



# NVRC

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NVRC is one of the largest radio control clubs in Virginia with over 160 members. Our flying field is located at Poplar Ford Park. The club includes pilots in all areas of radio-controlled flight: sport, giant scale, electric, sailplane, aerobatics, combat, and rotor. NVRC has members with decades of expertise to share in many types of flying and building. Whether you're a beginner or someone looking for advanced techniques, there are volunteer instructors to provide assistance--don't be timid, ask for help. In existence for over 50 years now, NVRC is proud to be a club where everyone is welcome.

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## President's Report

By Mark Franke

As we come to the close of the fall flying season I thought I should mention a few things. I've had some safety concerns the last couple times I've been at the field. It's imperative that everybody pre-flights their airplanes. Check the control surfaces before every flight. It's also important that if you're an inexperienced pilot and you have a new airplane, have an experience pilot do the first check flight. In the next coming months we will be working on some additional safety measures to be implemented at the field. Above all else no one should be flying over the runway when there's someone on the field. As we discussed before there's a pattern that should be flown over the field and we as a club will start enforcing it from the safety standpoint.

Setting up new transmitters can be challenging particularly if you're new to the hobby. Pat Dunlap and Tony Claridge will be giving a talk about this at the next club meeting on November 21st. They will be talking about dual rates, exponential and other nuances of modern transmitters. I encourage old and new pilots to attend for a invaluable learning experience.

The annual election is also the November 21 meeting. The nominees are as follows:

*Gary Quinn-Pres.*

*Gary Valenzuela-vice president*

*Fred Fredrick-secretary*

*Bob Burnett -member at large*

*Carl Hampton-member at large*

The banquet is coming up on the first Saturday in December. It will be from 5 till 9 PM at Fairfax City Firestation number 3 on University Boulevard. I will need an RSVP for you and your family by November 27. This year again we will have our New England style gift exchange. Bring a wrapped mystery gift for \$20.00. After dinner the horsetrading begins. It's actually a blast. We will also have live entertainment for the cocktail hour.

The county has said they will perform a controlled burn at the field sometime in late November. I will inform everyone of the dates well in advance so there is no flying on that date. This should help the approach on the eastern end of the runway a great deal. The indoor flying season is about to begin. Our first date is November 24 at Westfields High school basketball gym. Flying will start at 8 AM and go till 11AM. These indoor fly ins have a great turnout. We will again ask for a \$ 5.00 voluntary landing fee. A part of the proceeds will go to Westfield high school to help support their aviation program that we have championed over the years.

Next year we will be looking for more members to help run an event or with mowing of the field. We have a great club but we will continue to need awesome volunteers like we've had this year. Al Webb, Gary Quinn, Gary Valenzuela and the entire board have done a great job. Finally hats off to Ken Bassett he's retiring as chair of the auction. He's done it for longer than anybody can remember.

Thank you

*One more thing...*Not that I'm biased, but the Spitfire is among the best looking airplanes ever built. It's also only \$69.99 from Hobby Hangar. It's a bind then fly. Perfect for indoor flying. Now you have no excuse not to participate. This particular spitfire was flown by Francis Gabreski. American ace from World War II.



## VP's Report

By Gary Quinn

What a month it has been. The Udvar Hazy Air & Scare took place this month and it was a fantastic time. We had just enough volunteers to make it work and I want to personally thank those that helped out. Gary V, John, Don, Barry, Kevin, Fred, Jonathan, Dave, Josh and Jessica our Alien. Once again the Alien drew a big crowd with many people asking to have their picture taken next to the Alien. A big thank you to Paula (my wife) and Linda (Fred's wife) for working the event all day long! You know behind every RC Pilot is a wife who wants to know why you need another plane! The event did test the patience of Kevin and Fred, the dynamic duo who manned the simulators for many hours. I am thinking about establishing the "Sim Training Team" with Kevin and Fred. When you see them, ask them what they will not be doing at the next event! The museum estimated that 24,000 people visited that day. We had static planes, two simulators and answered a million questions about the hobby, our club and hobby hangar. We gave out plastic airplanes, gliders; blow up aliens and club information. It was just a lot of fun!

I participated in the T-28 races held this month and finished each race. That's taking off, flying and landing. No glue involved. I was excited. I have actually thought about getting an EDF Jet after watching them race. Maybe, you never know. Vince brought some awesome soup for everyone and has offered to do it again. Soup on race day, you can't beat it. Crackers too! If you look out onto the field now you will see the windsock positioned in a good visible spot. Thank you Bob for putting that in the ground!

