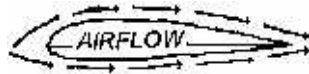


*March-April 2006*



*the official newsletter of the*

# *Radio Control Club of Rochester*

*AMA charter 465 since 1957*

AMA charter 465



President: Matt Kirsch 585-317-3752  
Secretary: Dick Brook 585-746-5668  
Treasurer: Jim DeTar 585-637-5163  
VP Membership: Bob White 585-225-2191  
VP and Program Director: Ed Britton 585-352-6463  
Editor: Shirley Hunter 585-638-8554



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.

Note that Meetings are scheduled for the second and fourth Wednesday of every month at 7:30 PM during the colder months 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](mailto:airflow@rochester.rr.com)



**Bud Kelly presents the Man of the Year Award  
to  
Bob White**

# Sample the Gavel



President RCCR

How can it be March already? Seems like just last week I was Christmas shopping. Now we're smack in the middle of what I like to call Swap Meet Season, which of course culminates in "the big one," the Weak Signals Model Aircraft Show in Toledo, Ohio. That show where a steadfast group of RCCR...ers (?) make the trek out to Toledo come hell or high water (usually both) to check out the show, sample the local cuisine, hang out at Jerry Joseph's swap meet table to (unsuccessfully) attempt to scare potential customers away (apparently we're rather benign-looking compared to some of the clubs out there), and spend large quantities of money on impulse purchases.

Toledo really marks the end of the buying season and the beginning of the flying season. By the next installment of this newsletter, I'm sure we'll have had at least one or two good flying days, hopefully more, so now is a good time to take a few minutes to refresh our memories about flying "etiquette." I'm not going to say, "safety," here because the term is so over-used, and misused, that we're simply desensitized to it. Every rule on the books is "for safety" whether the rule is in place to prevent injury or not. It's a convenient explanation for some of those rules that just aren't obvious at first glance.

In fact, many of our common practices are actually for your aircraft's protection, not our personal protection. Take, for example, establishing and flying a pattern when more than one aircraft is in the air. As long as the aircraft are being flown beyond the flight line, is anybody really in any abnormal amount of danger if the planes are all flying willy-nilly? No, they aren't. The point of this practice is to keep all aircraft moving in the same general direction in the same general area so the likelihood of a midair collision is minimized. I understand this can cramp some people's styles, especially helicopter pilots, but look at it this way: Think back to the last time you had a major crash, and how bad you felt. Midairs only make you feel worse. I'm not sure about anybody else, but I for one would rather cramp my style a little bit when I'm sharing airspace, than have to build another plane.

If you keep the plane in one piece, you keep the peace. Yes, I just came up with that one all on my own...

Late last year, Tom McCoy of Performance Hobbies (like he needs an introduction) offered to help our club in obtaining a big-name pilot to feature at our June Fun Fly, similar to what the RAMS had last year in Quique Somenzini. After careful consideration over the course of a few meetings, we decided to pursue the offer. At this point, the process is in the works and nothing's guaranteed, but we're looking at perhaps getting a guest pilot sponsored by Great Planes. One can only guess as to who this pilot may be, but if Tom and company is successful in squeezing our event into someone's schedule, it'll be one heck of a feather in our cap.

By the time the next newsletter comes out, we'll be well into May, so I figured it would be best to give everyone a heads-up on upcoming events:

We'll be participating in the annual Rochester Wings show at Rochester International Airport on May 5<sup>th</sup> and 6<sup>th</sup>. It's on Friday and Saturday this year so as to not interfere with Mother's day. I think that decision had a lot to do with the lackluster attendance on Sunday last year, if you ask me. Anyway, we're going to have tables and displays set up, and it's a perfect venue to promote our June Fun Fly in any case.

The annual St John Fisher Science Fair is coming up in May as well. It's in the middle of the week so I'm pretty much guaranteed to be a no-show, but I have heard that they serve a mean wine and cheese dinner. Hmm, sounds a lot like some of our meetings...

