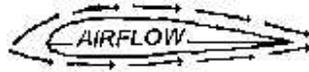


September-October 2005



the official newsletter of the

Radio Control Club of Rochester

AMA charter 465 since 1957

Seen at the Great Electric Fun Fly



Joe Somers capturing onlookers' imagination!

He loves to talk R/C planes, teach & bring in new members
YEAH JOE!



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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.

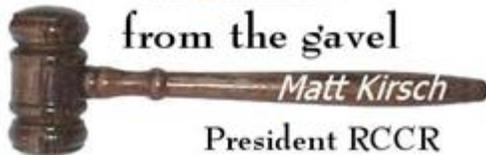
All visitors are always welcome at the Northampton Park Model Flying field and at regular meetings.

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

FOR THE LATEST INFO:

RCCR WEB PAGE: <http://fly.to/rccr>

Email: airflow@rochester.rr.com



Did you realize that 2005 marks the 39th year that the RCCR has operated the Northampton Park flying field? If I'm not mistaken, Northampton Park is one of the oldest flying fields operated by an AMA sanctioned club. That's nothing to sneeze at, and quite an achievement for the R/C community in Rochester as a whole, not to mention the RCCR. The place is a nearly perfect environment for R/C flying, and the ideal venue for our June Fun Fly and Tuesday night training throughout the summer months, not to mention a great place to spend a sunny Sunday afternoon flying with friends and family.

I'm mentioning this because now more than ever, we have to be aware of how this field is being used, and make sure that everyone keeps their planes safely within the clearly marked confines of the field. Even though we maintain this as a public field where only AMA membership is required, the RCCR is ultimately responsible for keeping the field safe and for maintaining our good neighbor policy.

You've heard all the rules: No flying West of the windsock off the Northwest end of the main runway, except for takeoffs and landings, no flying over approximately 400 feet, no flying before 10 AM, and no flying without an observer for full scale aircraft. That's in addition to all the standard AMA rules, and on top of that, we're developing a noise abatement policy.

This all sounds like a lot of negatives and restrictions but look at it this way: Would you rather fly with restrictions, or would you rather not fly at all? That's the bottom line here. We've been flying at this field for the better part of four decades now, and it would be a low down dirty shame to lose the field because you didn't speak up when you saw someone blatantly flying outside the designated area. Better to step on one set of toes than let that person ruin EVERYONE'S fun.

It's not like we're making this stuff up; the rules are all there in black and white on the frequency board as you enter the pit area, and the NO-FLY zones are clearly displayed in living color! Don't take "I didn't know" for an answer. It's everyone's responsibility to review that board before they set foot across the fence line.

Can't figure out how high 400 feet is? Just fly low. If you're squinting or craning your neck to see your plane, you're too high regardless of your true altitude. Don't know where the West boundary is? Start your turn when the plane passes in front of you, and you're guaranteed to not even come close to the West boundary. You can fly as far to the North and East as most mere mortals can see, so there's absolutely no reason to be zooming way out to the West.

I'm not saying you should go stomping around reaming new orifices in everyone that makes even the slightest violation; everyone makes a mistake now and then. Friendly, gentle reminders are the way to go. If they complain that they can't tell where they're flying, remember the preceding paragraph. There are ways to stay within our flying zone without too much trouble. Heck, you could go down the flight line to the West end of the runway and wave when they reach the windsock. Put a spotter next to the pilot that will tell him to turn when you wave. A few circuits is all it should take to get a good idea of what the plane looks like when it gets too far away.

Enough with the ranting...

On a lighter note, we had our Great Electric Fun Fly on the weekend of August 20 and 21. Attendance was down a bit from average, mostly due to the high winds that were present throughout the weekend, and idle threats of rain. Those that did attend got some quality flying in, and the RCCR made a few bucks from concessions, so overall I would have to declare the event a success. Once again, thanks to Pete Durante for CD'ing the event, and to everyone else who participated or contributed. Hopefully next year will be better, not that this one was particularly bad. Actually, it was kind of nice to have a relaxing event where we didn't have to run around like schizophrenic monkeys on crack the entire time.

My next installment will likely mark the end of the 2005 flying season, but right now we have some of the most ideal flying weather you could ever ask for. Don't waste it.

Matt

The Great Electric Fun Fly 8-20 & 8-21-05



Pictures are by Bob McClure & Shirley Hunter. Don't forget there are more pictures on the RCCR website, and on Shirley's website at

<http://members13.clubphoto.com/shirley631377/guest-1.phtml>

OBITUARY

● Pearce, George E. Jr.