I acquired a new (new to me) e-flite Pawnee and I have been told that my new Carbon Cub is ready to be picked up at the hobby shop. Just what I need, more planes. And speaking of more planes, the Auction was Awesome. This was Ken's last auction as CD and he is going out with a bang. It's the first time the laptop crashed that has all of the software on it to manage the auction. It just died. But Ken had the much needed software program on his PC at home and he went back and picked it up. Ken told me that he had just loaded the software onto his PC the night before the auction! Within the hour, Ken had the system back up and running. It was amazing. Way to go Ken! The team of Bob F, Ken, Ross, Colin and Paula did the majority of the administrative work during the day. Bob B's auction teams were great and kept the flow moving throughout the day. Although I didn't buy an Angry Bird plane, I did have an Angry Bird mask that I wore during some bidding. Why I purchased a giant scale ARF I will never know. Maybe because it was \$80? It looked really cool? It was again definitely a buyers market. Did I really need the Tango? The air compressor? The small red plane? Did Colin need another truck? Extra wheels and tires? Eight cans of paint? What am I going to do with the 24" long prop? These are the questions, who has the answers? As usual, the Auction was just a blast. Thank you Ken for making your last Auction super fantastic!

If you missed these events, mark your calendar so you don't miss them next time. You are guaranteed to have a good time. The end of year holiday party is approaching fast and is something you do not want to miss. I might even bring my Angry Bird mask. Or my oversized bowtie. Maybe some Southwest peanuts and pretzels as snacks? Make sure you sign up to attend. At some point I'll be looking for someone to make the Tango fly and get the giant scale ARF in tip top shape. When I buy a plane that is an ARF, that means I am Already Really Frustrated. For you builders out there, you definitely have a unique talent. I open some glue and the next thing I know my fingers are stuck together. My way of building and repairing is thru delegation. Help me, Help you. Tony is going to be purchasing our new electric trainer soon and it will be up and running in no time. I'm really excited that we were able to get this plane with the money we raised at the Leesburg event. Thank you Tony for taking on this project. Don't forget, if you want NVRC Stickers or NVRC apparel, let me know. Show your support of the club. Put a sticker on something and get a shirt! Hope to see you at the field or the next meeting!



**Color Sticker, 4"x4" \$1 each**

NVRC Apparel – All types of items. Call or email for details.

## Secretary's Report By Fred Frederick

### NVRC Meeting Minutes – October 17, 2013

1. Vice President Gary Quinn opened the meeting at 7:30 p.m. Thirty attendees were present.
2. Visitors: Three new members were present: Walter Herrity, Bill Motley, and Chris Jackson
3. Treasurers Report: Bob Freas reported that we are on budget. We currently have 189 members. Our largest expenditure to date is \$5000.00 to the County for road improvements. In addition, our new website cost \$1500.00. Bob will present a detailed report at our November meeting.
4. Vice President's Report: Gary Quinn reported that we now have new signage at the field that is much clearer and inviting to visitors. We also have new wind socks. Members suggested changes in the wind sock placements. Gary also reported that we will need additional support in grass cutting.
5. **Old Business:** Bob Freas updated the club on progress for the Lorton field site. We now have a plat being reviewed. There are several small issues that will be corrected. We will soon file the application and approval will take six to nine months. The County has promised to fast track the application.
  - The club holiday banquet is scheduled for December 7. We will provide cocktails starting at 5:00 p.m. We will have a special guest starting at around 5:30 p.m. (There are rumors that Elvis might be in the building at that time!), followed by dinner and our traditional gift swap. Make plans now to attend.
  - The Leesburg Air Show was very successful for us. We provided an excellent flying team and a booth with giveaways and opportunities to fly the flight simulator. We also raised \$300.00 from the sale of gliders and raffled tickets. This money will be used to purchase an Apprentice for training on flying electric air planes. A special thanks to Gary Quinn, Adrian Apodaca, Gary Valenzuela and all of the volunteers who helped make this a successful event.
6. **New Business:** Indoor flying dates are scheduled at Westfields. Check website for dates. Gary Quinn is exploring indoor flying at NOVA Field House on Friday and Saturday nights.
  - We are taking orders for NVRC apparel and we have NVRC stick on labels for \$1.00 apiece.
  - The following candidates have been nominated for club officers:
  - Gary Quinn – President
  - Gary Valenzuela – Vice President
  - Fred Frederick – Secretary
  - Bob Freas – Treasurer
  - Bob Burnett and Carl Hampton – Members-at-Large



- There were no other nominations.
- We are seeking nominations for Member of the Year as well as nominations for Life Member. Please suggest nominees and send the info to our Club President, Mark Franke.

