



Raleigh-Durham Radio Control

Volume 19, Issue 01 OFFICIAL NEWSLETTER

January 2010



Larry Lewis

PRESIDENT'S Prop-Wash

Well here we are folks!

The 2010 season has pounced upon us, and things are getting busy already at RDRC. As I sit here writing now, I'm looking at the [RDRC TV](#) cameras and there are folks all over the pits and flight stations. Yup, there's ole Jose again. Eyes to the sky, looking back and forth. And Ed Radial offering support from the comfort of his chair! LOL It must be fairly warm because I just saw Bill Hubbard walk by the shelter camera!

Lets see..... Yup. According to the "RDRCMC" ([RDRC Meteorological Center](#)) It's in the mid 50s, with light winds and sunny! You have to admit, these cameras have added a cool touch to our clubs web-site. I know that many of us check in periodically during our work days to see who's playing hooky, or enjoying the retired life. Some day Larry.....some day! Just a few items to talk about this month, so I'll get started.

BARKS SWAP MEET

That's right. Its here already. Just in case you don't know the date, it's Jan 23rd 2010. That's just over a week away. So get out in your work shop and start digging out those items you just don't need anymore. As always, I'll have my pile of, Um....well.....STUFF ! I played it safe this year and reserved two tables instead of one. I'm always trying to display 10 pounds of stuff on a 5 pound table! Not this year. Anyway, I'm sure I'll be seeing many of you that weekend. I hope you all find what you're looking for, or sell things you've been wanting to get rid of. Oh...just in case you don't find that something special to buy, be sure to drop by MY tables! I'm sure I can make you a deal on something! Lol

[RDRC PYLON RACING](#)

Hopefully by the time you read this, our [pylon racers](#) will have arrived. We all put in our orders back in December of last year, but as of yet, Mr. Delivery man hasn't produced to goods. Dave Hockaday tells me the order was shipped out January 5th, and should be here by the week of Jan 15th. I don't know about you, but I'm chomping at the bit to get mine in the air. I have all my radio gear and motors sitting on the work bench now. As soon as we get the airframes, I'm going to have screws and glue flying everywhere. Most likely I'll build two of these racers. One for RDRC racing, and another for out of town events we plan to attend. Two other clubs in NC already have a race series going, and Robert and I plan to compete with these guys. We hope to have some of ya'll come along to. Again, this will be a low key, low stress type of racing. Simple motors, simple plane, and basic radio equipment. We know it will be a ton of fun, and should provide lots of entertainment for the spectators in our club.

So call that FedEx man Dave. Find out why our goodies aren't here!

[Link to the original FG post](#)

We have a neeeeeeeeed for Speeeeeeeeed.

Visit the club website at www.rd-rc.org



2010 Fly INS

You know an annual fly in is making its mark on the map when you start getting calls from other parts of our state, or OTHER states asking when the FFT will be held. And that's just what has been happening the last two weeks. I have received a few calls from other CDs asking exactly when FFT will take place, so they can schedule their event around ours. And we're not just talking general fly ins. Last night I got a call from a contest director in VA. They are moving their big War Bird event ahead one week so they can attend FFT and hopefully have many of the war bird guys in our club and others attend theirs. I told him that shouldn't be a problem getting our guys, In fact, I told him to count on it. They have a great event held at the Aviation Museum itself, with 1000 ft. of smooth grass to fly from. Dang.....I've GOT to get a war bird!!! Anyway, that was just one of a few calls I have gotten. This is great that CDs are trying to work together and avoid over lapping each others events. I know every year the Circus gets caught up in having to choose which event to attend. We want to support all of them, but the reality is, you can't. Many times we wind up splitting our group. One crowd goes one way; the other half goes the other direction. It's good we can show support to both clubs, but the numbers are much smaller. Hopefully we can continue to solve this problem in the future. Fly INS are fun!!!!

