



A beautiful day to race T-28s!

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Want to see more here?

Send your newsletter contributions to
carllydick@hotmail.com.

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 2017. 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!

Officers and Contacts

President, Mark Franke, mfranke@cox.net

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President's Report:

By Mark Franke

Folks

The next club meeting is this Thursday the 21st at 7:30 PM. Immediately preceding the meeting **from 7:00 till 7:30** we will have **Quad Copter building** session. Great opportunity for you to come out if you're interested and learn how to build a quad copter.

During the meeting itself we will have our usual business followed by a **demonstration by Jason Starmer** about scale aircraft. He will be demoing his **giant scale World War II FW190** that he has detailed. Jason will also give us a update on his completely scratch built **Travelair** project. We will have club polo shirts at the meeting as well!

The shelter for Lorton/ Burnett field delivery has been delayed because of excessive rain in the delivery area of this large company. We expect delivery to take place in the next three weeks. I apologize for the delay mother nature doesn't like us this year.

Upcoming events include the **Leesburg airshow** September 30. Gary Quinn is interested in additional pilots and folks for static display. Please contact him if you have an inkling to **volunteer**. We need tons of folks to help out for this. It's a great event and gives us great public exposure. Gary can be reached at 703-581-4857.

October 1 is our **Muticopter Big Event**. Please contact Paul Lucas as I'm sure he will need more volunteers. This is our first hosting of a regional kind of event. Great turnout and volunteer support is essential for success. Please contact Paul by email Paul.Lucas@live.com Prior to the next meeting we have the **Fall Fun Fly on October 7** run by Ken Bassett. This is a novice level pilot event. In other words if you are qualified pilot you can fly in this event.

The following weekend we have **the fall auction** at West Potomac high school on **October 14**. Tell all your friends so we can drum up some more business. If you are not attending the auction the folks at the Culpeper airshow need help. Contact Terry if you can help amad2terry@juno.com

The soul of this organization is our volunteers. We have close to 30 people signed up to join the Lorton field Lorton field. We need more folks to volunteer tomorrow please contact John Roach jagroach@verizon.net if you are interested in helping out. We are trying to develop a reward system for those who mow.

We have a lot of events coming up over the next several weeks that require volunteering to sustain the organization. Please step up and sign up to help out.

I look forward to seeing you at the meeting

Marke Franke (703) 964-0773 mfranke@cox.net



VP's Report: NVRC Lords of the Grass

By John Roach

Kudos to those volunteers who have taken a turn at mowing and trimming our airfields. **Mark Franke, Harold Chadsey** and I mowed Lorton prior to its grand opening. An invitation was then sent to all Lorton users to sign up to mow Lorton through Signup Genius. Eight members, **Bob Burnett, Dan Porter, Art Victoria, Douglas Braddock, Robert Selsor, Bob Freas,** and **Dave Collins**, subsequently stepped up to mow and trim Lorton. Some of them have mowed more than once. If you fly at Lorton, please accept your Signup Genius invitation to mow and give these guys a breather. Lorton only needs to be mowed once a week because it is only open for flying on weekends. However, it is important that it get mowed each week in order to help our expensive Bermuda grass win its battle with weeds. If you sign up and the weather is bad on the day you selected, please follow through and get it cut when the weather permits. Poplar Ford has a lot more grass and is open 7 days a week. The weather this year has made it necessary to mow Poplar Ford about every 4 days. A lot of members have taken turns at mowing and trimming Poplar Ford while their batteries are charging. **Al Norcott** and **Robert Tassara** use their own trimmers to make the work go faster.



The new Poplar Ford mower is bigger, faster, and more reliable than its predecessors. If you fly at Poplar Ford, please learn how to use our new mower and take your turn helping to keep NVRC the best AMA flying site in Fairfax County, Virginia. By the way, the new mower has a name. It's name is BOB and his AMA number is 602!





Auction Update:

The Northern Virginia Radio Control Club & West Potomac High School STEM Program



Auction

Saturday, October 21, 2017
at



West Potomac High School

6500 Quander Road, Alexandria Virginia, 22307

(Auction in Main Gym – Use Door #13 for entrance)

Setup and Viewing 8-10 a.m. – Auction Starts at 10 a.m.