July 6, 2005 at age 80. He is survived by his wife Faith Pearce; son, Glenn (Jeannette) Pearce; daughters, Nancy Green, Suzanne Pearce (Dennis Berck); grandchildren, Andrea and Jesse (Tara) Pearce, Michael and Nicole Green; great-grandchildren, Harrison Green, Emmi Pearce, Andrew McManus. George was a veteran of World War II, serving in the 15th Air Force as a pilot in the 99th Bomb Group. He was a 1949 graduate of Tulane University, and retired from General Electric in 1986 after 36 years as an electrical engineer.

Friends may call **Saturday, 10-12** at the Funeral Chapel (1031 Ridge Rd. Webster) where a service will immediately follow at Webster Presbyterian Church, 550 Webster Rd., Webster, 14580. Interment will be in New Orleans, LA. Donations in memory of George may be directed to the Church.
Anthony Funeral & Cremation Chapels
1031 Ridge Rd. 872-6380

George E. Pearce passed away on July 6, 2005. He was a member of RCCR for the past 2 years. George was an electrical engineer and worked on early televisions made by General Electric. He retired in 1986. He and spouse Faith were originally from New Orleans and migrated to Syracuse when he worked for GE. He finally ended up in Virginia, then moved from Virginia to Webster approximately 2 years ago to be near his family. He was an avid modeler and recently flew electric sailplanes and park flyers. George was a true southern Gentleman. Never had a cross word to say about anyone. I was the closest member to him and had the good fortune to fly with him many times. His son told me that his dad designed the Pearce Receiver that used some of the earliest transistors. GE was in the transistor manufacturing business many years ago. The Receiver article appeared in Model Airplane News in the mid 1950's.

George recently lost an ARF T-Hawk electric airplane at Hasman Field. It crashed in a pond, a short ways from the hangar. We tried to retrieve it but the plane sank to the bottom of the pond. The next day I went out with an 18 foot pole and fortunately was able to retrieve the plane. The pond was at least 7 feet deep. I cleaned up the receiver, speed control and servos

but only the servos worked. George insisted that he and his wife Faith take Kay and me to dinner for retrieving the plane. We had a nice dinner at the Past Villa Restaurant on East Ridge Road and kept the place open after everyone else left. George and Faith said, " that the best thing that they ever did was to move to Webster NY". New York folks were the friendliest people. If you want to send a card from the RCCR, his address is: 10 Magnolia Lane, Webster, NY 14580

Peter Fiorentino

LITHIUM!

Ask Bob Gear what happens when a lithium battery is charged after being involved in an accident! This happened 3 weeks after the incident. **There was a dent in the battery.** It was charged at a slow rate. Look for a flyer at the Northampton field on "Lithium Polymer Important Safety Instructions and Warnings".



Quotation:

The pessimist sees difficulty in every opportunity.
The optimist sees opportunity in every difficulty.

Winston Churchill.

+++++EVERYONE HAS A STORY+++++

Love At First Flight

Part II

by

Don Steeb

As I was saying.... I called Ray Edmunds on Saturday night at his hobby shop on Genesee Street, which by the way was his home also. He told me to come out to Hylan Airport Sunday and see a new phase of modeling.

I went out to Hylan and was surprised to find some new faces at the site and very little control line flying. Most were trying to fly radio-controlled models of approximately 4' wing span. The models were a DeBolt designed live wire trainer with rudder only. Pappy DeBolt was there and was flying very successfully. Ray was flying OK and so was Milt Harness from Avon.



Ray let me try to fly his Mills OB diesel trainer and I took to it right away. Back then the rubber band driven escapement controlled the rudder.... one push and hold was right rudder, and two pushes and hold was left rudder. No motor control on these early R/C planes. We flew most of that Sunday afternoon and I followed Ray back to the model shop and purchased everything I needed to get a ship in the air. Talk about being hooked!

I had the model done by Wednesday and off Ray and I went to DeBolt's shop near Buffalo to tune the Citizenship 465 Megahertz receiver in the plane (which was a requirement in those days for good range). We went to Youngs Avenue and Wherle Drive to test fly the plane. This was the Flying Bisons Field. At the time we had the field to ourselves. Pappy flew the first couple of flights and did some trimming out. I flew it once and we went home.

What a first day. In R/C, almost always test flying in those days ended with a crashed plane.

I went to work for my brother Bob, who was a contractor, doing all types of work. Small house additions, windows, garage doors, roofing. Bob would take any type of job and I learned much from him. This knowledge served me well when I became a homeowner. Ray asked me to work part time for him as he had very little knowledge of radio control. I had two years of radio shop in High School and read everything about R/C that was in print. This arrangement worked very well for me as I was paid a small wage but most important I aid only cost for my model supplies.

In those days there were a lot of cottage industries for R/C equipment. A lot of kits for R/C receivers and transmitters on citizen band 27 Meg-Hertz were available. I started to build most of the equipment that seemed to be working OK. The gas twin tube RK-61 Lorenz receiver worked very well if adjusted each time you went out to fly. The weight savings on this system was about 6oz over most other sets. This was considerable in those days. It allowed me to build a 1/2-size R/C plane which I flew very successfully. These were fun planes as they were light enough to take abuse, so I would fly them when most planes were grounded by the wind.