Just a couple more items and I'll let you get on the rest of the news letter. Many of you have noticed our wind sock is looking pretty sad. In fact, we removed the red one and replaced it with the old yellow AMA unit we had in the shed. Well....age has shown its face with that one and its looking pretty bad also. I spoke with Horizon back during the 2009 FFT and they are more than willing to donate us a new one. Problem is, they are out of stock right now, and have been for the last 4 months. We're going to give that option a few more weeks and hope they get some in stock soon. If they don't, we may need to pursue other options. Keep in mind; good wind socks are NOT CHEAP! I'll keep in touch with HH about getting one. Meanwhile, pray for the old one!

One more item. And don't let this one get you upset! As many of you know, we are to vote on the dues increase this month. Several of you have already renewed with present rate, and that's cool, and many of you have decided to just go with the new proposed rate, and paid \$85. That's cool to! ;) Anyway, we'll be putting the new increase to a vote, but not before Dustin Hedrick and I explain why the increase is needed. Last year was not a typical year for expenses, and we wound up spending more than we took in. All of which was voted on by the RDRC club members. But I think it goes without saying, all the items were much needed, and have provided us with a fantastic venue to fly from. So be prepared to cast your vote. ;)

Oh.....one more little item. Fly In dates. Just for your records, here are the dates for the first two RDRC events this year.

RDRC Spring Fly In April 17th 2010

2010 FFT Sept 17, 18, and 19th 2010

2010 Big Bird/ war Bird? (TBD- Josh to provide date)

Look forward to seeing you all soon.

Larry Lewis





A Few Words from the VP

Happy new year RD-RC members ! If you are wondering why I'm writing this article, well, this is what happens when you don't come to club meetings, you get someone like me elected to fill the vice-presidency ! I suppose an introduction is in order for those who don't know me. My name is Jason Jarvis, I'm 37, live in Knightdale with my wife and 2 year old daughter, and work as an Information Systems Analyst. Like everyone else, I'm addicted to R/C planes !

Unlike many of you, I still consider myself relatively new to this hobby, and only a fair pilot. I have been flying for a little over four years, and I think this is my third full year with RD-RC. I have wanted to fly R/C as long as I can remember. When I was younger my family could not afford it, and as I progressed in life with a career and family of my own I didn't think I had time to learn. When I realized that there were inexpensive electrics on the market that I could afford to crash and replace, I decided it was time to learn. I spent many discouraging hours with a Slo-V and later a Slow Stick in area parks and construction sites before I began to get the hang of it with the help of FMS (a free basic flight simulator). After that, a few Mini Ultra Sticks also paid the price as I moved to more aerobatic airplanes.

About the time that I finally felt confident enough to try fully aerobatic planes, I met Josh Bunn and Dave, Chris and Brandon Hockaday from East R/C as they were preparing to open. All of these guys were active RD-RC members and encouraged me to check out the club. A few years later and here I am, serving as VP of the greatest R/C club around, still flying as much as possible and with these guys and many more of you like family.

The current hangar includes everything from micro electrics to 25% gassers. Winter projects include a JTEC 2.5 meter Extra, a 25% Lanier Extra 300 (modified and actually last winters project), and even more small stuff. I told you I was addicted !

Sitting here typing all this brings up a few things I would like to touch on. First, this is a great club that I am honored to help lead, but I can't believe that I have been given this opportunity out of 150 or so active and long time members. I know we are all busy, and I am very impressed by the number of people who actively volunteer time, effort, merchandise, etc. to the club, it is among the best I have seen in any organization. There is also nothing wrong with joining the club just to have a place to fly and relax, no one will begrudge you for that, but if you have the time try to come out to the monthly meetings and become more involved with how things are run. It may be a lot more interesting than you thought, and will help make a great club even better.