**Matt**

**Minutes from Jan 11, 2006 meeting at Salem Church Officers Present:** Matt Kirsch – Pres, Ed Britton – VP/Prog, Rich Brook – Sec, Bob White – Memb, Jim DeTar - Tres **New Members:** None **Guests:** Chris Guido **Treasurer's Report:** As given **Membership Report:** 34 Members for 2006, including officers and lifetime members. **Programs Report:** Phil Evans's – Videos from the camera onboard his electric plane **Field Report:** In Dec, Trevor and others conducted a tree cutting party at NH. Russ, the park foreman, agreed to remove the Julius tree. Jan 5, 2006, Trevor arranged a party, at the NH Ski Lodge, for the 5 NH park employees and 10 RCCR members. Chicken French, Greens and Beans, were provided by Verona's. The park employees have enjoyed the relationship with the RCCR. They are very happy with our presence there. Each NH park employee introduced himself and described his responsibilities. Each RCCR club member introduced him/her self and a short history of their involvement with the RCCR and NH. Dick Foster will repair the small Windsock at the NW corner of the NH flying site. Joe Somers obtained permission for future replacement and/or relocation of the sheds at NH. Joe Somers indicated that flight stands have been moved in front of the Hasman Field hangar. Be sure to keep fuel off the hangar floor and point your engine exhaust toward the outside of the hangar. **Field Monitoring Committee** – Nothing new **Field Search Committee:** Currently deactivated **Old Business:** The annual RCCR Roast will be held on Feb 10, 2006, at the Lodge on the Green, Ridgeway Ave near Elmgrove Rd. Jim DeTar is collecting monies (\$17.50/head) and a headcount. Contact him at 585-298-0239. Rich Brook will contact Randy Meyers, the Roast MC, to inform him of our plans and to get his Input. The Chilly Chili Fhun Fly was a big success. Hats off to Dick Foster. There were about 39 attendees including 7 from Buffalo. Pilots were there until 2:30 pm. There was much discussion about the need to use Frequency Control at the Hasman Hangar. The current Freq Board, near the runway, will be moved to the hangar. Paul Weigand will look into making up a new set of Frequency Pins for the hangar. Matt Kirsch will look into making a Frequency Board to hang the pins on. Bob McClure suggested we sanction the Chilly Chili Fhun Fly. Matt Kirsch insisted we not fly near Abe's when we are flying at the hangar. We need to establish a flight line when flying at the hangar The Brighton High School Festival of Ideas will be held on March 4, 2006. Ed Britton indicates that the AMA Cub kits have not arrived, yet, from Dave Mathewson. Dick Foster has the jig for building the kits. There was some discussion about the dinner for the June FF. It will be held at the NH field. Matt Kirsch suggested Chicken and Ribs. **New Business:** Paul Weigand reports that there will be an Electric FF, at the Armory, in Jan, Feb and Mar. Be sure to bring your current 2006 AMA card in order to fly. \$10/ head. Bring your own food. Ed Britton indicates there will be prizes and a raffle. No food will be provided. Ron McGrath inquired about the status of the Black Creek Park model site relocation. Pete Fierntino reported that the park will be building a new 100' runway at BC.. There was more discussion about Frequency Boards at club fields. A Frequency Board committee was established with Matt Kirsch, Jerry Joseph, and Ed Britton as members. **Announcements:** Next meeting is on Jan 25, 2006, at Salem Church Indoor electric FF at the Armory in Jan, Feb and Mar. Park in back of the Armory R/C Swap Meet in Lebanon, Pa, will be held on Mar 11, 2006 BHS Festival of Ideas will be held on Mar 4, 2006. There will be a Symposium, in Syracuse, at the Syracuse Academy of Science, on Jan 28. There will be indoor electric flying. There will be a Hobby House Swap Meet on Mar 18 NCRCC Swap meet on Feb 12, in Conn. **Show and Tell:** Ron McGrath – Tracko Butterfly mini electric R/C plane Paul Weigand – Twin AXI 5330 electric motor – 9.3 HP, replacement for DA100 gas motor – 7000 Watts – 3.5 lbs. He also showed us a \$49 brushless motor, speed controller, switch harness, and prop combo for larger shock flyers Mike Mance – 31cc Ryobi gas engine for his Waco Bill Wegman – Slo V electric plane Phil Evans – Micro wireless airborne video camera with ground receiver on 2.4 Ghz Bob White – White Enterprises Wing Bags, designed and built by him for his Stearman wings. **50/50** – Won by Pete Fiorentino **Minutes from Jan 25, 2006 meeting at Salem Church Officers Present:** Matt Kirsch – Pres, Ed Britton – VP/Prog, Rich Brook – Sec, Bob White – Memb **New Members:** None **Guests:** **Treasurer's Report:** None **Membership Report:** 49 Members for 2006, including officers and lifetime members. **Programs Report:** Jerry Joseph's 1976 Rheinbeck video **Field Report:** At Hasman Field, we are flying at the hangar. Dick Foster has moved the Freq board from the runway to the hangar **Field Monitoring Committee** – Nothing new **Events Committee:** Greg Kesel is the current chairman. The Annual RCCR Roast is the next event, on Feb 10. Jim DeTar needs a headcount by Jan 31. Rich Brook needs to call the Lodge on the Green by Feb 3. Greg has no answer, yet, on the Guest Pilot for our June FF. The AMA Sanction is in for the Great Electric FF. Matt Kirsch has found the plywood that will be the base for the new Hasman Hangar Frequency Board **Old Business:** The annual RCCR Roast will be held on Feb 10, 2006, at the Lodge on the Green, Ridgeway Ave near Elmgrove Rd. Jim DeTar is collecting monies (\$17.50/head) and a headcount. Contact him at 585-298-0239. The girls will shop for the Door Prizes with a budget of \$200. Dave Perkins has selected a nominee for the Golden Screw Award. Rich Brook contacted Randy Meyers, who said that Roast Awards are the responsibility of whomever wants to create and present them, except, of course, for the perpetual awards. The sheds at Bolling Field are in disrepair and will need to be replaced within 6 months. This will be a standing item for the next few months. In addition to John Floyd's previous quotes for metal storage containers, Matt Kirsch wants input on various storage options. John Floyd will get more recent quotes, as well. We have 3 tractors at NH, 3 at Bolling, and one at Hasman. Greg Kesel suggested we move one or more of the current sheds from NH to Bolling. Joe felt the NH sheds were adequate for our needs at NH and might not withstand the move. Rich Brook suggested we put the proposed portable metal storage container at Bolling and move it to NH only when other options for Bolling were approved Jerry Joseph reports that the Brighton HS has a flyer out, for their March Festival of Ideas, with the RCCR named as a participant. Ed Britton suggested using a Flight Simulator and the Club DVD player to show R/C related movies Len Cataldi and Ed Britton gave a presentation to the Hilton-Parma Historical Society. 14 persons attended. Ed received a nice thank you letter **New Business:** Matt Kirsch will be calling a Board of Directors meeting, in March, to discuss some technicalities in the club Bylaws. Matt wants input from club members regarding any Bylaws changes deemed necessary Jim DeTar reports that some updates need to be made, regarding the RCCR bank accounts, in order to properly define Jim DeTar as the person legally responsible for these accounts. Matt needs a letterhead with the RCCR seal Len Cataldi is currently ill Jack Bartlett is in Park Ridge Hospital **Announcements:** Next meeting is on Feb 8, 2006, at Salem Church. Rich Brook will get the doughnuts Indoor electric FF at the Armory on Feb 19 and Mar 19. Park in back of the Armory R/C Swap Meet in Lebanon, Pa, will be held on Mar 11, 2006 BHS Festival of Ideas will be held on Mar 4, 2006. There will be a Symposium, in Syracuse, at the Syracuse Academy of Science, on Jan 28. There will be indoor electric flying. There will be an Indoor event at the Buffalo Bills Field House on May 21 **Show and Tell:** Bob White – Performance Specialities Right-angle adapter for the 4-stroke motor he will use on his Stearman Joe Somers – Discussed a Tap and Die he acquired in order to modify the header on a 91 and 120 engine muffler Devon McGrath displayed his latest highly modified Shockflyer F3A Greg Kesel – World Models Cap 232 ARF with unique covering material painted on the adhesive side Dave Perkins – T-rex electric helicopter Bill Wegman – Discussed a non-related tragedy, near his former cottage on the St. Lawrence, where a diver died near a boat wreck Trevor Ewell – related a story posted in the Our Town section of the Rochester D+C regarding Clay Wheaton, who works at Performance Hobbies, in Webster. He is an up and coming 3D pilot. **50/50** – Won by Paul Weigand **Minutes from Feb 8, 2006 meeting at Salem Church Officers Present:** Matt Kirsch – Pres, Ed Britton – VP/Prog, Rich Brook – Sec, Bob White – Memb **New Members:** Craig Donaldson **Guests:** None **Treasurer's Report:** None **Membership Report:** 56 Members for 2006, including officers and lifetime members. **Programs Report:** Video – How to fly a P51 Mustang **Field Report:** Hasman has great flying conditions **Field Monitoring Committee** – Nothing new **Field Search Committee:** Currently deactivated **Events:** Andres Rodriguez and Tom McCoy have been helping to solicit a big name pilot that will highlight our June FF, this year. Andres suggested that the pilot probably be one sponsored by Great Planes. Ed Britton will provide Andres with a template for our June FF flyer. Jerry Joseph reports that the AMA sanction needs to be sent in for the Great Electric FF, in Aug. Ed Britton reports that the sanctions for both the June FF and the Aug Electric FF will be sent in together. Ed will call the AMA to be sure the FF flyers appear in the AMA magazine. **Hasman Pinboard Committee:** Julius is working on this item **Old Business:** The annual RCCR Roast will be held on Feb 10, 2006, at the Lodge on the

