

September 2017 Meeting Minutes:

Provided by John Roach, NVRC VP

Doug Fig presented a **Quad Copter Building Session** from 7 till 7:30 pm prior to the regular meeting. He described construction of brushed motor **Tiny Whoop** racers as raced at **Monster Golf in Chantilly** every other Wednesday night from 9 to 11 pm. The secret for success was to build light. This was also true for the 5 inch racers used in Multi-GP racing at Poplar Ford. Doug suggested that these racers should use ESCs with a minimum rating of 20A, F3 or F4 flight controllers with built in PDB, a 600 tvl CCD camera, and a 25-200 mW adjustable 5.8 GHz VTX. A listener asked if a 200 mW transmitter needed a license. A member of the crowd pointed out that the FCC considered a transmitter legal without a license if its range was less than 1000 feet.

Mark Franke called the meeting to order shortly after 7:30 with 32 attending. John Mutterelli introduced himself and his son, Rogan, as visitors at the meeting. Mark's trivia plane this month was a British Fairey Battle. Its combat use ended rapidly during the "Phony War" in France that followed the invasion of Poland. Being 100 mph slower than enemy aircraft was its undoing. He then proposed a group purchase of group of 40 full scale T-28 aircraft in various states of repair for \$330,000. The idea fared about as well as a Fairey Battle over Dunkirk.

A **Leesburg Airshow** (30 September) volunteer signup sheet was passed around. NVRC has pilots who will fly RC at the show as well as a static display, but additional members were needed to man static displays as well as fly RC.

Air and Scare at Udvar Hazy invited us, yesterday, to participate in their **21 October** event. This date is in conflict with our **NVRC Auction at West Potomac High School**, so NVRC will not participate in Air and Scare this year.

Big Event (1 October) was described by Paul Lukas as a "not so big event" with only 17 quad racers and 10 fixed wing racers entered in the competition. The event actually is a pretty big deal because there will be commemorative tee shirts as well as AMA trophy plaques and medals for the contest. Paul received praise for getting **Multi-GP** up and running culminating with the **Big Event** this year despite having a tree fall on his house that forced his family to move to a motel for the better part of the year. Registration will begin at 8 am, racing at 10 or 11 am, with quad racing alternating with fixed wing racing.

NVRC Treasurer Report was given by **Bob Freas**. NVRC membership is about 230 with 33 Lorton registered to fly at Lorton. Income and expenses are on track with no financial surprises. **Big Event** liability insurance will be purchased. An advertising push

for the **NVRC auction** was put together by those attending that will help get the word out about the 21 October auction. **Mark** described the auction as the “cheapest place to buy RC airplanes and equipment.”

Lorton Workday 14 October – Mark Franke called for volunteers to reseed Lorton and correct the elevation of the shed ramp on the side that interferes with opening the shed door. **Dan Porter** reminded Lorton members to volunteer to mow Lorton field. It must be cut weekly for our Bermuda grass to win its war with weeds.

First Aid Kit and Fire Extinguisher – Tony Claridge suggested moving the first aid kit and fire extinguisher to the mower shed from the training shed for greater access. **Dan Breeding** asked that someone be identified who is to be contacted when the fire extinguisher is used so that it can be replaced. **Mark** agreed that the NVRC Board would designate a contact person and post contact information for this purpose.

Fall Fun Fly 7 October – Ken Bassett said that the event is also known as the **Chicken Fly** because NVRC provides fried chicken to attendees as an incentive for the public to attend this community outreach event. Ken said that anyone who can fly a trainer is welcome to compete but asked that all entries must have wheels to be eligible to compete in the taxi and touch and go events.

Multi-GP Racing 8 October – Continues alternate practice and racing schedule.

Mark Franke announced that the Lorton shelter delivery has been delayed for two weeks at the request of the vendor. Nominations for NVRC Board members are being received prior to the upcoming election. Mark pointed out that the August newsletter was in error about the date of the **Christmas party. The date is 9 December.**

Jason Starmer described further work on his scale model of a unique version of the *Mystery Plane* racer and the techniques he uses to detail and weather a model aircraft. Beech's *Mystery Plane* beat Army pursuit racers handily after being secretly designed, built and transported to the race in a shroud to conceal its appearance until the day of the race. The publicity gave the aircraft its name. The winning aircraft used a Wright radial engine. Jason chose to model the plane powered by a prototype straight-six Chevrolet aircraft engine that was untried before its use in a race. It performed OK, but it experienced several teething problems that caused Beech to replace it with a Wright radial for future races. This was the second time Jason has shared his progress in the construction of this model. He began the project by constructing its scale landing gear because he felt that the gear was going to be the hardest part to build. This time he showed off the model's tail assemblies and tail skid.



The FW-190 D began life as an ARF. It had iron-on panel lines. He applied polyurethane over them to protect them and used brass tubing as his soldering iron tip to burn “flush rivet” marks into latex primer applied to the model. He added extra panel lines by applying narrow tape, spraying with paint and then removing the tape to create a panel line. He prefers to paint with color-matched latex, but it is not good for glow, so he overcoats it with polyurethane to protect the latex from glow and gas. Go light rather than heavy for weathering, but look at the documentation for the actual airframe. Look at how stuff weathers. Chipped paint coming off of aluminum is easily replicated with applied aluminum HVAC tape that is overpainted and then sanded to expose aluminum. Start with a wash because real planes usually have oil and dirt all over them that gets into rivets and seams. Black is not a natural color so add a touch of white to look scale. Prepare a wash of watered down gray/brown, wipe it on and then wipe it off with a wet paper towel in the direction of airflow. Then continue to scratch and chip along panel lines. Remember that exhaust is a color gradient rather than a uniform color. Clear coat your model after everything is finished to seal it all in. Use matte or satin finish. The site, RC Scale Builder.com is a good resource if you want to detail your models.

Show N Tell – Jonathan Pruett showed a pair of Cudas, forward sweep flying wings that he built from kits by Lane’s Planes. He acknowledged that the models gave him a chance to try out his vinyl cutter when a member of the audience commented on his excellent insignia.