Second, and this is for those thinking of getting in to the hobby, don't do what I did learning to fly. Small electrics are great, and often a wonderful platform to learn to fly with. Along those same lines, park flying is also a great thing. Taking an electric out to a local park or field to get in a little flying without any hassles is a lot of fun. However, it isn't a great way to learn to fly, and if you are not in control of your plane it can be dangerous for you and others. If you are not an AMA member it could also get more expensive than you expect when you have to cover any property damages out of your pocket. If you want to fly, learn to do it the right way, join the AMA, get an instructor, and join a club. Trust me, two of the planes that you don't destroy will cover the costs, and you will make more friends and learn more than you can imagine.

And third, it's building season ! Dave is looking for newsletter content, and I'm not sure I'll be writing an entire page every edition, so let us know what you've got on the table for 2010 ! Micro indoor electrics to giant scale, this club loves them all, so if you would like to do an article on your project, get in touch with Dave at

rcgeckoman@nc.rr.com.

I wish you all a wonderful 2010, and I hope to see everyone at the field, at meetings, on line and at events this year !

J ason



Minutes of RDRC meeting

By: Secretary Dave Hockaday

Next club meeting January 27th 2010

As there was no club meeting last month, we will resume the minutes page next month.

Make sure you come to this meeting, if no other, as we will be voting on the new club Dues!

Internet Access at RDRC

High speed internet access is available at the RDRC field for those of you with laptops, iPhones, netbooks, and other wireless devices. We have installed a feed for our cameras and weather equipment, and included a wireless router for support of other wireless devices. Some of you had mentioned wanting to help support the internet feed for the field data streams in exchange for secure wireless access at the field. If any of you are interested in this, send an email to: wb4iuy@teara.org

If anyone wants to chip in, we'll pass along the rotating security codes to those who support the system.



Get 'em young!!



Safety Officers Report



Mark L ofgren

SAFETY FIRST...Late December and January saw no reported injuries or safety violations because it was so darn cold. Members who did fly probably only suffered minor frostbite or immobility from layered clothing. A "rumor" is circulating that flying one's aircraft from the warmth of a vehicle is not a good idea. Enough said!!

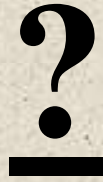
A good idea before flying again would be to check those planes stored in unheated outbuildings, garages, and trailers for potentially cold-damaged components like fuel lines and tanks, batteries, and fragile plastic components.

As always remember to huck, hover, and zoom on the east side of the runway; call out takeoffs, landings, and your presence on the field; set your failsafe or cutoff capability; and cut your engine before entering the pits from the runway. We are all "Safety Officers" obligated to insure a safe field for everyone. A polite comment to someone who might be doing something unsafe is in order and should not be taken as an affront if something you are doing causes another concern.

Recent transgressions, although probably minor and surely nitpicky, by your humble Safety Officer have been gleefully noted by observant club members. The gallant way in which he accepted the criticism should be an example to all as we strive for radio control excellence!!

Mark Lofgren





This Page Left intentionally

.....waiting for YOUR article or pictures!!!!

Send to me at

rcgeckoman@nc.rr.com

And put Newsletter in the subject line!

Most of you MUST have a hint, tip, or photo you would like to share, or even a full article if you are so inclined. Let's make this newsletter a resource for ALL modelers in the club!!

The following pages give some ideas of what we can publish.

Fiddlers Green

Fiddlers Green is a website full of color cardboard models. Ideal for a quick building fix and for hanging about the house/office/workshop. They give three FREE models to everyone who registers on their website www.fiddlersgreen.net Take a look, you might find your favorite model there. For those who do railroad modeling they also have a lot of nice buildings as well.

Modeln' Pal

We've just released an awesome little model of the 1929 Lockheed Explorer. You probably haven't heard of it because they built 4 and crashed 4. This little legend spotlights the heady times of 1920s aviation and how aeronautics was never the same after the Lockheed Explorer.. Much more about this on the Explorer [webpage](#).

