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NVRC is one of the largest radio control clubs in Virginia with over 200 members. Our primary flying field is located at Poplar Ford Park and we expect to have a new Lorton site in 2016. The club includes pilots in all areas of radio-controlled flight: Sport, Giant Scale, Electric, Sailplane, Aerobatics, Combat, and MultiRotor. 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! Just ask for help!

In existence for over 50 years, NVRC is proud to be a club where everyone is welcome!

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President's Report:

By Mark Franke

Folks,

I'm sure you're aware I have taken over as interim president while Carl, our immediate past president, is recovering from a health issue. We all wish Carl a speedy recovery back to great health

Congratulations

On a very positive note Joseph Szcur scored exceptionally well at the Nationals aerobatics competition. He competed in the F3 a category. He finished ahead of Chip Hyde. He placed sixth overall and qualified for the US national team again. Congratulations to Joe and to his family. What an outstanding accomplishment for a young man in this hobby.

Lorton Field

As I'm sure you're aware we have been working diligently with the county to get the Lorton site open. The process is now in its sixth year. Bob Freas has worked tirelessly to get this done. I will give you a quick nutshell where we are stand:

The county has approved the site plan. This means all the drawings and proposed layout has been approved.

Next phase is the site permit that Bob has been working on as well.

We now have to obtain the following items to pull the permit to finish the construction:

- 2.a. County and State storm water permits
- 2.b. Pro Rata Share Agreement
- 2.c. Land Disturbance Agreement
- 2.d. Land Conservation Agreement
- 2.e. VDOT permit approval

Most of these are not substantial issues however there may be a cost associated with it up to \$2900. We are working with the landfill to see if their current existing agreements will cover this. Bob met with them on Tuesday.

Once all the above are approved. We get the **site permit**. That allows us to put up parking signs and parking bumpers handicap signs etc. These will have to be inspected

Once that phase is approved we obtain a **user permit**. **Then we can fly.**

This has been a long hard process but certainly will be worth the wait.



President's Report (Continued):

By Mark Franke

At the last meeting the membership approved a motion to finance the Lorton field. This will be a \$50 surcharge this year and a suspected \$100 surcharge next year. The field has to be self-sustaining and there are significant costs to running the field.

Our agreement with the County allows us to have 75 members. As this is a first-time use of the property they insisted on this to make sure that the active landfill was safe with civilian vehicles being on it. There is no getting around this there's no negotiating it.

As soon as we have the user permit we will have a sign-up. That will be first come first serve. I realize this is not without controversy but it is the only agreement that we have to work with at the present time. Hopefully like Poplar Ford as time goes on we will be able to negotiate changes

Poplar Ford Field

I want to thank John and all the folks who have been helping keeping the field mode. I want to let you know that the shelter has been ordered. The building permit is in process. We help to have the shelter up in the next 3 to 4 weeks. We have also ordered a second shed for storage of the additional mowers and trainers.

I had seen a proposal to extend the hours at Poplar Ford. Unfortunately this is not possible without renegotiating our whole agreement. We just signed the agreement in June for two years, with an additional two years extension added.

Any changes to the agreement would make us take the entire agreement back to the Park Authority board. Those changes could make us subject to public comment and hearing. As I'm sure you may be aware there's a new housing development going up adjacent to the field. I think bringing up extended hours at this point is just not feasible based on my 10 year experience with the county.

Finally I want to thank everyone on the board for being supportive of my short term coming up. I also want to thank all the volunteers at the field and at events for making this club successful.

Thanks

Mark Franke

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July Meeting Minutes:

By John Roach

Mark Franke, acting President, called the meeting to order at 7:30 pm, and asked Carl Brieske to update everyone on his resignation as President. Carl shared that he was grateful that Mark stepped in to serve as acting when Carl had to resign. He pointed out that Mark knows everyone in the County, which is highly useful at a critical time for the club when we are working to add shelters, sheds and get our Lorton field in operation. Carl emphasized that Mark knows all the right people, has the contacts, and has his unequivocal backing. Carl explained that he got sick 3 years ago in Africa. He thought he was cured, but it came back. He regretted that he did not see the doctor sooner as planned, but he was busy working. When he did see his doctor, the doctor found a high white cell count and ordered a CT scan at 10 pm that night. He was operated on an hour later, until 4:30, the next morning. He is on the mend, but remains unable to handle the duties of NVRC President at this time.

Guests and new members – Mike Carpenter introduced himself as a former HO train hobbyist who has traded his trains for RC planes.

AMA Government Relations announced FAA clarification of the 400 foot flight ceiling. A recent FAA letter to the AMA recognized AMA as a community-based organization and acknowledged the AMA safety program allows flight above 400 feet under appropriate circumstances.