Green, Ridgeway Ave near Elmgrove Rd. Jim DeTar is collecting monies (\$17.50/head) and a headcount. Contact him at 585-298-0239. The Syracuse Model Aircraft event was a success. Attendance was up from last year, despite the fact that there was no Forum. Indoor electric flying was held and helped increase attendance. There was more discussion regarding replacement sheds at Bolling Field. At least 3 tractors need to be sheltered there, as well as related equipment. The suggested size facility needed is 8'x16'. Cost wise, at metal storage container would be more attractive, from the standpoint of portability and security. While there have been various John Floyd sightings, Bob White reports that he is doing well. He is light on the solid foods and staying away from the dusty basement. He looks well. Dick Partial received some exciting news. Greg Kesel spoke with Dick's wife, Peg. She indicates that the treatments have been successful and the tumor is gone. Matt Kirsch wants to call an RCCR Board Meeting, in March. There was an article, in the AMA Insider. With the advent of the Horizon Hobbies ParkZone R/C Electric Flyer, being sold in places such as toy stores, there are many new R/C flyers flying in school yards, back lots, and back yards, not necessarily at traditional R/C flying sites. Many of the radios being sold with these systems are on frequencies such as 27Mhz and 49Mhz, not frequently used by most R/C modelers. Horizon Hobbies has indicated that some of these R/C electricies are being sold on the 72Mhz band and could potentially conflict with others flying on the 72Mhz band. Horizon is limiting the frequencies, on the radios being sold with these aircraft, to channels 17, 19, 21, 50, 52, 54. Ed Britton reports that the golf shirts with the 2 color RCCR logo, front and back, will be light grey and cost about \$15. Ed ordered one dozen 100% cotton. Trevor suggested futures orders include a 50/50 blend A card was circulated for Greg Kesel's father, Bob Kesel. He is doing well. Greg also reports that May 6 is the date for the Rochester Wings, at the Rochester International Airport. RCCR will have a booth on Fri and Sat.