R/C Airplanes, Drones, Helicopters, Cars, Boats, Parts

Buy and/or Sell

Auction Tags Provided

Fixed-Price Tables Available



Admission and Door Prize Entry- \$5

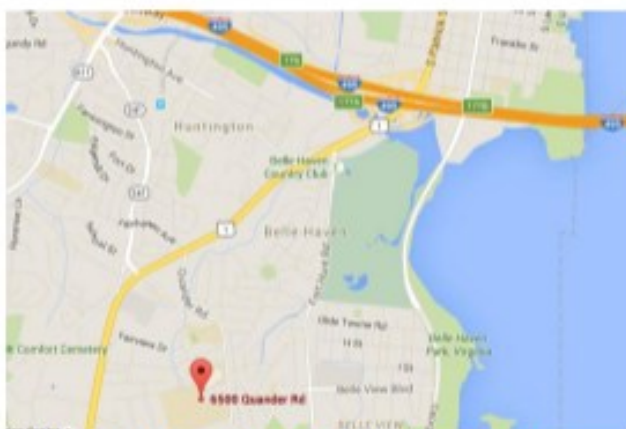
\$20 Auction Minimum; Fixed Price Table, No Minimum

10% of All Sale Proceeds to Club; Computerized Accounting

Credit Cards Accepted

NO PRIVATE SALES

Food and Drink Available For Purchase



For more information, contact Bob Freas (703) 395-9503
More details available on our webpage www.1nvr.com

T-28 Races:



T-28 Races were a success! One spectator noted :

"There was some wing tip touching, planes flying barely in control with the heavy crosswinds, and even one tree hugging plane retrieved! "

Congrats to all who raced!

Pattern Nations (NATS):

By Don Szczur

I would like to first say thank you to NVRC for all the support the club provided to us as we prepared for the NATS, and continue Joseph's preparation for the World Championships in Argentina this fall. So many club members have bought Team USA shirts and hats, provided glow plugs and ignitors (to me) at the field to keep me flying, and mowed so our planes could fly at the field without nosing over in the rapidly growing grass. Thank you.



Joseph receiving his 5th place AMA Nationals trophy.

I did not have enough time to talk about the NATS at the recent NVRC club meeting, so wanted to write a short article for the newsletter. The NATS venue changed dramatically this year from the usual Muncie location. Mike Harrison, the NATS Contest Director, got the idea some 12 years ago of having the NATS at the most awesome venue he ever saw- a closed SAC (Strategic Air Command) B-52 base which had a 10,000-foot runway! There was some aligning of planets, so to speak, which allowed a B-52 memorial re-dedication and the Pattern NATS on the same weekend.

This venue brought full scale historical context to the NATS and we had a unique opportunity to personally talk to some of the B 52 pilots (one which was shot down and remained as a POW) and the flight crews, maintenance crews and their families. The reunion was for the "Linebacker II" operation. I really did not understand this operation until I studied some history when I got back from the NATS. To hear the pilots and the crews tell their stories to me during the barbeque dinner was a once in a lifetime privilege.



Joseph memorizing his unknown sequence at the NATS. The sequences are issued to the finalists the night before and pilots must fly the 17 maneuvers with no practice. Note the contra-rotating propeller on his Allure pattern plane.

Pattern Nations (NATS):

By Don Szczur

So... the opening ceremony took place with a B-52 fly by, landing and re-union with the crews. Pretty awesome, I might add.

The facility itself allowed for three separate NATS RC flying sites for the competition, and three separate RC practice sites for competitors. All the sites could be oriented for the pilots to compete in the exact orientation they practice. Imagine six full AMA size radio control flying fields, all oriented with their runways parallel, on one airfield venue!



For the scale enthusiast, NATS competitors got a treat in the form of a full-scale B-52 flying in. Note drag chute deployed for landing. RC pilots got to talk to B-52 pilots and ground crews during the memorial dedication ceremony that corresponded with the NATS opening ceremony.

Arkansas HEAT was a problem early in the week of 24 July. The temperature stayed in the upper '90's with extremely high humidity. It took me at least 2 full days for my body to ad-



NATS competitors and spectators had the opportunity for personal cockpit tours of the B-52.

just. Things began to change on Thursday afternoon with thunderstorms blowing in and cloudy, cooler air. By Saturday, for the Masters and FAI finals, the weather was cool and breezy. Joseph wore his jacket most of the morning on Saturday for the finals. As is the case at every NATS, pilots rose to the occasion and flew well.

Pattern Nations (NATS):

By Don Szczur

When the dust settled, Jason Shulman was first, Chip Hyde was second and AC Glen was third. Joseph ended up 5th and I ended up 10th (at least I think, as I was awarded the 9th place trophy). Other local pilots flying at the NATS included past NVRC club officer Don Manson (Advanced).

This year a new event was added to the NATS- Sportsman. This was a unique event for a NATS venue but added nicely to the overall flow in the afternoon and the feedback I heard from the Sportsman pilots was very positive.