In its letter, dated July 7, 2016, the FAA states:

"...model aircraft may be flown consistently with Section 336 and agency guidelines at altitudes above 400 feet when following a community-based organization's safety guidelines."

"Community-based organizations, such as the Academy of Model Aeronautics, may establish altitude limitations in their safety guidelines that exceed the FAA's 400 AGL altitude recommendation."

Essentially, this letter confirms that sailplanes, large model aircraft, turbines, and other disciplines can responsibly operate above 400 feet if the AMA member is operating within our safety programming. Equally

important, the FAA again acknowledged AMA as a community-based organization. A fly in the ointment for NVRC is that we lie within the DC SFRA. We may have to continue to fly below 400 AGL.



July Meeting Minutes:

By John Roach

Field Reports –

Poplar Ford – John Roach requested that volunteers use the mower in the shed, our newest mower, just for the field and use the mower stored outside the shed for the trails. Mowing the trails is hard on mowers and mower blades. The new mower does the best job of cutting the field and should be spared from mowing trails. John repeatedly thanked the volunteers who mow and trim our flying fields.

Lorton – Mark Franke announced that the Board had approved purchase of 2 sheds. He acknowledged that mowing Lorton convinced him that a larger mower would be useful and that he planned to discuss that with the Board. The County approved a shed and a shelter for Lorton. Bob Burnett previously proposed a metal shelter rather than a wooden shelter. The County approved a metal shelter. This was good news because a 12 gauge steel shelter was approximately 1/10 the estimated price of a wooden shelter. The County still required us to obtain a building permit for our metal shelter. They said that they would help us obtain a permit. A shelter will hopefully be erected by the end of August. Mark shifted to discussion of sheds for the flying fields. Dan Breeding suggested purchase of sheds with wide shed doors to accommodate wider mowers. A member of the audience mentioned that the Farm flying field mower can mow their field in about 45 minutes. Their mower was described as similar to one Mark is considering.

Mark turned the discussion to a name for our Lorton field. The Board suggested that we name the field after Bob Burnett. Mark showed a large NVRC logo prepared from a NVRC patch by a graphic artist that would go on a sign with the name of the field. Charlie Koustenis moved that we name the Lorton field Burnett field. The motion was seconded and put to a vote. The membership approved naming Lorton as Burnett Field.

Bob Freas was asked when we might receive a Lorton occupancy permit. He replied that it was best to under promise and always over deliver as a qualifier to his estimate that Lorton might be open by September. The next question was, “How to run Lorton financially?” The reply was a user surcharge to cover costs. The club paid a \$7500 Chesapeake Bay waste water runoff fee and must pay an annual leasing fee. At the same time, the County limits Lorton field operations to weekends and limits access to a list of 75 club members that Lorton security will have on file. Peter Misuinas pointed out that the club had 2 fields before and members covered the costs of both fields. Mark reiterated that the County was limiting access to only 75 club members. Peter suggested that we have a yearly lottery for the right to fly at Lorton. Mark replied that he would like to say that a lottery was a great idea, but... At this point, Bob Burnett spoke up to point out that NVRC had to adopt a surcharge to offset the \$5000 liability for Lorton field that the club had already invested in Lorton. He noted that the Lorton field is 348 feet in the air.



July Meeting Minutes:

By John Roach

It will most likely be a big bird field [because of wind] and the Board did not want to create 2 clubs. He said we needed to recoup our outlay for Lorton. Volunteer hours count at a rate of \$20/hour towards our annual County fee, so he hopes to adjust as we go to zero out our Lorton cost. Tony Claridge pointed out that golf is more expensive than RC. He was looking forward to flying at Lorton. In response to a question about Lorton operating hours, Bob replied they were Saturday and Sunday from 9 a.m., to dusk. He went on to describe a problem with its 2000 x 500 foot flight box – An incinerator/generator ash truck regularly drives across the far end of it. Aircraft operations must cease whenever one of those trucks drives thru it. Mark mentioned that members must sign in and out and that getting to the site was still a pain in the ass. Peter wanted to know why we were limited to 25 cars and 75 people. Bob replied that recreational permits must have parking for 1/3 of a group so parking for 25 cars was for 75 people. Mark said that landfill people were asked at a meeting what they would do if 26 cars were there. The reply was that they would do nothing. Bob added that the County wants 75 names because the site has a million cubic feet of methane under its surface. Safety regulations require them to account for everyone on site. Mark reminded the members that if we follow the rules, it gets easier to work with [the County] over the years. Someone asked about bringing guests to the Lorton field. Bob replied it was no matter. Pete then asked we consider a guest charge. Mark countered that the only reason we fly at Lorton is the [type of] plane [we want to fly]. Poplar Ford is a better field for many reasons. Tony asked that the Board think of a smart protocol for Lorton that would limit the number of planes in the air with a big plane. He recounted how he lost a big plane to a foamie and that he did not want to see it happen again. Mark asked for volunteers to consider Lorton flight rules. He appointed Tony Claridge, Peter Misuinas, Bob Burnett, Carl Brieske and Pat Dunlap to a committee for this purpose. Tony suggested that the stuff they had to do was to fly a pattern and limit aircraft [in the air] when giants fly. Bob moved that the club charge [Lorton pilots] \$50 this year and \$100 next year. The motion was amended to apply a \$50 charge to this year and re-evaluate the charge next year. The motion carried.