**New Business:** Jim Warner, Pete Durante, and George Hartman will each CD a Combat meet this year. The events need to be sanctioned. Pete- End of May, George, June 10, Jim - July 15 or 29. Mike Mance reports that the Spencerport restaurant we usually attend, after our Tuesday Training nights, at NH, has been closed. The RCCR, they provide a service, to the public and the county, in a County public park, at no expense to the County.

**Announcements:** Next meeting is on Feb 22, 2006, at Salem Church. Rich Brook will bring the doughnuts. Indoor electric FF at the Armory in Feb and Mar. Park in back of the Armory R/C Swap Meet in Lebanon, Pa, will be held on Mar 11, 2006. BHS Festival of Ideas will be held on Mar 4, 2006. The Canandaigua Chiefs will host their annual Swap Meet, on Mar 18. The Hobby House Swap Meet, has been cancelled. Joe Somers is taking orders for MicroFasteners.

**Show and Tell:** Jim Warner showed us a NE Sailplane FW190 indoor electric combat plane. Bill Wegman showed off his Rookie electric R/C indoor electric. Pete Fiorentino reports that he has broken his graphite landing gear, on his Mini Funtana, 6 times.

**50/50 - Won by Jerry Joseph**

**Minutes from Feb 22, 2006 meeting at Salem Church**

**Officers Present:** Matt Kirsch - Pres, Ed Britton - VP/Prog, Rich Brook - Sec, Bob White - Memb, Jim DeTar - Tres

**New Members:** 0

**Guests:** 0

**Treasurer's Report:** None

**Membership Report:** 60 Members for 2006, including officers and lifetime members.

**Programs Report:** Shirts are in

**Field Report:** Joe Somers called Gene Pareshi - Bolling Field is in great shape. Some of the benches are tipped from the wind. The sheds are OK, for now. Joe Somers spoke to Dick Foster. Hasman Field is in good shape. Two of the flight stands need repair, but the picnic tables are OK. Joe Somers reports that the full scale Taylorcraft is dripping fluids and the owner should be contacted to prevent damage to the floor.

**Field Monitoring Committee** - Nothing new

**Field Search Committee:** Currently deactivated

**Events:** Ed Britton and Matt Kirsch have developed a new flyer for the June FF. They left room in the flyer to insert the name of the big name pilot, soon to be named. He or she will probably be sponsored by Great Planes. Andres Rodriguez will be sending out flyers as well as Ed Britton. We want to notify past attendees as well as those interested parties from AMA District 1-3. Greg Kesel asked the question "Whom do we want to target with our advertising?". Trevor Ewell asked Greg to make a proposal. Ed Britton will be compiling a list of past attendees.

