



*Paul LoChirco took home Best In Show at the Build/Display contest with his 93" span Focke Wulf 190-AS from Top RC*

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**Send your newsletter contributions to**  
[carllydick@hotmail.com](mailto: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. Our new Lorton flying site is open on weekends. 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

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# President's Report: Flying Fellowship

By Jon Pruett, NVRC President

Welcome to summer flying in the NOVA region! It's hot and muggy at times, with surprise thunderstorms, but we don't need to fumble around with transmitter mits for a while! This month I wanted to talk about flying fellowship and the great enjoyment interacting with the people in this hobby bring. Every club event, meeting, and flying session has the opportunity to share knowledge, learn from each other, and make new friends.

This month I learned about a beautiful building technique - planking - at the display contest, and got to share stories and ideas as well as being inspired by all of the creativity. At the Glider Day event I learned the names of the two mystery gliders I bought at the auction (Bobcat & Wanderer), how to design a glider towing hook, and how simple it is to glue a Whippet back together after it's been spiked into the runway (sorry about that Carl!). I also got to enjoy the fellowship of communicating with a deaf father and son through the joy of RC flight (and he landed my UMX Radian safely, unlike the rude crash I inflicted on Carl's Whippet). At the Poplar Ford Open House and the Lorton Glider Day I got to meet people returning to RC flight after years away, as well as potential new members who were just buying their first planes and helping them bind receivers to transmitters. All of them had stories and ideas and dreams to share, and no matter their age or level of experience or background we all have common bonds of radio control flight and a love of learning to bring us together.



*Sharing balsa techniques at the Build/Display Contest*

So why am I sharing these stories in our newsletter? To remind everyone why we want you to come join us at club events and gatherings! Half of the fun of this hobby is flying and the other half is building, but the third half that makes it all come together is the people! If that math doesn't add up for you, come on out and let's talk about it. Don't let the idea of being embarrassed or shy or not good enough hold you back from joining us at the field, or at the firehouse. I love how well attended our events are, and we always have room for more friends, so please - come on out and play!

- Jon Pruett



## VP's Report: Updates from Poplar Ford and Lorton

### Compiled from John Roach's RC Groups Updates

Monday, May 20th:

- Mowed and trimmed around fences/shelter at Lorton.
- Opted NOT to seed so that rolling of field could be scheduled for shortly after seeding.
- Disposed of discarded snow fencing.



Tuesday, May 28th

- Delivered additional gas to Lorton.
- Checked oil in mower
  - FYI: The Lorton mower uses 30 W constant weight oil. The Honda generator at Lorton uses 10 W-30 multi-weight oil. Please DO NOT mix them up.



For anyone interested in mowing at Lorton, please be aware that the mower is marked at the appropriate height to be used for the field and pits. If you have questions please let us know. The more members we have who help with mowing the better our fields will be. Be sure to log the hours you work in the log book (the same book you use to sign in when you fly).



## Event Announcement:

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# NVRC EVENT NOTICE!

## Giant Scale Fly-in!

Event:

Date/Time: June 23rd, 9am-2pm

Bring out your big planes, or just come see what the fuss is all about! All members and guests are welcome to come. 80" wingspan for monoplanes, 60" wingspan for biplanes to fly. Flying and Static events to be announced, and be assured that food and prizes will be served!

This event will be held at our Lorton/Burnett  
field located at

**9850 Furnace Rd, Lorton VA, 22079**

For more information please visit the Events page at

<http://www.1nvrc.com>







# NVRC Event Weather Policy: ALERT!!!

By Jon Pruett, NVRC President

Wet weather has been a growing challenge for our fields, especially Poplar Ford. To ensure we are able to consistently make and communicate decisions about event changes due to field conditions we have approved the following policy.

- If due to weather conditions Poplar Ford Field is deemed unsafe, or unable to handle the additional traffic of an event without damage, the event will be relocated to Lorton Burnett Field.
- This policy applies to all events tracked on the <http://www.1nvrc.com> website, with the exception of Multi-GP races which follow their normal weather cancellation policy and will not be relocated to Lorton Burnett Field.
- The relocation decision will be made by the event's Contest Director and one or more of the NVRC officers during the week leading up to the event.
- All members and guests are welcome to attend any regular or relocated event at Lorton Burnett Field, regardless of their Lorton Field Membership status.

Thanks!

- Jon Pruett





# NVRC Streamer Combat!

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Come out and cut some streamers with us!