Aft view of the B52. This aircraft had a tail number included the number "60", which one of the VIPs from the ceremony indicated to me that he was stationed at Blytheville when this aircraft first landed here- in 1960!

Linebacker II poster. During this operation in the Viet Nam war, six B-52's were shot down over Hanoi in a single evening, along with a number of F-4's and F-105's lost during that period. The ceremony at Blytheville commemorated B-52 aircrews that were lost or captured as POWs.





FCPA Drones in the Park

Observations of John Roach, NVRC VP

Fairfax County Park Authority (FCPA) hosted its first ever discussion and a hands on flight demo of small unmanned aircraft systems (drones). The gathering was advertised on “Meetup,” with flight demonstrations and safety oversight provided by DC DUG members. I attended to assess public interest. About 3 dozen indicated that they would attend and I observed about 2 dozen in attendance. I arrived as **Barbra Nugent**, Division Director, Fairfax County Park Services, stated that she prosecuted a citizen who deliberately flew his drone at the chest of a lifeguard. She requested we report to the County when we see people flying drones from County parkland as a way of asking for our assistance in keeping people flying legally. At present, it is not legal to fly from County parks. There are FCPA plans to host indoor and outdoor flying this winter, but the public is not free to simply buy a drone and fly it in the nearest County park or school. Her focus is on public safety. She explained that drones can go into hazardous areas that would otherwise risk the safety of first responders. This was the first of 3 prongs that she sees in the development of drone systems. She listed the other 2 prongs as recreation and commercial applications. She closed her presentation by again saying that we were now “deputies” and requested that we press people to fly legally. Her last remark was that indoor flying will not be prime time, but there will be windows for flying drones.

Dr. Christopher Vo began his program segment by introducing other “drone groups” including NVRC. Rather than dwell too much on the basics of flying drones, he simply shared that there were a lot of things that could go wrong in flight [that could have serious financial consequences for the pilot]. Drones are safe when flown correctly. The FAA took on the tough task of integrating drones into our airspace. He went on to distinguish between recreational and commercial use and reminded those there that an infraction of the rules governing recreational drone use would result in the pilot being treated as a commercial drone pilot and subject to fines appropriate for infractions of commercial rules (part 107). He opened the floor to questions from the audience:



FCPA Drones in the Park (Continued)

Observations of John Roach, NVRC VP

Do you have to be a member of a community based organization (CBO) to fly recreationally? “No, but you must follow the rules such as having a spotter for FPV, or you will be subject to part 107.”

Do organizations list where you can legally fly? “There are lots of areas where you can fly. I suggest using the APP, B4UFLY.”

Who do you call [before you fly]? The tower? “The hobbyist world doesn’t necessarily have to do that, but document if you call the airport before you fly. Don’t call the tower or ATC. They will just hang up on you.”

Is there a class to learn to fly a drone? “I can provide you some information on preparing for part 107.”

Vo closed his segment by asking everyone there to show others once you learn [how to fly safely]. “If you see someone flying unsafe, help. Tell them that they are unsafe and inform the County.”

Robert G. Lamond, Jr., DC DUG and NVRC member, introduced flight demonstrations and hands-on flying portion of the program. I zeroed in on a parent who wanted to know how his 10 year old son could learn about flying. I gave him the NVRC URL, 1NVRC.com, and described drone racing at Monster Gulf. I invited him to attend our regular membership meeting and described where it was held, where to park, and the meeting time and topic for our 20 September 2017 meeting.



MultiGP Standings:

Only top 25 shown. For the latest FULL standings [CLICK HERE!](#)

Rank	Pilot	Country	Total Races	Score
1	Rathbourne	United States	14	166
2	SegFPV	United States	16	129
3	Billster	United States	9	128
4	JBeloncik	United States	13	122
5	DexFPV	Honduras	8	117
6	FRESHNESS	United States	10	106
7	Tex	United States	6	106
8	CovfefeFPV	United States	9	90
9	Huppo	United States	16	88
10	rombot	United States	5	81
11	ChrisD	United States	12	69
12	JakeT	United States	5	56
13	FIG-FPV	United States	10	53
14	colinq73		6	47
15	pyrofly	United States	6	45
16	Santa	United States	9	44
17	Wombat52	United States	5	43
18	Brent	United States	4	40
19	Sturg	United States	4	39
20	Gearhead25	United States	5	39
21	chump	United States	11	39
22	ig9ter	United States	3	34
23	FlopSter	United States	8	33
24	CoVa	United States	4	32
25	ScudRnr	United States	7	30



August Meeting Minutes:

Provided by John Roach, NVRC VP

The meeting was called to order at 7:33 pm, with 30 present. New member, **Mike Smith** introduced himself and his son. **Charles Wilson**, FAA Representative, introduced himself. **Mark Franke** displayed a 2008 photo of the Poplar Ford landing strip because 2017 is the 8th anniversary of the field. **Bob Freas**, NVRC Treasurer, sent word thru Mark Franke that we are solvent and that our money is safe.

