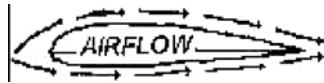


222 Mascot Dr.
Rochester, NY 14626

March – April 2007



the official newsletter of the

Radio Control Club of Rochester

AMA charter 465 since 1957

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
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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.

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

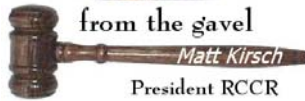
From May 23rd until September 2007, the RCCR meetings are 7:30 p.m. at Hasman Field, 1 mile west of Union Street (Hwy 259), behind Abe's restaurant, north side of Ridge Road (hwy 104), entrance is directly across from the KwikFill

FOR THE LATEST INFO:

RCCR WEB PAGE: <http://home.rochester.rr.com/rccr>

Email: airflow@rochester.rr.com





Sample the Gavel

Okay guys, I'm not going to beat around the bush this year. The snow's melting and that means only one thing, flying from the temporary hangar area at Hasman is going to be on the increase until the ground dries out enough to resume normal operations.

With this increase in activity, now is a great time to review some flight line etiquette.

First and foremost is the flight line itself: Everyone needs to be flying from the same general area, from the tarmac by the hangar OR along the north-south runway. Everyone needs to be flying in the same general area, either over the field to the north of the hangar, OR to the field to the east of the north-south runway.

Second is behind the flight line operation: Please don't start up your glow engine, taxi, or take off on the asphalt. Glow fuel residue damages the surface. Take care when taxiing out to the established runway. It's best if you don't taxi behind anyone's back. We don't taxi in the pits when we're down at the runway; the hangar area should be no different. Use the pin board.

Enough with the pontificating, already... If you take away anything from this little rant, take this: Don't forget how to fly just because you aren't at a flying station.

February, one weekend in particular, was a boom month for us. We started with the biggest, and might I say, funniest Winter Banquet (ROAST!) in recent years. With our first-stringer M.C. Greg Kesel jetting off somewhere with the boss, it was up to yours truly to run the festivities. For the second year, the staff of Lodge on the Green outdid themselves with the dinner spread. If you weren't one of the 55 attendees, you missed out on a great dinner. We'll be back there again next year, same time, so mark your calendars for February 15, 2008.

The main awards went as follows:

- ✓ Golden Screw – Greg Kesel
- ✓ Busted Prop – Bud Kelly
- ✓ Trainer Cord – Ed Wingate
- ✓ Man of the Year – Matt Kirsch

A new award was instituted this year, called the RCCR Lifetime Achievement "Broken Radio" Award. The award recognizes the recipient's ability to tune the rest of us out and stick with the club through thick and thin. It was only fitting that Don Steeb, who has been with the club since Day #1, be the inaugural recipient of this prestigious award. The big secret here is, I don't think the radio's really broken!!! The club president will choose future recipients.

On the following morning, several club members converged on the City of Rochester Police Locust Club to host the first in what will hopefully be a long line of swap meets and auctions. The venture was well-attended to say the least, so well attended that some club members graciously gave up their tables so that out-of-towners would have a place to put their wares. Dozens of items went up for auction at noon, and many incredible deals were made.

RCCR's 50th year is really starting off well. Next up is the Brighton H.S. Festival of Ideas in early March, along with Rochester Wings and the St. John Fisher Science Fair in May. In the meantime, the mad scramble is on to get those winter projects ready, because the good flying weather is literally around the corner. Heck, with this new daylight savings time scheme, even us working stiffs could be out flying if the ground were a little drier.

Minutes of the Meetings

Minutes from the January 10, 2007 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: Don Henry

Membership Report: 103 Members for 2006, including officers and lifetime members. We have received 41 membership renewals for 2007. This does not include Club Officers

Programs Report: Dogfights - Pacific Theater Crusader – DVD from program on cable TV

Field Report:

• Various members of the RCCR removed the wood left at the Hasman Field entrance road as a result of trees that were cut down by a neighboring business.