This flyable model has a 20 inch (larger version) and a 14 (smaller) and in two BW sizes. Also there's a two sided color cutout of the legendary Roscoe Turner included with the model.

Lastly, we've released a freebee - a [Wind Generator](#) model sent in by artist and modeln' pal Bill Perry of Indiana. This stands 30 inches high, (smaller version about 20 inches) works great, and comes with a few funny cartoon cutouts to punch up your model.

If you're new to card modeling and registered with us for the freebees, be sure that you've chosen THREE free models from our [free-bee folder](#). Strangly, quite a few of you haven't. Many more free models coming.. Are you building them?

So many of our long-time modeln' Pals have been supporting FG during these tough times and we'll be forever grateful. We're creating model designs that will be around for a thousand years and haven't lost focus just because of a few years of crappy business. Besides, we're quite used to not making money. [G]

Remember we have an [Angel Fund](#) if you need a little help re-upping your Keys or Folder.

NEXT:

Similar to today's Explorer, is the [Lockheed Sirius](#) (with pontoons) that the Lindberghs used to map out passenger routes in the 30s. This will be real soon because of its likeness to the Explorer. The web page is *already* up.

Hope you're workin'

chip

PS:

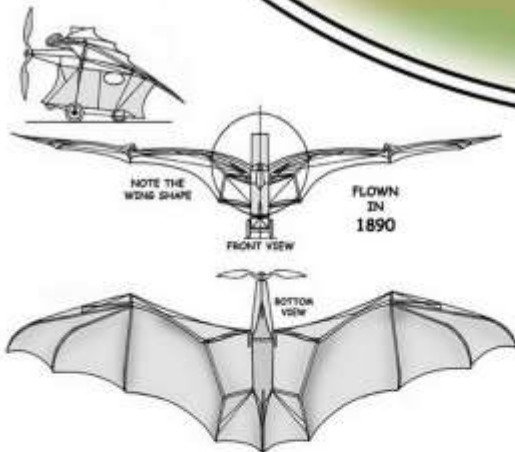
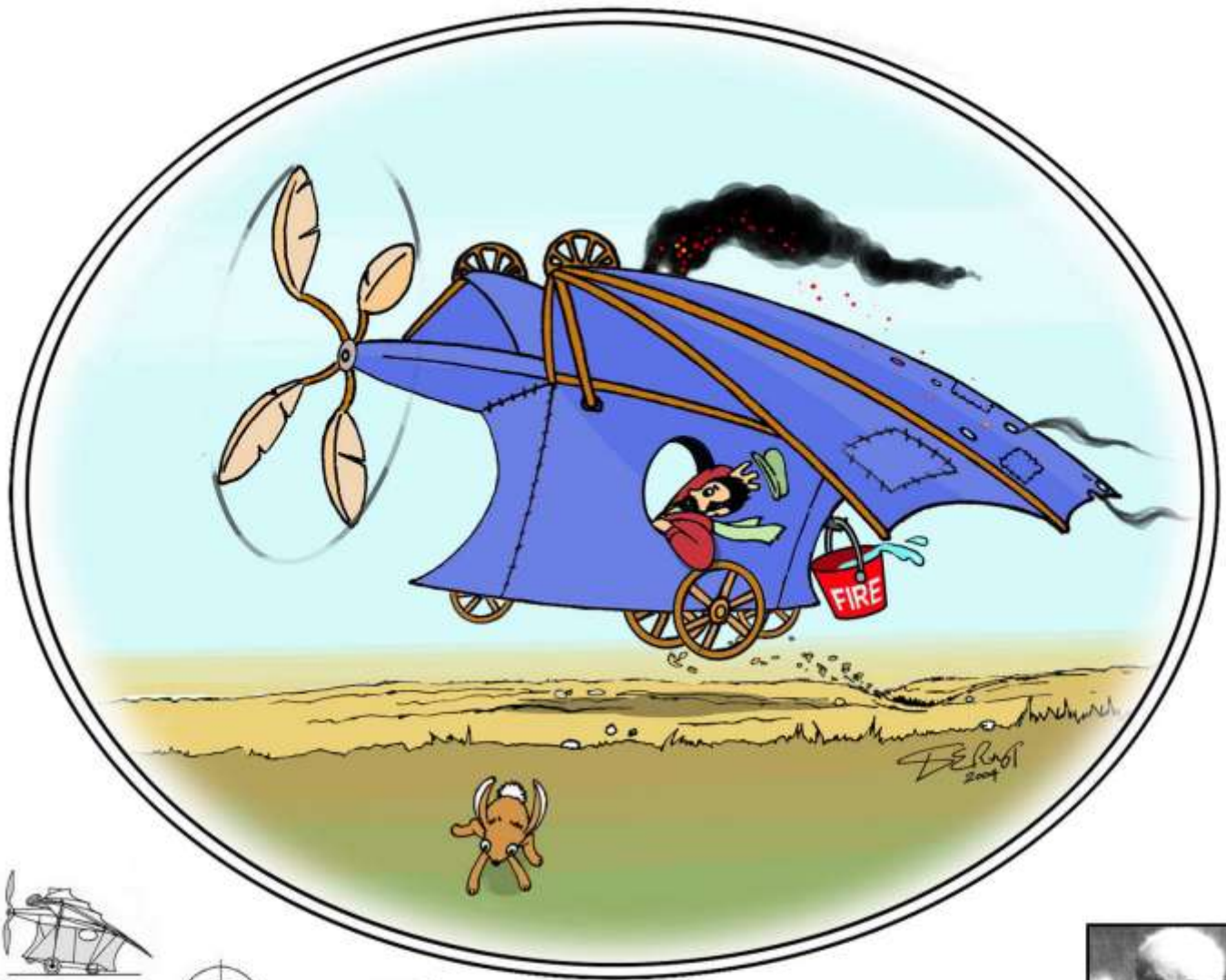
We'd be most appreciative if you told a few of your internet friends that THREE free great downloadable cardmodels (from a folder of about 100) are waiting for them by simply opening a Fiddlersgreen account. One in 12 become great customers. Just tell them: fiddlersgreen.net