7. Show and Tell:

- Charlie K. made another outstanding presentation on repairing airplanes. He provided very helpful information. You needed to be present to get everything Charlie talked about. I can't do it justice in this report. Charlie's knowledge and expertise in building and repairing model airplanes is outstanding. We always learn from him at his presentations as well as in conversations.
- Tony Claridge presented the Micro Icon. He is very impressed with the plane. It flies great and has AS3X. Tony also presented the new Spektrum DX-9 with wireless buddy box binding, and voice telemetry. The radio is available at Hobby Hangar for approximately \$400.
- Pat Dunlap presented a T-28 with floats. The floats can be ordered from Seaplane Supply for \$35.00 plus shipping.
- Terry Terrenoire presented a float plane. I think it was a "Formosa". Terry said they make a Formosa II and based on his experience with it, "Don't buy it." He also showed an Ultra Polaris. A fast foamy electric found at modelaero.com for around \$150.00.
- Rob Edmonds presented a Rob Plane with a camera.
- Paul Lucas presented an Excel Spread Sheet that captures a lot of flight and battery info. If interested contact Paul for more information

8. Fred Frederick won the 50/50 and Tony Claridge won the Show and Tell Gift Card.

## IMAC Corner by Gary A Valenzuela

Regional Fly Off results are in and unfortunately I didn't make the cut. Although falling short I did learn what is required to compete at the World Championship selection level. Regardless of how good you are in your back yard or how good you may think you are, there's always someone a lot better. So, I chalk this one up as a learning experience and I look forward to the next opportunity to compete for a spot on the IMAC USA Team.

Pre Competition I was able to make the cut and was invited to compete in the Regional fly off by placing high enough in a minimum of four events and being selected as one of the top four pilots in the sportsman class. I had an awesome plane that had been trimmed by Neil Wesdorp of Team Futaba. The plane needed a little extra power so, I called on my friend and master builder Andy Anderson. Andy built a tunnel which would provide the installation of RE3 tuned pipes which would provide that extra punch. I have to say that Andy's work is amazing. Now with a properly trimmed and powered airframe my confidence was very high. The practice began. On the second day of hard practice my Carden was lost after the stabs ripped off the fuselage. It was a demoralizing day. At this point I had to make a decision on letting the next person take my place or fly my Extreme Flight 104" Extra 300 which is setup for max 3D. The airframe and setup is excellent but I needed more IMAC sequence time on it.

The trip to North Carolina started off great. Loaded up trailer with all the support items needed for a four day event. Hit the road for a 5 hour trip and arrived at the Tar Heel RC Club in Elm City, NC around 1pm. After talking to a few buddies that had made the trip from as far as Maine and Florida I started preparing for a practice round. I flew Thursday and Friday with support from the Northeast upper class giving me tips and wind correction advice. Saturday, the day of the competition was finally here. 36 pilots from the North and Southeast were prepared to win those three top spots in each class and become members of the USA Team. Then the rain came. So, we sat around for seven hours waiting for the rain to stop and the ceiling to lift. Occasionally the Contest Director would put a plane up to check the ceiling and with not luck the plane would disappear pretty quickly. So we sat, and we sat, and we sat. At around 4:30 pm we were able to get one round in.

Sunday, the last day of the event the sun rose and looked beautiful. The winds came along with it. Winds of 20 to 25 mph blew in our face for the remainder of the day. When it was all complete we were able to fly a total of three known sequences and two unknowns. A trip to fly a total of five times. IMAC you have to love it. The trip back home and time to think of all the what ifs and what I could have done different. That ends when you realize you have to go back to work the next day regardless of the out come of the event. Back to reality!

Although IMAC events in the Northeast are complete the IMAC known sequences are out and available to download. Not to early to start practicing for next year. Yep, it's never ending. The first event of the year will be held in our own back yard. I am the contest director for the 2nd Annual Mason Dixon Shootout which will be held 26 - 27 April 2014 at FARCC. I look forward to seeing you there. Come on out and give IMAC a try. You might like it and end up like me. Addicted. Keep a look out for some IMAC tips in the next few newsletters.