In 2019 NVRC will be hosting a number of Streamer Combat sessions. The next few events will be held on the following dates:

**June 8th:** [Streamer Combat Skirmish](#)

**June 15th:** [Streamer Combat](#)

We follow the [AMA Radio Control Combat 2017-2018 safety rules](#) with the following additional safety restrictions at each field:

## **NVRC Combat Aircraft Special Requirements – Poplar Ford Field**

- Electric Only – Battery size limit 3s2200
- Pusher Props Only- No Tractor style!
- More than 4 planes aloft at discretion of Safety Officer & Contest Director

## **NVRC Combat Aircraft Special Requirements – Lorton Burnett Field**

- Class A size restriction (Max .15 cu.in. & 2.5 lbs or 3 pounds electric)
- Tractor style props OK
- More than 4 planes aloft at discretion of Safety Officer & Contest Director

Some pusher planes that work particularly well at Poplar Ford for this include;

[Laine's Planes Foam Cuda](#) (I love mine!)

[FPVWRA Spec Wing](#) (This one is great too!)

[Flite Test Mini Arrow](#) (Loads of fun but can be twitchy!)

[Flite Test Versa Wing](#) built in pusher configuration

[RCFoamKits Eluminator](#) (And I love flying this one!)

[RCFoamKits Foamenator](#)

[RMRC Nano Skyhunter](#)

[RA Cores EPP BluFO](#)

[RiteWing Zepher Mini Z](#)



## NVRC on the WEB

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Join us online for up to the minute news!

2019 will be a busy year for NVRC, and we will of course re-cap events here in the newsletter. If you want the latest, up to the minute news and events from the NVRC community you can join us online at the locations below. We encourage everyone to share anything RC related with the club. Beautiful day at Poplar or Lorton? Have a new toy you want to show off? The last landing didn't go as planned and now you've got a trash bag full of parts? We want to see it! (*especially the bag of parts!!*)

### NVRC on Facebook



<https://www.facebook.com/groups/1nvrc/>

### NVRC on RCGroups.com



<https://www.rcgroups.com/forums/...NVRC>

### NVRC on Instagram



<https://www.instagram.com/nvrc.club/>

### NVRC



<http://www.1nvrc.com/>

## In the News

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This article was published in the Financial Times, 5/2/19

### Drones

#### Model aircraft enthusiasts prove unlikely foe for Amazon

Tech industry insiders say hobbyists are effective lobbyists against commercial drones



Harvey Gross assembles his Noorduyt Norseman model plane at Prince George's Radio Control Club in Upper Marlboro, Maryland © Greg Kahn/FT

Kiran Stacey in Upper Marlboro, Maryland MAY 2, 2019

Mark Kitka does not look like your average activist. A stocky former navy pilot with a neat white moustache, he has spent the last two years lovingly recreating the S3-Viking he flew for the military in near-perfect model form.

But Mr Kitka is also part of a group of model aircraft enthusiasts who have proven to be one of the most effective lobby groups in the US against rules that would allow widespread commercial drone flying.

Technology executives say the Academy of Model Aeronautics has been an unexpectedly powerful opponent in the race to get their aircraft airborne, adding the group is one of the main reasons Amazon and others are still unable to deliver their goods by drone.



## In the News: Continued

“We are all waiting for the Federal Aviation Administration to come up with the rules which would allow commercial drones to fly,” said one lawyer working in the sector. “But every time the regulator proposes something that would also impinge on model aircraft hobbyists, the AMA bombards members of Congress with emails and phone calls.”

The AMA says it wants to be excluded from any rules the FAA proposes, arguing the regulator’s current proposals could cost its members a total of \$2bn.

Mr Kitka said the rules could mean each individual hobbyist has to pay hundreds of dollars to fit equipment to their models to allow them to be identified remotely by law enforcement or other agencies.

“Putting a \$1,000 transponder on aeroplanes would be the end of model aircraft flying,” he said in a recent interview at his local flying field in rural Maryland.



Peter Curtis, left, and Neal Rehm hold their gas-powered planes at Prince George’s Radio Control Club © Greg Kahn/FT

Under current rules, anybody in the US can buy a drone from a shop and fly it almost anywhere, except over certain protected sites. The main restrictions are that fliers cannot fly their aircraft over people, at night or, crucially, out of their line of sight.

Companies wishing to fly drones where their operators cannot see them currently have to register as an airline, as Alphabet’s Wing Aviation [did last month](#). But the cost of complying with airline

## In the News: Continued

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safety standards is steep, and the FAA is drawing up rules that would allow drones to operate more widely.

According to lawyers and industry experts, however, the main sticking point is remote identification. If commercial drones are to fly beyond the line of sight of their users, law enforcement agencies say they must be able to identify immediately who their owners are — otherwise there will be more incidents such as the one that brought London's Gatwick airport to a standstill last December.

But given that current laws do not differentiate between drones and model aircraft, model aircraft fliers worry they will be forced to fit heavy and potentially expensive transponders to the outside of their lovingly-made devices.

For some, the added weight could impede their racing performance. For others, it would detract from the perfection of their replicas.