This is just something I thought was a neat idea....another aspect of modeling that we can use to find models that we might like to build and fly. Send me links to pages, ideas for articles and ANY other information that might be of interest to other club members.

Dave Langridge

Yup that IS me in the photo with my daughter and glider...circa 1978 or so.....the van is mine as well :)





CLEMENT ADER'S 1890 EOLE

(NAMED AFTER THE GREEK GOD OF THE WINDS)

"I have resolved the problem after much work, fatigue, and money"...

It has been sometimes claimed that Frenchman, Clement Ader made the first "heavier-than-air" flight. If an uncontrolled hop of about 165 feet can be called "flight"..



Frenchman, Clement Ader, was attempting to fly in a powered aircraft, and seemed dedicated to trying to emulate the birds. The appearance of his Eole was bat-like, with a steam driven propeller which resembled feathers. It was reported to have skimmed the ground at a height of around 8 inches for a distance of 165 feet with Ader being totally enclosed within the Eole.

It was powered by a steam engine complete with a high pressure boiler and condenser. Far from being a practical flying machine, it can lay claim to be the first manned craft to take off from level ground.



To fund further experiments, Ader turned to the French Ministry of War, which was eager to explore any "secret weapon" that might give France an edge over its neighbor Germany. Armed with the first EVER military budget for airplane development, Ader built a twin-engined aircraft, the Avion III. But when tested in front of military observers in October 1897, it failed to get off the ground. Funding was cut off, and Ader's experiments came to an end. While imaginative and daring, Ader's experiments did little to open new paths to controlled and sustained powered flights.

Not a lotta people know that!!