**Hasman Pinboard Committee:** Nothing to report

**Old Business:** Greg Kesel reminded us of the Rochester Wings event at the Rochester International Airport, on May 5-6. RCCR will man some tables. We can advertise the club participation in the Rochester Wings flyer. Greg Kesel proposed that we advertise. We need to make a decision on renting tables, by Apr 7. We could retrieve the RCCR tables currently being stored at NH. The Feb RCCR Roast, at Lodge on the Green, was a big success. Thanks to Rich Brook for selecting the site and arranging for our event. Thanks to Randy Meyers for being the MC. Thanks to Don's Dollies for selecting the Door Prize gifts and wrapping them. Awards include: Bob White - Man of the Year, Bob Gears - Broken Prop Award, John Floyd - Trainer Cord Award, Andres Blanchard - Golden Screw Award. It was decided that we would arrange to have the Roast at the same venue, next year. Rich Brook will contact the Lodge. Trevor spoke to the manager about deserts. If we bring our own, they will serve it or they will provide desert at a small additional charge. The BHS Festival of Ideas will be held again on Mar 4, 12-5. Combat meets will be held in May, June, Aug, and Sept. Sanctions are in. Ed Britton received a thank you letter from the Hilton-Parma Historical Society, before the last meeting. Here it is: **Dear Mr. Britton, On behalf of the Parma-Hilton Historical Society many thanks for your enthusiastic information on flying model airplanes, including the many renovations and updates. The comparisons are fascinating. Our thanks are extended also to Mr. Cataldi. Hope to see you at future meetings. Sincerely, Jean Wadsworth, Secretary**

**New Business:** Our club AMA charter will be renewed soon. The check will be mailed. Joe Somers encourages all members to utilize Bolling Field. Quite a bit of work is put in to that field, during the summer. We will be designating Bolling Days, throughout the summer. Greg Kesel reports that the AirDale Flying Club has been evicted from the Ledge Dale Airport. Don Steeb suggests that the club distribute RCCR flyers at events such as the Main Street Armory electric FF.

**Announcements:** Next meeting is on Mar 8, 2006, at Salem Church. Ed Britton will bring the doughnuts. Indoor electric FF at the Armory on Mar 19. Park in back of the Armory R/C Swap Meet in Lebanon, Pa, will be held on Mar 11, 2006. BHS Festival of Ideas will be held on Mar 4, 2006. The Canandaigua Chiefs will host their annual Swap Meet, on Mar 18. Toledo Show - Apr 7-9. WRAM Show - Last weekend in Feb.

**Show and Tell:** Jerry Joseph - Combination Flashlight and Adult toy. Trevor Ewell - Zagi launch rail. Pete Durante - Raden Tech electric R/C plane - \$68 - Everything is included. Todd Brown - Showtime ARF 50/50 - Won by Dick Peterson

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## Everyone has a Story

### Love at first Flight III

by

Don Steeb

and thanks to Joe Somers for the pics!

The Radio Controlled Club of Rochester was founded in 1957. About the same time the Kodak R/C club was founded by Dick Smith, Jim Wells, Bob Thorne and approximately fifteen others. The two clubs organized and ran the 1<sup>st</sup> Empire State R/C Championships. The meet was held at Hylan Airport south of Rochester on Route 15 where the Edmunds Flying Field was located. Kodak supplied a very larger trophy for 1<sup>st</sup> place in multi-class. This trophy had to be defended each year and whoever won it three times could retire it in their possession. Ed Izzo was the first to do this and decided to make the trophy an annual award. I believe Jim Wells has the trophy now.

The meet was held at Hylan for two or three years and we had to move it to the Kodak field on Ridgeway and Lee Road. It was next to a junkyard and you had to be really careful not to fly too far north or you might land among the cars! Many fliers did this and really damaged their planes. We held the meet there for many years and expanded it to two days, adding Pylon racing on Sunday. Kodak purchased the junkyard and had plans to use the area for a distribution center. Dick Smith and I started to look for a new flying field. We heard the County Parks Department was purchasing property on the West Side of the County. They called it Northampton area. Dick and I contacted Alvin Grant, then County Parks Director, about trying out a site to fly model planes. He was very agreeable with our idea. When we looked over the area we found the Henion Farm had an airstrip and hangar. What luck! We started to fly there and other than getting stuck after a day's flying it worked out great. This is where the current flying field is except we flew looking south. When Ledgeale Airport became more active we switched to flying north to avoid their traffic. This also helped with the sun when flying. Until a few years ago all of our June meets were held there. We had our first sailplane meets there. Also we hosted United Pylon Racing Circuit (U.P.R.C.) meets and finals, with banquets at local country clubs. This all ended in the early eighties, as, like everything else, interest in racing faded. Every decade there seems to be a new phase in R/C modeling. The Stars Club in Olean, NY (founded in the thirties) started the quarter scale movement in the late seventies and look how it has taken hold in R/C today!

