and the second shorter one was utilized for moderate to strong crosswind conditions. Portions of both runways still exist and are being used. Over the past several years the CASA members have done a fine job in getting the site back into shape. It has turned out to be a nice close-by flying facility for electrics and sailplanes.

Flying in an all-electric environment without having to yell over the barking and growling sounds of the liquid fuel models is a welcomed change of pace.

Ron Bozzonetti is well known for designing and scratch building his models. And his most recent one is no exception. The model has a wingspan of 68" and a wing area of 959 sq. in. The model weighs 7 lbs. 8.5 oz., which yields a wing loading of 18 oz. per sq. ft. He built the fuselage

and tail surfaces out of balsa and plywood. The wing consists of a white foam core sheeted with balsa. Ron lightens the foam cores by cutting out sections of the core in a lattice pattern, using a technique he described in a newsletter article a year or so ago. The fuselage is finished in Klas Kote, which is two-part epoxy paint. The wing and tail surfaces are covered with Mono-Kote. Power is provided by a K&B .61 equipped with a tuned pipe. I believe he is using his Multiplex radio. His first flight identified two minor problems; the GC need to be moved forward some and the tail wheel spring was too stiff, making steering on takeoffs difficult. Otherwise a good flying model and very attractive I may add.

Bill Gardner recently took the plunge and decided to scratch build his next model. He chose the Firebolt, the plans for which were published in *Model Aviation*. As seen in the photos, it is a canard design. Wing construction also includes a foam core sheeted with 1/16' balsa. He used balsa and plywood for the fuselage and remaining structures. Bill finished the model with acrylic paint sprayed on with an airbrush. The Firebolt is powered by an OS .40. The maiden



flight went very well with no issues with the CG or other parameters. He just needed to fine tune the control throws. It apparently flies like a canard design is suppose to; good slow speed characteristics, solid control on approaches and reasonably short takeoffs and landings. Congratulations Bill.

Be sure to come out to County Appreciation Day Saturday, June 17<sup>th</sup> and bring your models to fly and or display. Hopefully there will be several spectators who I'm sure will enjoy your works of art.

See you on the 17<sup>th</sup>, the day after the club meeting, which starts at 7:30 PM from now on.



## Club Meeting Minutes

BY WALT GALLAUGHER



The meeting was called to order by president Walt Gallagher at 8:10pm. Several members from NVRC who recently joined DCRC were present. Tom Pfarr took meeting minutes in Mike Peizer's absences.

Walt reminded the members that the June meeting would start at the new time of 7:30pm. Walt then discussed the rumors about the loss of the Frederick and NVRC flying fields. The Frederick club has a new flying field but the NVRC club does not. Walt went on to clear up a misunderstanding about NVRC members flying for free at our field until the end of the year. Walt stated that this was not true. NVRC members are very welcome to join DCRC and fly at our field. By joining DCRC, all members commit to abide by the Montgomery County rules, the AMA rules and the DCRC rules. Next Walt indicated that several of the club members had requested that the annual budget and financial report be mailed to the membership on a yearly basis. A member at the meeting suggested that the reports be mailed out with the membership renewal. Finally Walt gave the floor to Ed Leibolt to discuss the summer flying camp he is putting together. Ed passed around a summer camp sign-up sheet asking for members to aid in running the camp. Ed indicated he currently has five students and plans to move forward with the camp. Ed also asked if any members would be interested in participating as students since the turnout so far is low.

**Public Relations & County Liaison:** Jim addressed a recent issue with members driving on the grass along the entry road. The man who cuts the grass warned several members to stop driving on the grass since it causes ruts to form. In fact, several years ago, a member was given a ticket by the park police for doing the same. Jim said that this practice has to stop. Many members may not realize that this is against the law but it is. Also, any time a representative of the County provides direction to DCRC members, the member should respond with appropriate re-

spect. On a related topic, several members were informed that DCRC must remove the scrap taken out of the old container and left near that spot from the field or risk getting fined. The board will address this issue. In case you didn't stop and read the minutes...

## “IT IS AGAINST THE LAW TO DRIVE ON THE GRASS ALONG THE GRAVEL ROAD LEADING TO THE FIELD.”

Finally, Jim indicated that DCRC would be doing a flight demonstration for a Boy Scout camp in June. Jim will coordinate with James Lehman who is coordinating the camp. Jim said that he would also coordinate frequency conflicts with the electric flying club who flies at the old trash mount location.

**Treasurer:** Walt gave the report in Scott's absence. He read the list of expenses over \$100.00 since the last meeting.

**Events:** Charles Calvert gave the report in Andy Finizo's absences. Charlie indicated everything is a go for County Appreciation day.

**New Business:** A member reported that there is no longer a frequency blocker in the spot for channel 38 and asked if this means 38 is no longer a problem. Walt said he would verify with Kevin Jackson.

There was no raffle since Andy Kane was out of town.

There was a model shop and Walt gave a presentation on monokote tips and techniques.

The meeting was adjourned at 9:50pm.