Committees:

- Field Monitoring Committee – None
- Field Search Committee: Currently deactivated
- Sound Committee: Huh???
- Turbine Committee: At least one member of this committee has Kerosene
- Events:

We need to start thinking about how to celebrate the 50th anniversary of the RCCR, this year, perhaps at the 20th Ray Edmunds FF.

Matt Kirsch has developed a special club logo for this event

Ed Britton suggested we order special shirts

Efforts are underway to secure a Guest Pilot for the main event at our June FF. Dan Landis, last year's Guest Pilot, may return, as well as sponsorship by Performance Hobbies.

We will need to contact AMA to inquire as to whether or not they have a program to honor clubs that have reached the 50 year mark

Trevor Ewell reports that AMA president Dave Brown may attend

Old Business:

- The Annual RCCR Roast is scheduled for Feb 16, 2007, at Lodge on the Green - \$16/head – Jim DeTar is taking reservations – Don Steeb and company will provide the desert. There will be Gift Certificates, as door prizes, from the women. Matt will decide upon the menu choices
- Greg Kesel has agreed to MC the Feb RCCR Roast, however, if he has to work that night, we will need a Backup. Matt Kirsch can fill in. Greg will need help in setting up potential awards
- R/C Swap Meet/Auction at the Police Locust Club on Feb 17. 9am SWAP Meet plus a noon Auction – We need volunteers to work at the Meet. Ed Britton is arranging for Advertising
- Brighton High School Festival of Ideas – Mar 3 – We will have AMA Cubs, Flight Sims, and Indoor Demos. We need last year's 12 issues of Model Aviation
- The Chilly Chili FF was a success. The weather was great. There were at least 4 Chili entries, including one from our former Newsletter Editor, Shirley Hunter. John Floyd's beans were also spoken of and consumed. Andre Blanchard was the winner, Matt Kirsch came in 2nd. Shirley Hunter and Phil Evans came in 3rd. Thanks to all who attended and helped make this a success. There were 25 attendees

New Business:

- Trevor Ewell is setting up the Annual "Thanks to the NH park Crew" luncheon
- Mike Mance has commitments that will make it impossible for him to continue as RCCR Newsletter Editor. The position is Open
- The Jan 7 Main Street Armory electric event was a success. There were 22 flyers

Announcements:

- Next meeting is on Jan 24, 2007, at Salem Church.
- BHS Festival of Ideas on Mar 3, 2006
- Main Street Armory Electric Event – Feb 4
- R/C Forum in Syracuse, Jan 27
- Lebanon, Pa Swap Meet – Mar 10

Show and Tell:

- Matt Kirsch – AXI 5345 motor for 35% Scale Aircraft
- Jerry Joseph - Waco
- Paul Weigand – BVM T33 Turbine Jet
50/50 – Paul Weigand

Minutes from the January 24, 2007 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: None

Membership Report: 53 Members for 2007

Programs Report: Dogfights - Pacific Theater Crusader – DVD from program on cable TV

Field Report:

- A Windmill Farm is planned for an area North of Rt18, in Hamlin. It will be located well North of Bolling Field. This will probably occur several years from now
- The lock and bar, on the Hasman Field gate, was lost and subsequently replaced. As a result, the entrance road has been renamed “The Trevor Ewell Freeway”.
- Snow flying is good at Hasman

Committees:

- **Field Monitoring Committee** – None
- **Field Search Committee:** Currently deactivated
- Sound Committee: Huh???
- **Turbine Committee:** At least one member of this committee has Kerosene
- **Events:**
 - June FF - Hopefully, Performance Hobbies will be able to secure Dan Landis as the primary guest pilot. Matt Kirsch is in the process of reserving NH for the event
 - Feb Roast - A final headcount is needed by Feb 1.30 people have signed up so far. Greg Kesel will be the Roast Host. He needs input as far as awards to be presented
 - Brighton High School Festival of Ideas – Mar 3
 - Annual NH Park Thank You Luncheon – Trevor Ewell once again put on a successful luncheon designed to thank the Monroe County Parks Dept and the NH crew for another year of great service. There were 8 park employees and 15 RCCR club members who were involved in maintenance of the field and pit area. Food was obtained from Grandpa Sam's, in Spencerport