THE BIRTH OF R.C.C.R. X

KODAKERY FEB 11, 1960



Jack Alborough, left, and Dick Smith of the KPAA Radio Controllers Club examine the painstaking work that goes into a 6-foot-span radio-controlled model plane that will be in the air this summer. Ready to try out a model built during club sessions are, from left, seated, Roger Blunt, Smith, Howard Gillette, Chet Turner of Mfg. Expts., Bob Thorne of the Research Labs, and Harold Karber, Electric Dept. Standing are Don Steeb whose dad is Rudy Steeb of Planning, Turner's son Art, Mike Tarricone and Jim Wells.

## Model Club Soars Through Blue Yonder

Next to flying a real plane, a radio controlled model is the best outlet for the urge to enjoy the "wild blue yonder." That's the opinion voiced by members of the KPAA Radio Controllers Club, made up of hobbyists who build and fly radio-controlled model airplanes. Jim Wells, Electric Dept., has just taken over

as president from Dick Smith, Machine Dept. Jack Alborough, Paper Serv., is secretary of this enthusiastic group which meets at 7:30 p.m. on the first Monday of the month in room 111 of the EK Recreation Center. With outdoor activity curtailed by winter weather, members are flying their small craft in the Bldg. 28 gym.

The group has made application for recognition by the Academy of Model Aeronautics, the national body, and hopes eventually to vie with other area clubs in competitions pointing to the national championships. Meets will be held at the club's Lee Rd. flying field, scene of much activity last summer.

KPers interested in this phase of aeronautics are invited to join and beginners especially are welcome. For further information, call Jack Alborough at KP ext. 2641.

In 1953 the NATS were at the Navy Station in Willow Grove, PA. For years the Navy sponsored the AMA Nationals and it was a great time to attend. Pappy DeBolt was the R/C Contest Director and he had given a prototype live wire senior kit to Ray Edmunds for me to build. A K&B. 19 two speed was used for power with an 11-A prop. We decided to go to the NATS and I started to build the plane. It built very quickly but the engines were very hard to come by. We had to wait until the NATS week to try to get one from B. Paul Distributors in Philadelphia. We did get one and proceeded to break it



in outside the hangar at the base. We test flew the plane the morning of the 1<sup>st</sup> day of competition. Pappy, Ray and I flew it that morning. We let Pappy make all the trim adjustments but the engine would not keep running in low speed. Low motor speed in those days was an extra needle valve set very rich so that the motor ran slower. This was not very reliable but it was all we had off the shelf. The touch and go and spot landing were very important on the flight score. I managed

good scores on the first five mandatory maneuvers but the engine quit on low speed for the touch and go. This ended the flight. They only flew three days in the weeklong meet. You were lucky to get one flight a day. We only had 27 and 6 meter Ham Band to fly on. One flight at a time on each band. The last day of the meet I decided to omit the touch and go to get a complete flight for a decent place. It was a misting light rain and the forecast was the same for all day. Nobody wanted to fly so I decided to give it a go. I did the unassisted take off straight flight out to the marker, 270 degree circle, straight flight back, figure eight over the transmitter and then started to climb for altitude to start the one roll, one loop, and other stunts on the list. I started to turn and the plane never stopped turning and spiraled down in a dive to the ground thus ending my first R/C NATS. Jack Port won the meet with his "HiQ" plane and his own designed radio. He had a touch and go on all his flights and a good spot landing.

