

## **November 2017 Meeting Minutes:**

Provided by John Roach, NVRC VP

The meeting was called to order at 7:30 p.m., with 23 in attendance. Convening on 23 November was necessitated by a scheduling conflict for the meeting room on the regular night of our monthly meeting. Multi-GP practice was announced for 25 NOV, Tiny Whoop racing at Monster Mini Golf on 6 DEC, and a Multi-GP race on 10 DEC. It was also announced that Hobby Hanger is holding events in the back room at Monster Mini Golf on racing nights.

**Indoor flying dates at Westfield HS** are 17 DEC, 7 JAN, and 28 Jan. Don Szczur reported that these dates are a STEM activity. Two students are practicing for an indoor rubber band flyer competition in January. Flying hours are from 8 a.m., to 9:30 a.m., but if the gym is free, flyers can stay to 11 a.m. Donation at the door is \$5.

**NVRC Holiday party is 9 DEC** at Firehouse #3 with drinks at 5 p.m., and dinner at 6 p.m., catered by Mission BBQ. Please bring a gift to participate in the gift exchange. RSVP date is 29 NOV.

The VP reminded members to secure the door latch on our sheds to help keep mice out of them. He reported on the construction of giant scale aircraft stands for Lorton using the dimensions of his small pickup truck to limit their size to what would fit in his truck. The source of the pressure-treated wood he donated to NVRC was scaffolding he used to paint and trim his home. It was taking up space in his carport after that use, so his need for space drove his decision to build aircraft stands. He encouraged members to fly at Lorton and report back on the suitability of the stands.

The outgoing NVRC President said that Lorton is a great place to fly and suggested lowering Lorton dues to \$75 to encourage flying there. He then proposed further reducing Lorton dues for members who volunteer to mow Lorton. NVRC cannot make Lorton use free because doing so would

penalize members who do not fly there by requiring a dues increase for all members. The advantage of flying at Lorton is noise – There is no noise restriction there like the 94 dB limit at Poplar Ford. FPV wings at Lorton are OK, but please do not fly multi-rotors there for now. The website will be updated to provide directions to the Lorton field and remind members to purchase and wear a safety vest at Lorton because the landfill requires everyone on site wear them. The membership voted to lower Lorton member dues to \$75 and to further reduce Lorton dues by an additional \$25 in return for mowing Lorton twice.

NVRC donated \$400 to the **USMC Toys for Tots** campaign in addition to the toys collected at the fun fly from 10 pilots and spectators. Weather was great for the event. This is the last time that **Pat Dunlap** will organize the event because he will be leaving the area. Pat has run the Toys for Tots Fun Fly since 2009. Thank you, Pat. You will be missed.

The **January Winter Fun Fly** will begin registration at 9 a.m., and fly at 10, unless it is snowing. Everything will be done in one flight. If there is snow, you are encouraged to mount skis on your aircraft to assist you. The competition will include takeoff, loops, rolls, spins, precision landing. **Harold Chadsey** is the Winter Fun Fly organizer.

**Elections** – The Board proposed the following slate: **Jonathan Pruett** as President, **John Roach** Vice President, **Carl Hampton** Secretary, **Paul Lukas** and **Tung Phung** Members at Large. Appointed leadership positions are **Carl Lydick** newsletter and website editor, **Tony Claridge** Chief Flight Instructor, and **Bob Frease** Treasurer. Bob will remain NVRC Treasurer through 2018, after which we will have to appoint a new Treasurer. Mark Franke, outgoing President, nominated John Roach for the honor of Member for Life in appreciation of his work keeping both flying fields in good operating order. John thanked the many NVRC members who volunteer their time to help him in this task.

For those who do not already know, **Carl Hampton** has run our building contests for many years and is expected to do an outstanding job as NVRC Secretary based on his past work for the club.