They used to use urine to tan animal skins, so families used to all pee in a pot & then once a day it was taken & sold to the tannery..... if you had to do this to survive you were "Piss Poor"

But worse than that were the really poor folk who couldn't even afford to buy a pot.....they "didn't have a pot to piss in" & were the lowest of the low.

The floor was dirt. Only the wealthy had something other than dirt. Hence the saying, "Dirt poor."

The wealthy had slate floors that would get slippery in the winter when wet, so they spread thresh (straw) on floor to help keep their footing. As the winter wore on, they added more thresh until, when you opened the door, it would all start slipping outside. A piece of wood was placed in the entrance-way. Hence: a thresh hold.

(Getting quite an education, aren't you?)

Bread was divided according to status. Workers got the burnt bottom of the loaf, the family got the middle, and guests got the top, or the upper crust..

Lead cups were used to drink ale or whisky. The combination would sometimes knock the imbibers out for a couple of days. Someone walking along the road would take them for dead and prepare them for burial. They were laid out on the kitchen table for a couple of days and the family would gather around and eat and drink and wait and see if they would wake up. Hence the custom of holding a wake.

England is old and small and the local folks started running out of places to bury people. So they would dig up coffins and would take the bones to a bone-house, and reuse the grave. When reopening these coffins, 1 out of 25 coffins were found to have scratch marks on the inside and they realized they had been burying people alive. So they would tie a string on the wrist of the corpse, lead it through the coffin and up through the ground and tie it to a bell. Someone would have to sit out in the graveyard all night (the graveyard shift.) to listen for the bell; thus, someone could be, saved by the bell or was considered a dead ringer...

Sometimes they could obtain pork, which made them feel quite special. When visitors came over, they would hang up their bacon to show off. It was a sign of wealth that a man could, "bring home the bacon." They would cut off a little to share with guests and would all sit around and chew the fat.

And that's the truth...Now, whoever said History was boring!

Want to stop the flow of useless information?

Want to impart your wealth of knowledge on matters modeling?

Write it up and send it in or I'll just keep adding more useless information to each newsletter :)

Who was the English actor who said the words in the title??

Answer in the next issue of the RDRC Useless information page!!!! :)

The Ed.

**B17—Liberty Belle—at Sanford Airport, NC
15th August 2009**



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Next club meeting January 27th

President:

Larry Lewis
919-231-4983
rclarry@aol.com

Vice President & Membership Secretary:

Jason Jarvis
919-261-8902
jjarvis@nc.rr.com

Secretary:

Dave Hockaday
919-554-2154
wb4iuy@teara.org

Treasurer:

Dustin Hedrick
919-559-7153
dust176@yahoo.com

Safety Officers :

Anthony Wiencek
919-786-2546
ajwiencek@earthlink.net

Mark Lofgren
919-368-2908
clipclop@mindspring.com



Newsletter

Editor:

Dave Langridge BEM
1019 Askham Dr
Cary, NC 27511
919-475-5081
rcgeckoman@nc.rr.com

Submittals:

All club members are urged to submit material to be published in the newsletter. The material should be received by the second Saturday of each month. Text is easily submitted in the form of regular mail or e-mails sent to my address above, photos can be attachments in any format that your camera produces (or scanned photos).

Note from the Editor:

As Larry has already said, our website is fast becoming a resource that a lot of people use. I received a phone call last week from an aeromodeller in Alabama who was reading it and wanted more information about an article we have posted there! A little **'net search and I was able to give him the email of the person who** originally wrote the article, and we have gained another entrant for FFT this year!!

He loves the cameras and watching us fly and has rated our site as the **BEST on the Web!!** Nice work on the site guys!!

We can all help make it better though, by thinking of useful articles and information for Dave and the guys to post there!!

Same for this newsletter. Send in your ideas to help with modeling. I will publish all I get every month. Links to good websites, photos, anything!! This is YOUR newsletter, I just edit it!! So get writing, photographing and web-searching for things to put in here!

Dave Langridge