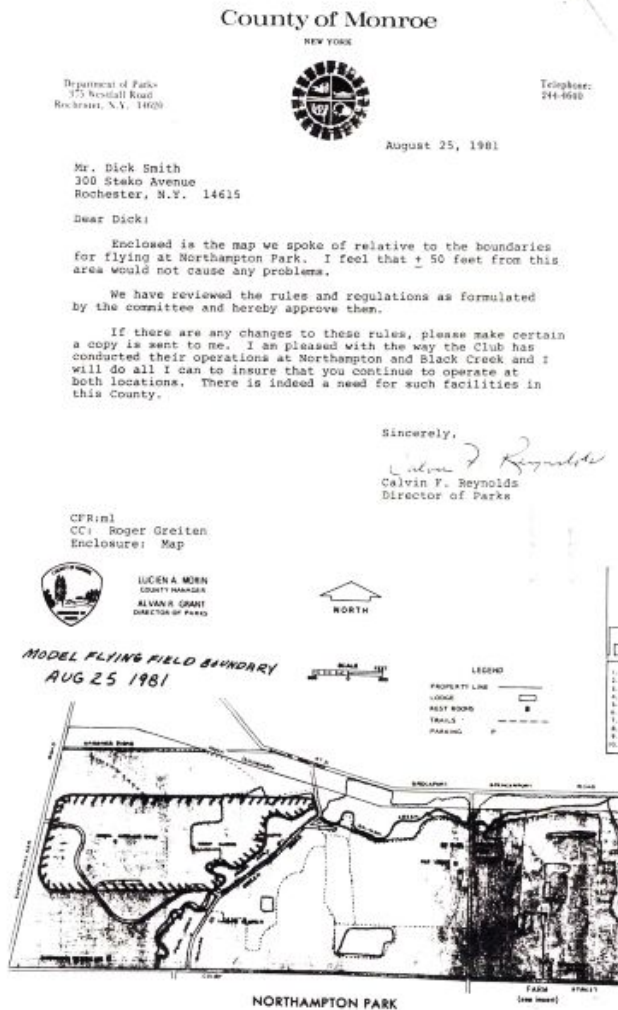
I went to three more NATS and Ed Keck and I teamed up on all three. Howard Gillette went with us to the Glenview Naval Air Station outside Chicago. At that meet I was asked to pattern judge for the five days as the navy cut back on personnel. It was very tough duty to sit there approximately seven hours a day for five days, but it was good education. This was the meet in 1958 when I introduced my servos and sold all we had assembled.

After we received all of the parts from vendors all over the east we put the servos together. The orders were coming in and we were pleased with the response. Soon it was apparent that the time taken to assemble the servos was too long and parts vendors were not meeting delivery promises. Howard decided to make all the tooling at his machine shop. I redesigned the servo smaller and lighter, but most importantly, very easy to assemble. As I remember, the assembly time was cut in half.

We also had a new motor from our German manufacturer that was half the weight and less than half the size. Cost was a little less too in multiples of one thousands. It took us a little time to get all of this done, but it was well worth the effort. Demand was picking up rapidly and at our peak we had approximately six large distributors, e.g. World Engines and hundreds of hobby shops in the US and Canada. We were getting orders from overseas too. This was a kind of a pain because of the red tape to export.

I started to work on a design for a single channel actuator to replace the rubber band driven escapement which was very weak in operating force. This caused many crashes when the rubber band ran down and the rudder would lock up. In England there was a motor that was double geared called the mighty midget. Polks Hobbies had the import rights so I had to buy them from them. They had a fair OEM price in quantities, but I could have done much better importing direct. The design was finalized and a patent was applied for which took most of a year to be approved. Meanwhile we started production on the "lightning" as it was called because it was so fast in operation. It was as fast as an escapement and this is what the single channel fliers were used to and wanted. It was a successful product and easy to assemble using a motor that already had the reduction gearing on it. The output was a cam that gave right and left rudder on one half cycle. That was the secret of its speed.

I was being contacted by radio manufacturers for servos for their systems. Most shipped the radios only and the buyer bought his own servos. The complete packaged system was on the horizon. Most all systems today come complete. Relayless receivers started to go into production. This was the first real advance in multi-channel radios as it eliminated the relay that operated the servo in each direction. Aileron, elevator, rudder and throttle required eight relays to run the

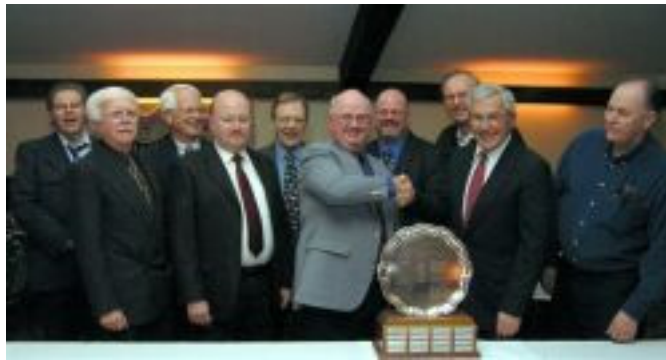


servos. These were very prone to get out of adjustment, needed cleaning of the contacts and didn't like any kind of vibration. Getting rid of them was a real advance. This all came about with the invention of the transistor which allowed us to put amplifiers in our servos. I went along with this but I wanted the radio manufacturers to put an amplifier board in their receivers. I built a few radios like this and they worked out fine. The servos were then just mechanical and could be half the price of the amplified ones, an excellent selling point for the servo maker. I lost!