Old Business: None

New Business:

- Craig Donaldson has agreed to fill the position of RCCR Newsletter Editor

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Announcements:

- Next meeting is on Feb 14, 2007, at Salem Church.
- BHS Festival of Ideas on Mar 3, 2007
- Main Street Armory Electric Event – Mar 4
- Giant R/C Swap Meet – Police Locust Club - Feb 17
- RCCR Roast – Lodge on the Green – Feb 16
- Lebanon, Pa Swap Meet – Mar 10

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Show and Tell:

- Don Steeb – New electric strip outlet
- Jerry Joseph – Glassair Amphibian electric
- Greg Kesel – Halon Fire Extinguishers are recommended for Lithium battery fires
- Joe Somers – Scale model of Jerry Joseph's YMF5 WACO and a Decal sheet
- Ed Britton – Backlight kit for the display on the original Triton 1 battery charger

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50/50 – Trevor Ewell

Minutes from the February 14, 2007 meeting at Salem Church:

Meeting cancelled due to weather.

Minutes from the February 28, 2007 meeting at Salem Church:

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

New Members: Don Henry

Guests: None

Membership Report: 64 Members for 2007

Programs Report: Assemble kits for AMA Cubs – BHS event

Field Report:

- Hasman Field is getting the most use. If the entrance road is not plowed, park in the lot for the Storage Garages. Joe Somers will talk to the owner.

Committees:

- **Field Monitoring Committee** – None
- **Field Search Committee:** Currently deactivated
- **Sound Committee:** Huh???
- **Turbine Committee:** At least one member of this committee has Kerosene
- **Events:**
 - Matt Kirsch has the paperwork in for the June FF
 - The Guest Pilot, for the June FF, has not been confirmed, yet
 - No new ideas yet for the celebration of the RCCR 50th Anniversary

Old Business:

- The Annual RCCR Roast was a complete success. There were 55 attendees. Among the various awards were Ed Wingate – Trainer Cord Award, Matt Kirsch – Man of the Year, and Greg Kesel – Golden Screw Award. - Next year, we will plan the roast for the same facility – Lodge on the Green – Weekend before Feb Recess
- The RCCR Swap Meet, at the Police Locust Club, was a great success. We grossed \$736 and netted \$605. We had a packed house. A Thank You note will be sent to Bill Stauber. We will also offer a donation to the Police Locust Club, pending Bill Stauber's approval. John Floyd was the 50/50 guy. Matt Kirsch suggested we might schedule the Swap meet for the week after the Feb Roast. The President of the Police Locust Club was impressed with our cleanup job.
- Brighton High School Festival of Ideas will be held on Mar 3, from 1-4. We need help to monitor Flight Sims, instruct AMA Cub building and flying. Bring AMA Model magazines

New Business:

- The RCCR Club Charter will be put in soon
- The AMA is offering a Takeoff and Grow (TAG) program to bring in new members to the AMA. We will not participate as we have our Tuesday Training Night, at NH, all summer
- The Mar 3 event at the Armory, has been canceled due to a conflict. There will be no more this spring, however, Don Steeb will check with Bill Stauber
- There will be an Indoor Free Flight event, at the East Main Street Armory, on Apr 22

Announcements:

- Next meeting is on Mar 14, 2007, at Salem Church.
- BHS Festival of Ideas on Mar 3, 2007
- Lebanon, Pa Swap Meet – Mar 10

Show and Tell:

