

the official newsletter of the
Radio Control Club of Rochester
 AMA charter 465 since 1957



October - November - December 2001



photo by Shirley Hunter

The Great Electric Fun Fly 2001

DEDICATED TO RESPONSIBLE R/C FUN
SAFETY BY CHOICE NOT BY CHANCE

The purpose of the Radio Control Club of Rochester is to aid and encourage interest in the design, construction and safe operation of radio-controlled model aircraft, boats, and cars.

All Visitors are always welcome at the field and at regular meetings.

Meetings are scheduled for the second and fourth Wednesday of every month at 7:30 PM at the Salem Church, 60 Bittner St., just east of Inner Loop exit at St. Paul Street.

FOR THE LATEST INFO
 RCCR HOTLINE: **FIX-RCCR 349-7227**
 RCCR WEB PAGE: <http://flv.to/rccr>
 e-mail: airflow@rochester.rr.com

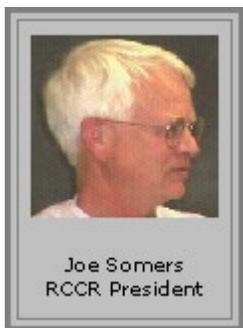
SCHEDULE OF EVENTS

Nov 11 9:30am - 3:30pm The Great Batavia Train Show at Batavia Downs Racetrack.
 Nov 24 RAMS Annual Auction, Church of the Holy Spirit
 Jan 1 2002 9am RCCR Hasman Field Chilly Chili Fuhn Fly

RCCR MEETINGS

October 24
 November 14
 November 28
 December 12
 January 9
 January 23





Hey, here it is the middle of October the season is almost over. It has been a good year. The flying has been good, all the fields have been well maintained and the events we sponsored have been well attended and successful. We should all thank **John Floyd, Dick Foster, Bud Kelly, George Steger, Manny Vella** and the **many others** who filled in to maintain our fields this year. Its really nice to go out to the field and find the grass mowed and everything well kept.

On October 1st, **Trevor Ewell, Bob McClure, Manny Vella, Pete Fiorentino, Phil Evans and Bernie Kulbacki** spread another eight yards of dirt on Hasman field to fill in the rough spots on the runway and to smooth out the pit area. They also laid down 50 pounds of seed. Hasman field looks good. Hopefully the seed takes and with some rolling in the spring it should become a nice smooth field. Thanks guys.

I would also like to thank **Bill Stevenson** for being the VP of membership for the last two years. He has done a good job and was a pleasure to work with. However, he has decided to move to Florida and of course will not be able to continue as VP of membership. **Ed Britton** has volunteered to take Bill position for the remainder of his term, which is through next year. Ed has taken over the membership list from **Bob McClure** and will maintain the list on his computer. This will give Bob some relief. Bob has been doing the WEB site, Newsletter and the membership list. Ed has also updated the information the club gives to new members. Thanks Bill for you work and be sure to stop and see us if you get back to this area. And thanks to Ed for stepping up and filling the gap.

Steve Kruger, VP Programs, has completed editing the flight-training manual for new pilots and has had fifty copies made. The manual will be given to new members free and to students who are not members for a \$5 donation to the club. The donation will be deducted from the membership fee when the student joins the club.

The next official event for the club other than the monthly meetings will be the **Chilly Chili Fuhn Fly** on January 1. This year we are planning to have it at Hasman field instead of Bolling. This, of course, will depend on the firmness of the ground. But if its anything like last year we shouldn't have a problem. Maybe by holding it at a field closer to Rochester we can get a few more of you to attend. Be sure to check the hot line (FIX-RCCR) and the WEB page for more information about this special event as the date gets closer.

Training night this year was quite successful. **Dick Foster** gave us a breakdown on how many students we put into the air, how often they came and how many soloed. We trained every Tuesday night from May through September with only one rainout. We had over thirty students with about six soloing. Dick is going to put together a follow-up letter to these students after the first of the year. Thanks Dick for keeping the records on our training efforts.

Edison Tech RC students have started to train on Thursdays from 3pm to 5pm. **Trevor** and I met **Terry Miller** and five students on Thursday October 11 for the first session. It went very well with each student getting about 5 minutes on the sticks with Trevor. We will keep this up as long as the weather cooperates.

We are looking for a **Newsletter editor**. **Bob McClure** has done a great job over the past six or so years and he is looking for a break. If you have a computer, printer and the interest call Bob at 548-2248 or email him at airflow@rochester.rr.com he will give you more information on what is required.

Steve Kruger our VP of Programs is looking for program suggestions for this year. A couple of ideas so far have been inviting a guest to talk about engines and a program on electric powered planes. If you have other ideas give Steve a call (394-8633) or email him at flyzrc@yahoo.com

Last Tuesday, October 9 the Democrat and Chronicle did a story about Brockport for their "Day in the Life" series. A photojournalist was at our field for about an hour taking pictures and getting a story for the article. **Ken Dunham's** picture made the article. You can check it out on the WEB at <http://www.rochesterhomes.com/community/brockport/gallery/brockport017.html> or in the paper this Friday October 19. Point of interest, this article was scheduled to have been done on September 11.