The proposed slate of NVRC officers was elected by acclamation. After the vote, **Paul Lukas** took the floor to describe “**Innovation Hour**” at his daughter’s school as an opportunity to support STEM in schools. He is looking for Friday afternoon instructors to help elementary school students build aviation projects, perhaps Delta Darts, at Wakefield Forest Elementary School. **If interested, contact Paul Lukas.**

The 11 DEC County hearing seeking public input on Drones on Parkland was discussed. **Mark Franke** emphasized that it was important for NVRC to speak with a single voice. It was mentioned that the restriction on multi-rotor flying quashed a student program at Rocky Run. **Tony Claridge** remarked that it only takes one Bozo hitting a kid while flying in a park to shut us all down. **Carl Brieske** attended a recent Air Traffic Control Seminar and reported that the Air Traffic Control consensus was that they didn’t want drones. He suggested that we check with the AMA and get their position because they also attended the seminar. **Paul Lukas** noted that park flying needs clear rules and to make sure the rules and penalties are known to pilots and law enforcement. If a Bozo [incident] occurs, hold the pilot responsible. Carl added that, “The FAA is thinking of a licensing system for drone pilots. A drone will not fly unless certified. They are serious about this. The FAA wants us tested.” **Mark Franke** views the hearing as a unique opportunity to encourage the County not to screw up. **Paul Lukas** and **John Roach** plan to attend and speak at the hearing.

**Eric Holloway** shared slides of his recent trip to the west coast to launch a quad from a rocket. He has a high power rocket certification. His plan was to launch a multi-rotor in a rocket and deploy it during rocket descent. He had two successful flights using J290 rockets motors producing 60 lbs of thrust. This was at the **Lucerne Valley Rockstock**, a sort of Burning Man event for rocketeers. Eric’s talk was accompanied by video including video from the rocket-launched drone of the rocket descending by parachute to

the desert surface. After watching Eric's presentation, Mark Franke shook his head and remarked about his thought that that the FAA worries about drones, but allowed Eric's rocket to fly as checked baggage.

**Joe Szczur** then described his trip to Argentina to participate with the US team in the **F3A World Championship Competition**, 3-11 NOV, 2017. His preparations for the competition required him to fly every day, focusing only on F3A. The team's first shock came upon arrival in Argentina. Customs clearance was an endurance event. Not all competitors made it. At least one was arrested. When they finally got thru Customs, the car rental agency cancelled their reservations and demanded cash up front to negotiate new contracts for the vans they needed to get to the contest. Joe used all of the money he had for the entire trip to rent a van for \$4000. He had to pay for the rest of the trip out of pocket. The vans they were able to obtain were not in good condition, but got them there and back through stray dogs, indifferent pedestrians and challenging roads. Every meal contained ham and cheese. That got tiresome. The contest site was an active airport with grass runways buffeted by Antarctic winds. Practice and competition flying went on in spite of constant winds above 30 mph with gusts above 40. Joe prevailed. He is in every sense a champion.

**Show N Tell** led off with a member who stood up and remarked that he never would have known a product was heat activated so he could remove wrinkles and adhere it to an airframe if he had not been coming to these meetings where he learned that trick. **Pat Dunlap** showed a Helium glider built from a Stevens Acro kit that weighs less than a Radian. Its Coverlite covering has no adhesive, so it can be applied with shiny or dull side showing. The seams almost disappear when the covering is dull side out. **Jon Pruett** showed two of his projects. The first was a Stevens Aero model Pacer, which he described as an excellent kit with UMX guts, and a great first balsa kit. He then discussed an online design and build contest he has been coordinating since Flite Fest. The contest has 38 pilots interested designing and building aircraft, all creating and releasing plans for aircraft that were intended for use in WW2 but never saw combat. His model is a FW-42 twin engine canard style medium bomber that was wind tunnel tested but never built full scale. The aircraft graphics are designed in

Inkscape and glued onto the foam board. It uses differential motor thrust for yaw rather than a rudder. He got the idea for this design from a website, "Luftwaffe 1946," and recommends it for researching lots of unusual designs.