"This S3-Viking is the only one like it in the country," said Mr Kitka, who has fitted his model with a miniature pilot and printed his own name on the side under the cockpit window. "It is 95 per cent accurate."

Fellow model aircraft enthusiast Rick Moreland added: "We have competitions to judge how perfect our scale models are. You don't want anything on the model that wouldn't be there in real life."





## In the News: Continued

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Eric Holmes, a Nasa engineer, holds his Piper Cub radio controlled plane © Greg Kahn/FT

Commercial drone operators, however, vociferously oppose any exemptions for model aircraft.

In a [submission](#) to the regulator in 2017, the Commercial Drone Alliance argued: “For tracking regulation to be successful, it is imperative that any such regulations encompass all but the smallest and most unsophisticated UAS [unmanned aircraft systems] in order to be effective.”

The regulator is due to publish its recommendations on remote identification later this year, but the date keeps getting pushed back as it looks for ways to accommodate the concerns of various groups, including the model aircraft community.

The FAA said: “We look forward to engaging with the model aircraft community when the time comes to ensure the policy that is eventually implemented focuses on the safety and security of the national airspace for all participants, as well as protecting people and property on the ground,



## In the News: Continued

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while also continuing to support a vibrant model aircraft community to the maximum extent feasible."

Many commercial drone advocates say they have been surprised at how effective the AMA's lobbying effort has been. "We didn't realise they were so well connected on Capitol Hill," said one tech industry lobbyist.

A look around the clubhouse at Mr Kitka's flying field helps explain why. Both he and Mr Moreland are former military members. Eric Holmes, another club member, is an aerospace engineer at Nasa. Ray Stinchcomb worked for years at the FAA.

"The AMA have been great advocates on remote identification," said Mark Aitken, a senior policy adviser and drone specialist at the Washington law firm Akin Gump. "They have done very well on understanding and navigating the political lay of the land."

A technology industry lobbyist put it more bluntly. "The AMA is a very powerful group in US politics. It's something the commercial drone industry has struggled to grapple with."

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The story above was published by the Financial Times and was authored by Kiran Stacey, who visited the Prince George's Radio Control Club in Upper Marlboro, MD. It began appearing online and in print on May 2nd, 2019 and can be found online at <https://www.ft.com/content/2574825c-6794-11e9-a79d-04f350474d62>. The article has made the rounds in many RC forums and communities but we wanted to share it here so all our members could see it.





# April Meeting Minutes: Build/Display Contest

Images by CarlLydick

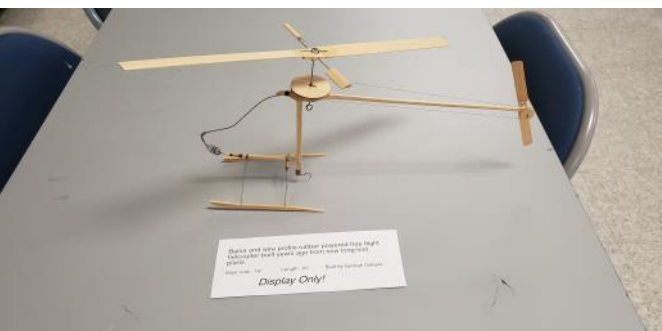
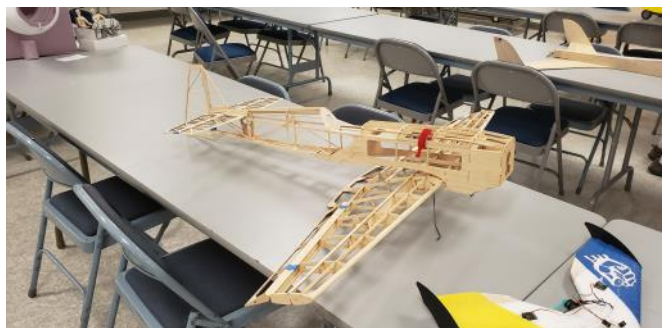
Winners:

Category	1st Place (Airplane)	2nd Place
Scratch/Kit Built	Joshua Orchard F4UCorsair	Paul Lucas Stearman
Giant Scale	Paul LoChirco FW 190A	-
Standard Scale	Joshua Orchard P-47 Razorback	-
Standard Sport	Rob Edmonds (Fifties Fighter)	-
Best Helicopter	Emma Fig Custom Quad Trainer	Doug Fig Tiny Whoop
Electric Park Flyer	Carl Hampton Electro Streak	Jon Pruett T-28
Best Junior	Emma Fig Custom Quad Trainer	Emma Fig Tiny Whoop
Best Under Construction	Pete Misuinas Custom Privateer	Jon Pruett Gee Bee Dreamer
Best in Show	Paul LoChirco FW 190A	-



# April Meeting Minutes: Build/Display Contest

Images by CarlLydick





# April Meeting Minutes: Build/Display Contest

Images by CarlLydick







# Poplar Ford Fun Fly and Open House

Images by CarlLydick

The May 11th Open House and Fun Fly was a great success! Turnout was good despite the damp conditions. An abbreviated fun fly with loops/rolls, touch-and-goes, timed flight, and spot landings was run by Ken and there was open flying to demonstrate RC for a fair number of non-members who came out to learn more about NVRC. At the time of this newsletter I've been unable to confirm the winners of the fun fly (although President Jon Pruett was certain he came in last place after requiring a new airplane for each event!) Burgers and dogs were served and everyone had a great time.