VP Report – The club purchased a 24 horsepower Husqvarna 48 inch riding mower. It was put in service on the day it was delivered to determine appropriate cutting heights for various areas of the field. It was suggested that the landing strip be mowed at a height of 1.5 inches and the approaches at 2.5 inches. It was requested that all other areas of the field – pits, spectator area, trail and roadsides be cut at maximum cutting height. The roadside was described as particularly hazardous because fist-sized rocks are frequently displaced from the road into the grass by traffic.



The newest mower in our fleet.

Stepping stones were reseated flush with the soil, roadsides were walked to check for large rocks, and a pesky pothole in the grass was filled following the initial mowing tests. These safety improvements will continue to assist volunteers who like to mow. Mark thanked the volunteers present at the meeting for their work. The VP noted that both Poplar Ford and Lorton should be re-seeded this fall. Additional top soil could be applied to bumpy ground in the east approach and spectator area during re-seeding. This would make it easier to mow these areas.

August Meeting Minutes:

Provided by John Roach, NVRC VP

The VP corrected a comment he made at the July meeting about a picture of “Marinell,” a restored P-51D, based in England. He admitted that he had confused her story with that of the “Comet,” and described the history of both aircraft. They were flown by members of the 339th Fighter Group, 8th Air Force, based in Fowlmere, England. Lt. Myer Winkelman was KIA over France in Marinell. The wreck was purchased by Maurice Hammond from a small French museum and restored to flying condition.



*Maurice Hammond's reconstructed P-51
Marrinell parked on a field in Fowlmere*



*Lt. Evan Johnson V. Poses in front of his new P-51 D
“The Comet” prior to taking off for trial flight*

The “Comet” was purchased with money raised by elementary school children during WWII and arrived at the 339th at the same time that the Group received the first G suits for evaluation in combat. “Comet” engaged a P-47 in mock combat with its pilot wearing one of the new G suits. A wing came off of “Comet” during the trial fight. Lt. Evan

Johnson V was able to parachute to safety. It was unclear whether his use of a G suit permitted him to fly the aircraft beyond its structural limit, but the G suit gave USAF pilots a distinct advantage over their Axis opponents in the remaining days of the war.

The VP has 5 foamie P-51D RC models painted in 339th livery because his father-in-law served with them. He encouraged others who like warbirds to consider adopting these colors because of the exemplary service record of the 339th. More information about 8th Air Force fighter groups may be found at <http://www.littlefriends.co.uk/>



August Meeting Minutes:

Provided by John Roach, NVRC VP

President Report – Mark reminded us that FAA registration is no longer required at the field. He reported that a shelter was purchased for Lorton and will be installed shortly. **Bob Burnett** announced that planes entered in the Bipe Contest could be fuel or electric and use of gyro stabilization was legal. Planned competitions were taxi rolling, touch-and-go, loops and rolls, spins, and spot landings. The only contest requirement is that the airplane must have two wings. He mentioned in passing the “Mamba” sold at **Hobby Hanger** as a very competitive biplane. **Paul Lukas** described the 1 October event. Shirts for it have been designed and ordered and should be available for it. The event will feature multi-rotor and fixed wing FPV racing. Aircraft are open class with the only limitations being that they are 3S or 4S powered and flown FPV. Flying will occur all day long. Paul thanked **Matt Hale** for getting sponsors for the event including **TBS Trackers**. They are providing a box of equipment at cost to sell at the event to help raise money. Unsold merchandise will be returned to TBS after the event. Mark reminded members that paving or fabric runways at our airfields are not permitted because they are sited in nature preserves. To explain this further, he noted that we had to pay a \$4200 offset for the grass removed to create our parking lot at Lorton.

Upcoming Events include 9 September T-28 racing, 10 September Multi-GP racing, 21 September monthly meeting, 30 September Leesburg Airshow (contact Gary Quinn to volunteer), a 1 October Multi-GP Big Event, 7 October Fall Chicken Fun Fly, 8 October Multi-GP Race Day, and the 21 October Fall Auction. **Mark Franke** proposed a Warbird Fun Fly for 15 October and reminded us that the Holiday Party will be 9 December.