Calendar – GSAA Open House scheduled for 24 July was cancelled due to a weekend heat advisory. It was re-scheduled to 31 July.

Biplane contest - 13 August. It is a fun fly event with competition involving timed touch and go, loops and rolls, and spins.

Leesburg air show – 24 September. NVRC has not heard about it yet, but we will need volunteers to help with it.



July Meeting Minutes:

By John Roach

FPV at Poplar Ford - John Roach described the FPV area created by the County at Poplar Ford. Mark reminded everyone that we share Poplar Ford with horse people and that we please respect them. A member pointed out that he felt there has been a lot of low flying aircraft from Dulles recently. He asked that we be sure we are not credited with a UAV incident. It was asked if we have lots of quads, will they abide by rules of the field. Mike Carpenter volunteered to put up new AMA field signage.

Tony announced that the club purchased a hand launch glider with TAG funds along with a new computer radio. They will be put to use at Poplar Ford training new pilots on Saturday.

Presentation – Charlie Koustenis, Airplane Painting. He showed everyone a T-28 he painted and told us that foam is paintable if you know how.



For military paint jobs, he uses military paint scheme reference books to select an appropriate color and then has egg shell latex base tinted to that color with the help of a color scanner at a local hardware store. His suggested references are, Frank Tiano Enterprises [Military Aircraft Color Guide](#) and Monogram Aviation Publications [Official United States Aircraft Colors](#).

The Tiano book covers most WWII combatants from 1939-1945 and United States aircraft color schemes from 1946 to present. Monogram Aircraft details official United States aircraft colors, 1908-1993. He told us to buy a decent paint gun. Charlie applies paint with a quality-built air brush such as a Badger or professional automobile touch-up gun rather than a Harbor Freight air brush. He emphasized the need to use an air dryer and said it was OK to use one from Harbor Freight. He also said to use a diaphragm pump rather than a piston compressor to avoid oil contamination of the compressed air supplying the air brush. In an aside, he showed us a former bottle of hand soap and paper towel. The soap bottle was cleaned up and re-filled with isopropyl alcohol. A quick inversion of the bottle onto a paper towel with a messy hand easily cleaned up the messy hand without smearing sticky stuff from the hand in the work area. He uses Krylon H2O Prime as his base primer. He insisted that a primer must be used to conceal background airplane color before painting. He also noted that paint will not stick to raw metal, so he uses self-etching metal primer he gets from Advanced Auto.



July Meeting Minutes:

By John Roach

He advised us to clean the metal surface before priming metal and to wear gloves to use self-etching primer. Foam surface preparation is easily done with light-weight vinyl spackle. Spread it on with one of those credit or insurance cards we all get in the mail, let it dry, and sand it smooth with 600 grit sand paper. Always use a tac-rag before painting. Do not tape directly on a surface to be painted. The tape will pull paint off the foam. Most military lines are soft lines. To make a soft line 2-tone line, mask one side of the line using a slight stand-off under the mask. Mix latex paint 50/50 with water. Your spray paint should have the consistency of milk. Buy single use throw away paper paint filters to filter your paint. Use a fresh disposable filter every time you pour paint. Shoot using a tank pressure of 35 pounds. Latex paint will not blush when it is humid, but high humidity will cause solvent-based paint to blush.

Show and Tell – Pat Dunlap showed everyone his Multiplex Rockstar, fitted with a 12x8 Master Air Screw propeller, he intends to use in the Bipe Contest. The plane weighs 4.2 pounds.