- Scott Miller – Hangar 9 P47 150
- Paul Weigand – Home Depot Foam with 200/400 grit sand paper on back
- Matt Kirsch – Fuselage of Global FF 90 ARF with electric motor
- Bob White – Hitec Optic 6 Transmitter handle repair
- Ed Wingate – Tractor bushings for field tractors repaired
- Ron McGrath – Wheel from his new 102” Yak

50/50 – Bob Gears

RCCR Mid-Winter Party & Roast: February 16, 2007 - Lodge On The Green



55 members and guests enjoyed a great meal



John Floyd: "The Year That Couldn't Fly"



Bud Kelly: Busted Prop Award



Greg Kesel: Golden Screw Award



Don Steeb: Lifetime Achievement Award



Gerry Merz: SOB Award



Matt Kirsch: Man of the Year Award



Past "Man of the Year Award" Recipients

See Bob McClure's full report & photos at <http://www.drchristine.com/rccr/pics/2007%20Roast/>

Swap Meet and Auction: Saturday, February 17, 2007 - Rochester Police Locust Club



**I got this plane for my husband.
Not a bad swap, eh?**



Lots of sellers and buyers.



Business was brisk at the refreshment stand.



Raffle prizes were donated by local hobby shops.



You too can make big money in auctioneering!



**If we're going to keep having these swap meets,
I'll have to get a bigger van.**

See Bob McClure's photos at <http://www.drchristine.com/rccr/pics/2007%20Swap%20Meet/>

Shirley Hunter sent the following article, which she had completed before moving to Texas.

Everyone has a Story

On the nineteenth of August, I sat down with Trevor Ewell, and recorded his experience and history of flying R/C, some of the history of R/C in Rochester, of hobby shops, and of RCCR. It was a fascinating journey! Here is a summary of the session...



"I was born in Wyoming, NY in 1937 on a small dairy farm, and went to the U of R to study Chemical Engineering. I graduated in 1959 and went to work for Eastman Kodak in their Chemical Manufacturing Division. I worked for Kodak for 36 years and retired in 1995.

In 1965 my parents were wondering what to get me for a Christmas present and they bought me a control line Cox model airplane which I flew in the parking lot in winter (it was COLD!), but I didn't like flying the plane on the end of a string. At the end of 1966, KPAA (Kodak Park Athletic Association), which had a model airplane club as part of this, held a meeting at the end of the famous blizzard in Building 28 of Kodak Park. The blizzard lasted two or three days and Kodak was shut down. It was dead calm and the air was fresh in contrast with the normal smell of auto fuel. It was just like the dairy farm. Don Steeb, Bob Kesel and Dick (Spider) Smith were among the members of the flying club. I learned about R/C models. Bob Kesel gave me some advice and I spent \$550.00 on a radio analogue DB5. That was a basic unit with four servos.

I bought a yellow MonoKote DeBoldt Live Wire Champ that winter and in the spring and summer of 1966 Bob taught me to fly in the Lee Road ball field on Kodak property. I liked it right from the start. MonoKote was new at the time. The wing was light. That was the only plane I had that year. One time it came down and hit some electrical wires on the way down, stopping a motorist who thought that it was going to come down on his car! I soon realized that one plane was not enough! In the second winter (1966-67) I part built a DeBoldt Midwing, I can't remember the name, and later finished it and flew it in March at Lee Road. There was still snow on the ground! It had a 46 two-stroke engine and rear rotor. I had the plane for two years. It snapped in when the rudder and elevator controls were set too sensitive. I still have the Champ.

I didn't fly much in the summer of 1967 because I bought a house. I did some flying in 1968 flying a low wing Lanier model. I think I gave that plane to Al (Sertl).

The club was negotiating a new field at Northampton Park, the same one we have now, and in 1968 it opened up. We also flew in the old glider field by the ski lodge.