## Farm Float Fly, October 5, 2013 by Gary Quinn

What a beautiful day for a float fly! You could not have asked for better weather in October. The Farm Club had a record 54 Pilots registered for the event with thirty plus guests. The food was great and the flying was even better.



There were a number of different types of planes flying all day long including Beavers, Cubs, FunCubs, T-28s, Icons and more. It was interesting seeing the number of different sizes of airplanes, from micro to giant; electric, nitro and gas. There were a few minor incidents with planes going into the water and only one mid air for the day. At one time we counted a minimum of eight planes in the air at one time. The reason that eight planes could fly together in a limited airspace was due to the pattern flying of all the Pilots. For the most part, Pilots flew in a counterclockwise pattern at different altitudes. Take off's and landings were called and communication was good. There were also some RC Boats that were going back and forth and with the communication there were no incidents. This was a great example of everyone being on the same page and knowing what everyone else is doing. If you have not been to a float fly I highly recommend attending.

I had the chance to fly my SuperCub with floats and I put floats on Colin's FunCub. Colin doesn't mind sharing his planes as long as nothing happens to them. So how do I sum up the event? Farm Club Fly In Landing Fee \$20 with Lunch, Flipping Colin's FunCub and burning out the ESC \$75, going to Hobby Hangar and getting a new ESC put in before Colin finds out about it, Priceless!

## NVRC Racing by Ken Bassett

The third and final race day was held on Nov 2nd following the Toys for Tots contest. Over three race days, seven jet pilots completed for glory. To survive the three races became a deciding factor in the final results. When all the wreckage was cleared away, Vince Tabacco was the overall jet ace with Pat Dunlap close behind. Bob Burnett came in third. Launching the jets by hand is an art that only Vince and Pat mastered. Bob, myself and Terry Engler tried catapults with mixed results. Following the jets, the T-28's took to the air. This remains the most popular class. Over the three races, twelve racers tested their skill. An electrical failure did in one T-28 but all others survived the contest. When the dust settled, Pat Dunlap had bested the others with Vince Tabacco close behind. Bob Burnett came in third and Richard Anderson fourth. The T-28 races did involve some interesting results. Colin Quinn beat his Dad. Kyle Hallman, another youngster, won his heat (beat me) and would have been a factor if not for his battery connector failure. The best looking T-28 goes to Bob Kaplan with his Red Bull color scheme. The T-28 races were much closer than the final results indicate. Hobby Hangar will give you a deal so, get one, and come on out next year. We thinking about changing jet airframes to increase participation and reduce carnage. If you have any ideas, let us know.





## Photo Gallery

### More Float Fly



### Auction and Air & Scare





## Editor's Desk By Adrian Apodaca

So the weather is getting colder and some of the planes are starting to get cozy in the hangar for their winter break. I haven't gotten to mess around too much with the DX9 (most of my planes are on my Futaba 14SG), but so far I really like it. As I started this hobby with Spektrum, it still feels more at home for me. The DX9 is really more similar to the DX18 than the DX8. It has a lot of great options and of course the wireless buddy box. I don't have first hand experience with it, but Tony Claridge has tried out that function and said it works great. If that DX6i or Dx7 is getting long in the tooth, it may be time to step into this reasonably priced, extremely functional next gen transmitter.



Another thing I bought, flew and reviewed this last month was a little foamie from Multiplex called the Funman. It is a redo of the minimag with a bit more punch added and different graphics. It is a total blast to fly. If you are not a beginner, ignore the manuals suggested aileron setups and throws. This plane, like the FunCub is a total blast to fly and small enough to stick in the car with the wing still on. I can't say enough about the quality of the Multiplex line-up of foamies and the amazing amount of fun they provide. I would recommend the FunCub and Funman to both beginners and even guys with big gassers. These planes make you smile while you fly them.

As Horizon releases the new version of the UM XTRA. This one has the AS3X technology and also switchable flight assistance mode that will hold a hover or knife-edge for you! I am hoping to pick one up and do a quick review for the indoor season. This one looks like a winner.

That's it for now! See you next month!

**Please send me any plane or equipment reviews you'd like to share with the rest of the club! As always, I ask, please send me your photo submissions of your planes in flight. They make for great cover images especially if they are taken at our field. If no one else sends pictures in, you'll have to keep staring at my planes! Also, if you want to share a RC related news story or experience, please send it in!**

### NVRC Newsletter

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