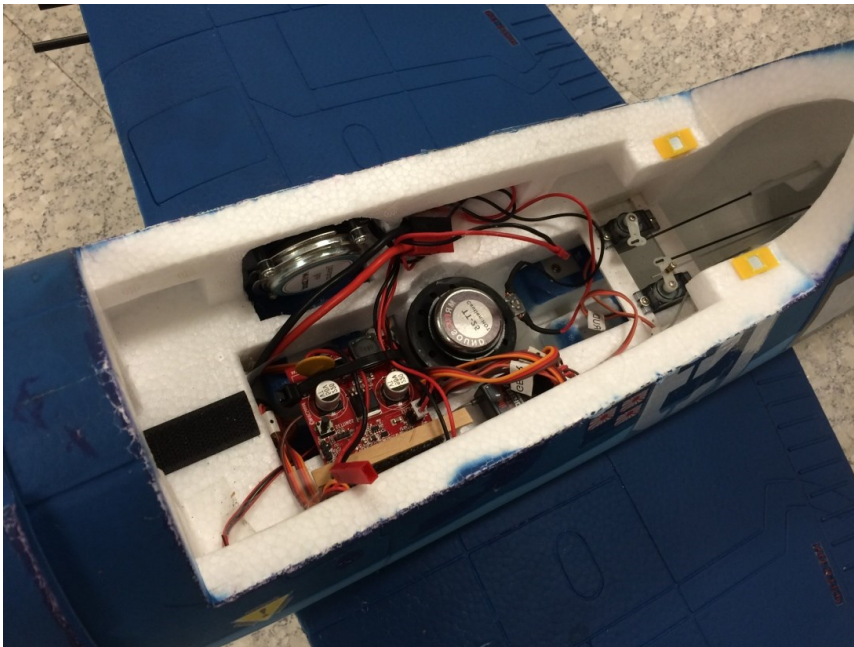
Tony Claridge demonstrated a quad pilot training technique he calls a flying square. He has found that many new quad pilots did not know how to fly a quad without GPS assistance. He suggests that they buy a small, cheap quad such as a Nano QX and fly a square indoors rather than wreck or lose a big quad. The idea is to force your brain to fly with a plan – Take off and fly out away from you, yaw 90 degrees and fly the next leg of a box. When you reach the next “corner,” yaw the quad another 90 degrees and proceed along that leg. A final yaw brings the quad back to you. Land the quad before flying another square. When you master flying a square, you will be able to fly in directions that can be confusing to those who only rely on GPS. For example, flying facing in to get a quad to come back to you requires reversed control inputs rather than merely pulling back on the stick as you would if your quad was flying in a GPS mode. In closing, he suggested that quad flyers avoid use of “vector mode” flying.



July Meeting Minutes:

By John Roach

Tony then showed everyone and demonstrated the sound system he installed in a foamie Corsair. It sounded great.



Tony won a gift card for his Show and Tell presentation(s).

Mark announced Joe Szczur, Jr. finished 7th in the nation, beating Chip Height for the honor of representing the United States in F3P competition. Mark apologized to the membership for his loss of patience during the discussion of a Lorton surcharge.

Fifty-fifty Drawing – For the second month in a row, John Roach won it. He now regrets that he did not buy a Mega Millions ticket on the way home.



Editors Corner:

By Carl Lydick

Many apologies to all the NVRC members for the delayed newsletter this month. I like to target the 1st of each month to get the newsletter out, but I was traveling quite a bit last month and didn't have an opportunity to put everything together until this week.

My note last month was a prelude to my favorite RC event, Flite Fest. The event took place mid-July and absolutely did not disappoint. The event grows every year, and while the flying field left a bit to be desired this year the event overall was better than ever.

The event was attended by several local pilots, including at least 2 other NVRC members I'm aware of (Jon Pruett and Scott Fisher). I actually met Scott the first time at Flite Fest 2014 and only later learned that he and his kids are also NVRC members!



The author quickly exiting the busy runway

There were too many memorable moments to write about all of them here, but one that might interest our members was the Guinness World Record attempt that took place. 300 pilots, each with a spotter, took to the flight line and launched in 4 waves. After the last group had launched a timer sounded, and sounded again after 1 minute. Any plane that was airborne at that moment was accounted for, and in the end 179 planes were counted, easily defeating the prior record of 99 RC airplanes flown simultaneously (set at SEFF I believe).

Obviously many went down due to the interference, and a few went down from collisions, but the end result was really something to see. <https://www.youtube.com/watch?v=JsNCVH-aROM>



Hundreds of pilots recover their aircraft after the World Record attempt

Another event was the "Gotha Gagggle", or Dawn Patrol. A talented scratch builder put together a large model of a Gotha G. V WWI bomber. After discussions on the Flite Test forums a combat event sprung up around this model. Pilots flying "Baby Barons" took to the sky to join the Gotha, and were then met by opposing pilots and their "Baby Brits". Some fun footage from the event can be found at <https://www.youtube.com/watch?v=taRPf9H1sJw>.

The building related events went off wonderfully, and I enjoyed helping a friend teach hotwire and fiberglass techniques to eager audiences. The focus on education was even more apparent this year and the extra build tents were easily filled. Families brought their children to "Community Build Night" events and spent the evenings building together with volunteer instructors. And of course, for me, the best part of this event every year is getting together with good friends and flying.

I'm hoping to be back out at Poplar Ford as much as possible in the coming month, but if you have pictures, events, news, or anything else you would like shared with the club please send them my way at carl_lydick@hotmail.com.