I have just returned from our fall picnic at Northampton Park. It was well attended this year. We had over forty people attending. I would like to thank **Mike Mance** for getting the supplies and doing the cooking and I would also like to thank all of you who brought a dish to pass. Every thing was great. If you didn't make it this year you should plan on attending next year.

And Finally, **Bob McClure** has suggested that we look into putting on an in-club auction on the last meeting of the year. I will bring it up at the next meeting to see if there is interest. The last meeting this year is on the 12th of December. Also at this meeting we will be drawing the prize for Show and Tell. This year the prize is for \$100.

SAFETY FIRST AND FLY QUIETLY

Joe

Airflow Want-Ads

FOR SALE

Rivett Model Makers Lathe, 3-1/2 inch swing over bed, 16 inch between centers, 110v AC Reversible, set of collets & draw bar, 3 & 4 jaw chuck, good condition, \$325 firm.

Don Steeb donsplanes@aol.com 716-225-1943

WANTED

Editor for RCCR newsletter. Create, print, and distribute the newsletter. Contact club President Joe Somers vektor@rpa.net or the present editor Bob McClure airflow@rochester.rr.com



RCCR Electric Fun Fly by Marty Timm, President of the Clarence Sailplane Society (from the Clarence Silent Flyair)

On August 11 several of CSS' members drove out to Brockport to participate in RCCR's annual two-day electric fun fly. Don Chudyk, Jim Sonnenmeier, Harold Becker, Tim Krystaf and son, and I (with club mascot "Clarence") converged on the RCCR flying field for some fun flying and a change of scenery.

The number and diversity of electric models brought out by the RCCR members was most impressive. Several e-power scale models (one of my favorite categories) appeared, including a P-38 Lightning and a very detailed model of Howard Hughes' Spruce Goose. The model flew much better than Mr. Hughes' original.

Zagis were in plentiful supply and competed in Pete Fiorentino's Limbo contest. Each round saw the limbo tape descend until it was almost on the ground. A few of the more fragile non-Zagis also attempted the limbo tape and fared quite well.

Jim Sonnenmeier was tuning up his Millennium with Don's assistance, Tim flew his very impressive Quaker, Don impressed the crowd with his Fun-i Electric Conversion, and Harold flew one of his several E-Spirit-based sailplanes. I was hunting thermals with my Carbon D-Light Electric and after awhile, Tim convinced me to fly my F16. Unfortunately, the plane succumbed to pilot visual orientation problems (red-white-blue plane on both top and bottom) and augured into a cabbage field. Fortunately, the ground had recently been worked by the farmer and was as soft as powder. The F16's nose broke off; but the rest of the plane was unscathed. Several experts pronounced the plane eminently rebuildable.

Perhaps the hit of the day was the Multiplex Twinjet. This little plane, propelled by twin speed 400s and pusher props, tore up the sky performing loops, repeating rolls, Cuban 8s, and most any maneuver the pilot commanded with grace and ease. The kicker, however, was the screaming of the twin electric motors as the plane ripped across the sky. Gotta get one of them planes!

The day ended with prizes for everyone that stuck around to the end that were, in most cases, worth more than the nominal entry fee.

The best part was that they were going to do it all again the next day! Sorry to say I had prior commitments for Sunday and was unable to participate on the second day. Next year, I will plan my schedule better so I can stick around for both days!

Flown a Cub, still flying and can't get down!

by Yury "HEC TOP" Faktorovich, <http://www.maxho.com/>



Alright, it wasn't just a regular J-3 Cub but a souped up 95hp engined little rocket on skis that left me holygoshin' all the way back home! :) What a plane, what a barrel of fun, why didn't I do my private in it!?!?

Started off with a ground school on handling a plane on skis, I won't go into all the details here, but funnily enough all the groundlooping factors applicable to a taildragger are actually used for steering one when on skis. I did steer the plane on snow both with rudder (at sufficient speed) and applying the throttle and found it fairly easy to do and when sitting on the backseat rear of CG and pivot point you really feel when and if that tail starts skidding more than it should. I guess this wasn't a true taildragger experience in a complete sense of the word, but pretty much gives an idea what to look for.

The fun started when we took off. First of all with a 95hp engine on a cold crisp afternoon the Cub shot into the sky with all the might of an aerobatic performer, in an almost nose up crosswind turn it didn't even show any skidding or stalling tendency I'd expect from a Cessna in similar attitude. The plane is very nimble yet stable, all you have to do to stabilize the plane is to leave the stick and pedals alone and the plane flies itself in whichever attitude you left it in, unlike most of the rental 172's that tend to bank one way or another (usually left) once you stop nudging the yoke and pedals.