These were really the pioneer days in R/C and I'm glad I was in on those early days to know all the local friends I made through R/C..... Ed Keck, Dick Smith, Pete Fiorentino, Bob Thorne, Milt Harness, Bob & Greg Kesel, Ray & Paul Weigand just to name a few of the dozens of new friends through modeling. Getting involved in R/C I also met many outstanding pioneers in this phase of the hobby... Pappy DeBolt, Ed Izzo, John Worth, John Grigg, Dick Bramster (Bramco Radio Systems), Bob Dunham (Orbit R/C), Phil Kraft (Kraft Systems) and many more.

While at the shop one day Howard Gillette came in. He was interested in R/C. We became fast friends and I helped him build a couple of R/C ships. I test flew them for him and he had limited success flying them. He was a master machinist and tinkerer. He and his brother Frank owned a moderate sized machine shop. Howard one day said that what R/C needed was a quality servo actuator, as what kinds which were available were causing too many crashes. He asked me if I wanted a one-year contract to work with Gillette Machine & Tool to set up a partnership. What he was willing to pay me for that year was more than my Dad was paid at Kodak after working there for 15 years! I couldn't refuse, but it was hard for me to leave my brother's firm. I still had input at the hobby shop and Ray still gave me all of my sullies at cost. Ray was the most generous person I have ever known.

I signed the contract with GMT and started to work on designing servo mechanisms. I had very little experience with lathes and milling machines. I took machine shop I in 9th grade at Madison High School and I remember making a screwdriver and small hammer. I learned very fast with the help of GMT employees and, of course, Howard Gillette, who was a very good machinist. Within a month I had three working servos that I installed in my Live Wire Champ (DeBolt Kit). It had a ground based transmitter; eight channel reed decoded Bramco Radio. I flew the Champ many flights to prove the reliability of the printed circuit switches. The system worked, and the servos were put on a cyclor to run them to failure. They proved to be very reliable when compared with others on the market. I then proceeded to make final drawings and look for vendors to make the parts. The motors were imported from Germany so we had to get a license for that. All in all these were at least 12-14 hour days. I still found time to fly and made a set of servos for Ed Keck to use. From day one, Ed & I never had a crash from a servo failure. Through prototypes to Version I & II that's one lot of flights. Ed & I were still single and R/C flying was a passion with us.

Ed, Howard and myself planned on attending the Chicago NATS. I put together about 2 dozen servos to take with me for sale. The first night at the motel they were gone and I could have sold many more if I had had the time to put them together before leaving. I was pleased with the reception and comments on their quality. The motto on the box was, "Quality will be remembered long after price is forgotten". They were a little more expensive than other actuators on the market but no corners were cut to save money. I had Swiss screw machine parts made in town, machine cut gears, stampings from a vendor in Chicago, & a printed circuit switching disk that was rhodium plated for long life. The motor o.e.m. cost was easily 3 to 4 times the cost of other actuators, but very reliable. Most servos back then used toy type motors which drew a lot of current and failed very often. Assembly was very labor intensive so after the first run Howard & I decided to re-design the servo for easier assembly. A new much smaller motor from Germany was available so we could make the unit much smaller and lighter. We also decided to make all stamping tooling and gears in-house to have better control of deliveries. After the re-design I made all new drawings and we proceeded to apply for patents on the Atlas and Lightning Single Channel Screw. It took over a year but we were successful getting both patents. If you get to the AMA Museum in Muncie, Indiana you might look for the display of my servos and original patents which I donated a few years ago.

In the fall of 1957 Howard & I were brainstorming at the shop and thought we needed an R/C club in the Rochester area. There were many people starting to get interested in R/C and we thought we might get 25 or 30 members. There were many more interested than that after the first couple of meetings. The first get-together was in Howard's basement. After that we had them in my folks' basement which was much larger. We had such interest I had to borrow chairs from the neighbors to get everyone a seat. Needless to say, Howard & I were very pleased with the turnout. We went about organizing the club structure and electing officers.

Thank you Don! Great story! Next edition of the newsletter we will be taking a look at the Norm Hasman interview, so look for Don's "Part III, Beyond the Fifties", in the Jan-Feb 2006 edition.

Here are some pictures of Don's work. He is represented in a display cabinet at the museum at Dart Airport. That is a grass strip airport in Mayville, NY. which is just north of Jamestown. The museum is very interesting, and on a nice weekend there's lots of airport activity. Tail draggers galore (some of them really old antiques) and gliders fill the sky. There's even a small restaurant, and always someone to talk aviation with. It's well worth a visit. Shirley