I was always interested in W.W.II planes. I'm not sure when I bought my first one or what it was, but very early on I purchased a P51 built by Greg Kesel. I flew that for several years then I gave it to the club to raffle off. Along the way I had an Aeromaster which I flew quite a bit with Jerry Joseph's help out of Kodak's field at Elmgrove. That was on the north side of the west entrance to Elmgrove. I would take a half-day vacation to fly there. There was a lot of traffic going by. We lost that field when Kodak made it available as a ballpark. We were moved to the north on the same site, but the field had to be cleared. That was available for one or two years before it was closed down. By this time Northampton Park was open.



While I was working I was too busy to attend meetings. I just flew. But in 1995 I retired and started going to meetings more.

Through one of the hobby shops I met Larry Smith who was a retired W.W. II P51 Sergeant Pilot in the Pacific in 1944. He had lots of tales to tell. He flew biplanes in Rochester in the late 30s. He was friendly with a wealthy woman who owned airplanes somewhere on West Ridge Road. He went into the air force training program which he hated as he already knew how to fly! But he had to do it by the numbers, and he did become a P51 pilot. In Guam when 50' off the ground, his engine quit. He ended up nose forward in the sand. The engine was forced back into the

cockpit and into his chest, making a cavity the size of a fist. That ended the war for him, but miraculously he survived.

In 1970 Kraft came out with the first miniature servos. I had used the analogue radio (DB5) for 5 years with standard servos. There were four of them, with no reverse and no change of travel. That was it. I bought the Kraft radio for miniature servos from Ray Edmunds Hobby Shop. It was a 5-channel single stick radio. In 1975 I went to Toledo where I saw miniature servos which had switches inside the case to reverse servo direction.

About that time there were two hobby shops in this area. Ray Edmunds owned a shop on route 15 Mount Hope, and Herman and Blanche owned the Herman Hobby Shop on Dewey Avenue. Blanche ran the shop. Herman sat on a stool at the back of the shop where he didn't bother anyone, which was good because he could be very caustic at times. I did most of my business there in my lunch hours from Kodak. In 1980 Blanche retired and sold the shop. A fellow called Ed opened up a short way south of theirs on Dewey. He lasted a couple of years and then went broke. Another couple in their thirties bought the business and opened up at Lyell and Mount Read Plaza. The wife ran the shop and the husband ran around!!! That shop went broke also in a couple of years. Then along came Charlie, who was still working at Kodak and about ready to retire. Charlie and his partner opened a hobby shop on the south side of Lyell Avenue near route 390. I think that Ed from Dewey Avenue was the first owner. His wife was on the second story running a hairdressing shop. Ed went broke and Charlie and his friend from Elmgrove took it over, were there for about a couple of years and then moved to the present location in Lyell Plaza opposite Wegmans. Charlie ran the shop himself initially and with the partner for several years. Then the partner left over a disagreement. Charlie sold the shop to Al and Barb Koza who ran it for 10 years, and Barb has run it herself for over two years since Al's death. When Ray Edmund died, his shop was taken over by another fellow for 10 years who then died of cancer and gave money to the Webster Club, which built a Clubhouse.

Edmunds Hobby Shop closed and his plastic sign was saved for a few years. Dan's Crafts opened but I'm not sure when that got going. Performance Hobbies in Webster opened 7 or 8 years ago and has been the largest one in this area for the past few years.

There were two separate clubs at Kodak for a while. Then RCCR went out on our own and met several different places, from CAP headquarters at the airport, to the Universalist Church downtown, to John Knox on W. Ridge Road, and to Salem where we have met for 20 years, courtesy John Lowe who was a free flight flyer RCCR member and a Salem member.

Back to Larry Smith. Larry built but didn't fly. I decided to have him build for me. He built an airplane a year, W.W.II planes. He was a very good builder. He used epoxy and covered with MonoKote. He never used any paint in the house because his wife could not tolerate the smell. He was an expert with MonoKote, being able to cover the fuselage with one piece. There would be one seam along the back.