Rudder! Rudder! Rudder! Flying a cub is all about using the rudder, you use rudder on the ground just as you'd use in the air. In a turn, you first apply the rudder, then you finish up the bank with the stick, it's an almost two-step move that actually is done as one. The instructor told me that this is how "_ALL_" the planes should be flown and I'm ready to take his word for it next time I fly anything else (dammit, I don't want to fly anything else, I want to fly Cubs! :)

Slips! Boy does a Cub slip or what, with a full stick/full opposite pedal deflection in a slipping turn (look Ma, I'm cross controlled on base to final it slips like a motherforgetaboutit, almost perpendicular to the flight path losing altitude fairly well but still not like a rock, fully controllable and flyable! It's hard to imagine an attitude that a Cub (95hp) won't be flyable in, it seems to stay controllable in the most unusual attitudes that would whack a Cessna into a cross-controlled or accelerated stall.

Landing perception was more skewed by the fact that it's on skis rather than a plain taildragger so it did not show any of much discussed concerns about landing a taildragger, I nailed it first time and did 3 more without a glitch. The only problem I found was that sitting in the back you don't really have much (any) forward visibility and have to find some other ways to judge your centerline and yaw, I'm still not too sure about the right way to orient myself on landing from the rear seat, I guess a couple more hours of training are needed in order to get the hang of it.

Overall, I could swear by it that the Cub is the most fun plane I flown so far, as a matter of fact I am madly excited about the whole experience and really regret not doing my private training in the J-3 initially, it would've made me THAT MUCH better of a pilot than learning in a 172. I'm looking forward to do complete a full Cub checkout both on skis and wheels as soon as schedule permits.

Intelligence: Bigger Role for Pilotless Drone Craft

The Atlanta Constitution, October 09, 2001

[Gerry Merz gave me an article from the September Leatherneck magazine about a four pound remote controlled camera carrying unmanned aerial vehicle - Dragon Eye. I did some research and found that US has a whole bunch of tools and weapons for the military. I could have spent hundreds of man-hours just gathering the available info. Wonder how much more there is that we will probably never know about? ..Editor]

Secretary of Defense Donald Rumsfeld has been an enthusiastic supporter of UAV technology. Congress had approved funding for increased UAV procurement even before the Sept. 11 attacks, but in the wake of the attacks the Air Force will use some of its emergency funds to accelerate its program.

The first casualty of the war on terrorism, in fact, was a small, unmanned spy plane called **I-Gnat**, which was lost over Afghanistan in the first week after the terrorist attacks on New York and Washington. U.S. and Afghan officials dispute whether it crashed because of technical problems or was shot down. Although it has a wingspan of only 35 feet and the speed is less than that of a light commuter plane, the I-Gnat can fly for up to 48 hours at a time without refueling, a trait that gives it plenty of time to observe its targets. Equipped with a new synthetic aperture radar made by General Atomics (<http://www.ga.com/>), I-Gnat can loiter above the clouds, day or night, and make picturelike images that can resolve objects on the ground as small as 4 inches in diameter. That is good enough to see tire tracks in the sand.

The Gnat-class aircraft are the predecessors of a larger UAV called **Predator**. With a wingspan of 47 feet, the Predator is larger and heavier. With a range of about 500 miles, it also is more limited in its range. Its cruising speed is a mere 80 miles an hour.

Another UAV that could play a role in the global war on terrorism is the long-range, high-altitude **Global Hawk**. With a wingspan larger than a Boeing 737, the turbojet-powered Hawk can loiter more than 60,000 feet above its intended target for 24 hours. It is a veritable unmanned observation post in the sky that can relay its observations, by satellite, to anywhere in the world. The program suffered a setback in 1999, when a prototype crashed in California, but tests have resumed, and this year the aircraft became the first UAV to fly unrefueled across the Pacific Ocean. The US-led air and missile strikes against the Al-Qaeda terrorist network and Taliban regime in Afghanistan on 7 October 2001 were preceded by the first operational deployment of the Global Hawk high-altitude, long-endurance unmanned air vehicle (UAV).

Not all UAVs are as grand in their scale or reach. One recent contract by the U.S. Marine Corps, however, shows that the technology of pilotless vehicles is evolving in different ways. The Marines have ordered 40 **Dragon Eye** mini-UAVs to evaluate their usefulness over the next few years. With a wingspan of a mere 8 feet and a flight endurance of only three hours, the Dragon Eye is designed by Maryland-based BAI Aerosystems for quick "over-the-hill" reconnaissance by small units in the field. With plug-in camera modules that can be changed out quickly, the little aircraft is designed to be unpacked from its carton and launched in less than 30 minutes. The hand-held control console looks a lot like that used by model plane hobbyists. The Corps has high hopes for its mini-eyes in the sky. If the first 40 of them work as expected, the Marines have options to order 1,300 more of them.