August Meeting Minutes:

Provided by John Roach, NVRC VP

Results of Current Events - Don Szczur gave a fund-raising pitch for son Joe's participation in the Junior F3A competition that will be held in Argentina. Buy a \$20 tee shirt or hat from him to help defray travel costs. **Joe Szczur** is ranked 1st in Junior and 5th in overall world standing. Don is ranked 8th. Joe recently set an indoor free flight record of 17 min flight duration with his 1.2 gram entry at the Team Selection Tournament in Idaho.



Don Szczur hawking tee shirts for a good cause. Buy yours NOW!

Program – Joshua Orchard described his scratch built scale model of the Bugatti 100P. He chose the plane because he felt that it was the most iconic airplane of the golden era of air racing. A full-size replica of the aircraft successfully flew last summer only to crash and kill its pilot in a subsequent flight. Joshua's model is 1/6 scale. Its counter-rotating propellers are powered by two tandem brushless motors rather than a single motor coupled to a gear box. The motors pull 216 watts/lb from its 7000 MAH battery. It flies at a speed in excess of 100 mph. The landing gear is not scale because of their very tight fit in the wings. In spite of this compromise, the CG remains so close to the gear that it readily tips on its nose when taxiing. The forward sweep of the



Original Bugatti 100P at Oshkosh



Joshua Orchard's 1/6 scale Bugatti 100p revving up its tandem motors. Carl Lydick could not help but grin in its prop wash.

wings causes the wings to stall all at once. These 2 elements of the design make take-off and landing challenging. Even though it handles very well at speed, Joshua thinks that had the original aircraft ever been flown, it would have been scrapped.

August Meeting Minutes:

Provided by John Roach, NVRC VP

Show and Tell –

Mark Franke showed everyone his \$350 Motion RC Spitfire Mark IX. The ARF is a highly detailed receiver-ready 60 inch wingspan kit.



Roger Baker displayed his Ultimate 2 bipe that he will fly in the Bipe Contest.

Terry Engler showed the SIG Ultimate Bipe FunFly that he will fly in the contest.



Carl Hampton displayed a new addition to his collection of Daddy-O models. He has built several but purchased this one completed.

Doug Fig showed two small scratch built quad racers. Doug won Show-n-Tell \$20 Hobby Hanger gift drawing.





Upcoming Events:

See the Events Calendar at www.1NVRC.com for more details!

September 21st	Monthly Meeting
September 23rd	MultiGP Practice
	Pattern/Quad Contest (Maples Field)
September 30th	Leesburg Air Show
October 1st	<u>MultiGP BIG event! (Click HERE for Details)</u>
October 7th	Fall Fun Fly
October 8th	MultiGP Race Day
October 21th	Fall Auction (DATE CORRECTION!)
October 19th	Monthly Meeting
October 28th	MultiGP Practice, Air & Scare (Udvar Hazy)
November 4th	Toys for Tots Fly In
November 12th	MultiGP Race Day
November 16th	Monthly Meeting
November 25th	MultiGP Practice Day
December 2nd	NVRC Holiday Party
December 10th	MultiGP Race Day

Editor's Corner:

By Carl Lydick

My RC time has been VERY limited the last month, due in large part to my wife's ever-growing "Honey-Do list". That being said I did get a chance to spend a few afternoons at Poplar Ford, including a notable afternoon in which I crashed 3 of the 4 birds I had brought along! All are fixable, but if there was any chance of me getting a big head about my piloting skills that day certainly set me straight.

I did wrap up a quick build of a Flite Test Sea Duck that I think is worth mentioning. The Sea Duck is a fictional airplane that played a starring role in a cartoon I remember fondly from my childhood. The cartoon, called *TailSpin*, was set in the golden-era of aviation and recast Baloo the bear as a laid back cargo pilot. His aircraft was a fictional mashup of various float planes called the Conwing L-16, aka the "Sea Duck".

The build, while advanced for Flite Test models, is straight forward and there are step-by-step videos to follow along with. As usually I made a few modifications, opting to pull all the paper from the dollar tree foam board, build with Gorilla Glue, and then laminate with Ultracote.



With a 56" span and an AUW of about 4lbs she flies great.

I also added a pair of 3D printed radial engines to spice her up.

First impressions after about 6 flights are that this thing is a beast. She has no rudders, but utilizes differential thrust for yaw control. The authority is so good that she taxis amazing well on the ground, even able to spin in place if you're so inclined. I've yet to fly her from water, but I can't wait to give it a shot. I absolutely love the looks of this thing. She's cartoonish, but in this case I'd consider that scale!