We had a club member who worked at Kodak and he and his wife became very good friends. I was still single at the time and spent many hours at work. But I did fly a lot, as the Kodak Ridgeway field was about 8 minutes away. My dad worked at Kodak for decades and as long as I was single I could be a member of the Kodak R/C club. The field eventually opened up to all fliers. Anyway, Joann and Bob Thorne were the new friends. Bob worked at Kodak but was not happy there. He was really sharp in electronics and came up with the amplifier circuit for the relay-less servo. He quit Kodak and went to IBM and became an instructor with them. He moved away after a few years, which is typical of IBM employees. He lives near Brownsville TX in retirement. He is back in R/C and of course he loves the new electrics. Also in 1958 Harry Sampy contacted me from Florida. He was producing a new type of radio and wanted me to supply the servos. It sounded like a good deal as there was much interest in proportional control. There were some pulse systems flying but they weren't where the market was. The Sampy Command Control System looked like a sound system. I made him some prototypes using my mechanics and a Swiss motor called the "Micro-Mo". This was a coreless motor and one of the first used in a radio system. The servo worked great and we were all happy with the results. Harry got into financial trouble and I had to stop shipping him servos. He had to file for bankruptcy and went out of business.

**Next time- The Last Chapter.... "Maybe!" says Don!**

**RCCR Midwinter Dinner February 10<sup>th</sup> 2006**



That was a fun event! Good camaraderie, good surroundings, good food, and good belly laughs. What more can one ask for? Thanks to the organizers, Richard Brook, Jim DeTar and Randy Meyers, and to Cheryl Kesel and Carolyn Steeb for the beautiful door prizes. We know where to go to get our Christmas presents wrapped! Did I forget anyone?

**Awards** Man of the year \*\* Bob White  
Broken Prop Award \*\* Bob Gears

Trainer Cord Award \*\* John Floyd (awarded over the phone)  
Golden Screw Award \*\* Andre Blanchard



cocktail time



door prizes



food!



Elegance personified!



Master of Ceremonies



Man of the Year Award



Trainer Cord Award



Broken Prop Award





Golden Screw Award



Debriefing



Presidential audience

For more pictures of the mid-winter dinner and the Festival of Ideas, check

<http://members13.clubphoto.com/shirley631377/guest-3.phtml>

### Quotation:

**Life is either a daring adventure...or nothing at all**

Helen Keller

And if you believe that, then explore this site..... <http://www.incredible-adventures.com/>

### Festival of Ideas at Brighton High School 3-4-2006

RCCR did a great job as usual presenting the idea of RC flying to the students (and parents) who attended this event. Bill & Pete arrived very early carrying all their equipment up onto the second floor, then exploring the entire second floor in search of the flying gym. All they found were some kids playing in a very small gym. Then they discovered they were in the wrong school! They were still the first to arrive at BHS! RCCR attendees were Dick Brook, Pete Fiorentino, Jerry Joseph, Matt Kirsch, Joe Somers, Bill Wegman, Shirley Hunter, Clem Sutton, Ed Britton, and Julius & Theresa Helbling. There were three groups of students in each hour-long presentation with about 10 to 12 children in each. Each group had an opportunity to build planes, fly a simulator, and fly the real rubber jobs. There were some demonstrations of flying electric planes too (Dick flew his ShockFlyerF3A, Jerry, Matt, & Joe flew the Rookie). We took a look at the other presentations, and the range of activities was really impressive. A grand time was had by all.



Women fly!



Men work!



One future couch potato?



Master class



Concentration



Future pilot?



Future engineer?



Trimming up



This is what it's all about!



Concentration



The tongue is the 11<sup>th</sup> digit



It's a bird!



## An e-mail Adventure

Don Steeb speaks of Dick Smith in his story as one of the founders of RCCR. I've had the pleasure of communicating with Richard L. (SPIDER) Smith by e-mail lately. Dick flew B17s and P51s in W.W.II and you can read his story on the RCCR Website. Click on "Spider's Story by Dick Smith" from the dropdown menu on the opening page of the website. <http://home.rochester.rr.com/rcctr/>

Dick sent me pictures of his activities and I thought I would share some of them with everyone. Obviously, he has lost none of his enthusiasm for R/C flying. I'm hoping I can connect with Dick and his wife when I go to California for my aerobatic flight (California Sky Thrills), so doubtless I'll have more to tell you then.

Shirley



Charlie Key's (spelling?) PITTE which Dick bought & flew in CA.



Dick's ZERO on a low inverted pass at Tustin Air base in CA.



Dick with his Giant Scale RVGB



Dick and his ZERO at San Louis Obispo CA



Dick with his Giant Scale SPITFIRE---YEAH