A simulated dogfight training took place between two F-15D's and four A-4N Skyhawks over the skies of the Negev, Israel... "At some point I collided with one of the Skyhawks, at first I didn't realize it. I felt a big strike, and I thought we passed through the jet stream of one of the other aircraft. Before I could react, I saw the big fireball created by the explosion of the Skyhawk. The radio started to deliver calls saying that the Skyhawk pilot has ejected, and I understood that the fireball was the Skyhawk that exploded, and the pilot was ejected automatically. There was a tremendous fuel stream going out of my wing, and I understood it was badly damaged. The aircraft flew without control in a strange spiral. I reconnected the electric control to the control surfaces, and slowly gained control of the aircraft until I was straight and level again. It was clear to me that I had to eject. When I gained control I said: "Hey, wait, don't eject yet!" No warning light was on and the navigation computer worked as usual; (I just needed a warning light in my panel to indicate that I missed a wing...)," My instructor pilot ordered me to eject. The wing is a fuel tank, and the fuel indicator showed 0.000 so I assumed that the jet stream sucked all the fuel out of the other tanks. However, I remembered that the valves operate only in one direction, so that I might have enough fuel to get to the nearest airfield and land. I worked like a machine, I wasn't scared and didn't worry. All I knew was as long as the sucker flies, I'm gonna stay inside. I started to decrease the airspeed, but at that point one wing was not enough So I went into a spin down and to the right. A second before I decided to eject, I pushed the throttle and lit the afterburner. I gained speed and thus got control of the aircraft again. Next thing I did was lower the arresting hook. A few seconds later I touched the runway at 260 knots, about twice the recommended speed, and called the tower to erect the emergency recovery net. The hook was torn away from the fuselage because of the high speed, but I managed to stop 10 meters before the net. I turned back to shake the hand of my instructor, who had urged me to eject, and then I saw it for the first time - no wing!"





A day at the field, by Andy Finizio



### Calendar of Events

#### June

- 10 DCRC Training, Germantown, MD
- 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 DCRC Training, Germantown, MD
- 24 Airplanes of the World, Freestate Club, Laurel, MD

#### July

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

#### August

- 4-6 Wings over Piper. Lock Haven, PA
- 5-7 Liberty Jet Rally Lebanon PA
- 12 DCRC Training, Germantown, MD
- 18 DCRC Club Meeting/A. Kane
- 23 DCRC Board Meeting/A. Kane
- 26 DCRC Training, Germantown, MD

#### September

- 8-10 Bealeton IMAA, Virginia
- 15 DCRC Club Meeting/J.McDaniel
- 16 DCRC Training, Germantown, MD
- 20 DCRC Board Meeting/J.McDaniel
- 23 DCRC Oktoberfest
- 30 DCRC Training, Germantown, MD

#### October

- 4-7 Don Lowe Masters, Greenville, SC
- 14 DCRC Training, Germantown, MD
- 20 DCRC Club Meeting/W.Gallaughier
- 28 DCRC Training, Germantown, MD

#### November

- 11 DCRC Training, Germantown, MD

# A TRIP TO THE READING AIR SHOW

by Doug Harper

On Sunday, June 4, a friend of mine, Bill Williams, and his 7-year-old son, Zachary, took a road trip to Reading, PA, to attend the Mid-Atlantic Air Museum WWII Weekend air show. Reading is a little less than 3 hours from Rockville and an easy drive up thru southern Pennsylvania.



I had attended other shows in Reading almost 30 years ago so was looking forward to going back there. It is a smallish airport so it is an easy show to get around. I must say I was not disappointed. This show was all WWII aircraft and they had a wonderful group of planes that were accessible on the ground and that also put on a great flying show for most of the afternoon. This show is billed as the "largest and best WWII reenactment in the nation".

Let's start with bombers. They had a meticulous B-17,



the Yankee Lady, and a very nice B-24, Diamond Lil. Rides were available in both these aircraft.

The truly unique bomber at the show though was an Avro Lancaster. This aircraft is the only one flying on this side of the Atlantic and operates out of Canada. What a treat to see this very large, if not beautiful, craft. They started the Rolls Royce engines right in front of us and you had to get goose bumps hearing those babies rev up. They flew this very rare bird in the show and even



opened the longest bombay doors I have ever seen. They extended from just behind the nose to half-way between the wing and tail. This was a real treat.

There was also a pair of very nice B-25s, one in OD and the other in natural

aluminum. Beautiful planes to see and very loud. By the way, the Mid-Atlantic museum on the Reading Airport site is rebuilding a P-61 night bomber. It will be the only flying copy when completed. A B29, Fifi, was supposed to be at this show but cancelled at the last minute due to mechanical difficulties.



There was a very nice group of single engine fighter/bombers both on the ground



and in the air. A P-40 and P-51, flown by a father/son team, a Corsair, two TBM Avengers, a Japanese Val replica, and many other planes put on a crowd-pleasing show. You can't beat the sound of a WWII radial or

in-line engine swinging a big prop.

There were many Texans, liaison aircraft, Stearmen, trainers, transports, etc. to see as well. There was also a beautiful Waco biplane hopping rides before the show. The



action continued from about 1PM to after 5PM. After that, many of the planes flew off to their home destinations. I enjoy seeing them take off at the end of the show as much as anything.

In between all the flying they had "reenactors" performing mock battles including a very large number of American GIs who of course defeated a bunch of German soldiers. They even put on a napalm demo that is very scary. Nasty stuff.

In addition to all the aircraft, they had probably 20 plus American and German trucks, jeeps, half tracks, motorcycles, etc. All were in very nice condition and took part in the mock battles.

I believe Reading hosts this airshow annually so I would highly recommend you check their web site, [http://www.maam.org/wwii/ww2\\_sched.htm](http://www.maam.org/wwii/ww2_sched.htm), both to get more detail about the show and to see their schedule for next year.

I plan to be there again next year.

Andy Kane  
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FIRST CLASS MAIL



SEND TO:

June  
2006