Following the event the event the Thomas Jefferson High School UAV Team had a successful test flight of their latest project! Congrats kids! Keep it up!



*Great turnout and a wide range of aircraft to share with visitors.*



*The Thomas Jefferson High School UAV Club and their (soon to be ) autonomous flying wing flew at the conclusion of the Fun Fly*







# Lorton Glider Day

Images by CarlLydick

The Lorton Glider Day, held May 25th, was a resounding success. It was warm and there was a bit of a crosswind, but the breeze kept the bugs at bay, made the heat more tolerable, and pilots could often find pockets of lift to stretch out their flights. Lorton makes an ideal location for an event like this, so make sure you make it out to the next one!

You can click on the link below to see some footage from the event. See you next time!



[Click HERE to see footage from the NVRC Lorton Glider Day](#) and make sure you join us for the next one! There will be a [Giant Scale Fly In](#) on June 23rd at Lorton. **DON'T MISS IT!**





## Upcoming Events:

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See the Events Calendar at [www.1NVRC.com](http://www.1NVRC.com) for more details!

June 2nd	<a href="#"><u>Pylon Races</u></a>
June 8th	<a href="#"><u>Streamer Combat Skirmish</u></a>
June 9th	<a href="#"><u>NVRC Multi-Rotor Racing</u></a>
June 15th	<a href="#"><u>Streamer Combat</u></a>
June 20th	<a href="#"><u>NVRC Club Meeting</u></a>
June 23rd	<a href="#"><u>Giant Scale Fly-In and Open House</u></a>
July 13th	<a href="#"><u>Streamer Combat Skirmish</u></a>
July 14th	<a href="#"><u>NVRC Multi-Rotor Racing</u></a>
July 18th	<a href="#"><u>NVRC Club Meeting</u></a>
July 21st	<a href="#"><u>Pylon Races</u></a>
August 10th	<a href="#"><u>Biplane Fun Fly</u></a>
August 10th	<a href="#"><u>Streamer Combat Skirmish</u></a>
August 11th	<a href="#"><u>Multi-GP "BIG" Event!</u></a>
August 15th	<a href="#"><u>NVRC Club Meeting</u></a>
August 24th	<a href="#"><u>Lorton Fun Fly</u></a>
September 8th	<a href="#"><u>Pylon Races</u></a>
September 8th	<a href="#"><u>NVRC Multi-Rotor Racing</u></a>

And **MORE** to come! Check [www.1nvrc.com/events](http://www.1nvrc.com/events) for more details!

## Editor's Corner: SEFF 2019

By Carl Lydick

At the beginning of May I was lucky enough to head south to Americus Georgia for SEFF. Last year Joshua Orchard and I made the 13+ hour trek and loved the experience so much we had to do it again this year. The event was well attended, but not HUGE by modern Fly In standards. You never had to wait for an opportunity to fly and the event had a laid back, relaxed feel.

While I flew too many flights to count there was one flight, or rather attempted flight, that stands out. Although the grass runway at Hodge's field is as fine as I've flown from, I wasn't able to pick up enough speed to get my big T-38 to rotate. I made two attempts, and on the second attempt I SHOULD have aborted sooner but thought she was about to rotate. When I did cut power and attempt to cut hard left I had run out of space and she rolled gently INTO THE LAKE! I'm happy to report that the Talon makes a passable boat and that all electronics (other than the landing gear) were above water and dry. Everything has checked out since the event and she will fly again, albeit exclusively from paved runways from now on.



*T-38 Talon taking a bath*

You can click on the pictures below to see some of the excitement!



*Maiden Flight of Joshua Orchard's P-47 (Seen at NVRC Club Meeting)*



*Maiden Flight of John Morgan's 100" A-1 Skyraider (Zirol... sort of)*



*Damon Atwood and the amazing 188" Emmaselle II*



*Scorpion Demo. Formation aerobatics with a Heli and a 3D Airplane*



*Super-Detailed Douglas TBD Devastator by John Morgan*



*DLG/Hotliner/Rocket-plane in one. The J&H Aerospace Firefeather*