Before Larry built for me, Mike Montrois was my builder. He was an outspoken character. I did all the mechanical hookups, because he was not mechanical and his hookups were a nightmare. But his finishing jobs were beautiful. He did use paint. He built a P38 for me, which was quite a handful to fly. Mike's brother worked in an art shop at Kodak, and made all the insignia. He made the Confederate insignia for Lefty Gardner's P38. Mike built a FW190 D9, the long nose, which I still have. It's a nice plane. Mike drove a truck in the summer, so he could only build in the winter. After a few years he got into other things, and so I went to Larry Smith.

Larry built several planes for me. A P39, and an ME109. He built Navy planes too. An F4, F6, a twin F7, an F8. I learned how to fly twins then and took the F7 to some model shows including Erie PA. Larry developed leukemia and died of the disease in the late 80s. He had built for me for 10 years.

Gordon Stocks then became my builder. He built my B24, which took 4 or 5 years. Gordon built but did not cover. That was done by Bud McDermott from LeRoy with MonoKote. Bud has been building now for me for 10 years or so. He's the most complete builder I've worked with. He does everything. So when we build, I install the engine and Bud does the rest. My builders and I have built the B24, P51 and all the major fighter planes of W.W.II. on both sides. That's a total of 36 or 38 planes kept in my basement!"

At this point, I asked Trevor what he thought was his greatest accomplishment. He didn't give me an immediate answer, but when he started talking again, this is what he said



"I enjoy the B17. I helped Tom Forsythe modify the B17 with Bud's help to make it flyable and reliable. We added onboard glow systems, fuel pumps, a pitot tube to give us speeds, mainly approach speeds on landing. The steering is with the engines. The first time we tried to fly it was at Geneseo Airport and the main wheel came off. The second time we flew off the main runway. We were there for an airshow too but didn't get to fly it. We test flew the B17 at Hendershot in Hilton, NY two or three times. The plane has now had 35 flights in 2 years. We've flown her for RCCR events, at Hamburg, and at Airshow North for 2 years. We took her to Kitchener last year but did not fly.

The B24 has had 24 flights. It's a heavily loaded airplane at 17 pounds on 900 square inches. It flies and lands fast. That takes time to put together because I can drop 8 bombs out of it so the fuselage is full. It has 14 servos, two battery packs, two receivers. It's so much work to put together I haven't got back to it in several years.

I've flown several twin engine planes. I've flown a British wooden mosquito which will roll fast as straight as an arrow. It only holds 6 minutes of fuel. I've added 6 oz of fuel but have not test flown her yet.

As for the RCCR. I had no time for meetings when working, only time for flying. I was the president in 1997 and 1998. During that time there was a controversy at Northampton over the issue of full sized planes flying to and from Ledge Dale. In October Northampton was closed. A plan was put together to add an observer to model flying activities. The park opened for R/C flying again in December 1997.

About noise abatement..... Lance Keppler complained about the noise of flying model airplanes. In order to test for noise, a task force was put together consisting of Lance Keppler, Parks Department people and representatives from Ogden Town Board. There were three or four listening stations. Quiet to noisy planes were flown and the groups rated the noise. Everyone got together after the test for feedback, and generally the noise was not felt to be too bad. The loud planes at the time were asked to stay away from the west perimeter of the park. Currently we are asked not to fly west of the west end windsock.

Since that time Lance has not complained. Noise is monitored all the time.



I've always been involved in training. Jim Warner started training night 10 years ago at Northampton Park. For one year Bolling field was used as well. An award for training was made by one of Jim Warner's students, and that has been added to the list of awards made at the mid-winter dinner. Jim was the first recipient."

At this point, Trevor paused. I asked if he had anything else he wanted to cover, and he said he thought not. Thank you Trevor for an entertaining recording session and a lot of history!

Shirley Hunter

Editor's Note: Thanks, Shirley, for another excellent article.