

*Just keep tellin' yourself... "The airplane doesn't know it's windy."*

**FIELD(Name)**  
**FIELD(Address)**  
**FIELD(City), FIELD(State) FIELD(**  
**ZIP Code)**



the official newsletter of the

## Radio Control Club of Rochester

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



President TREVOR EWELL 716-225-9530  
Secretary GREG PSZYK 716-659-8374  
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Editor BOB MCCLURE 716-548-2248



April  
1998

The purpose of the Radio Control Club of Rochester is to aid and encourage the interest of the members in design, construction and safe operation of model aircraft, boats, and cars, -- in particular, radio-controlled models -- so we can all enjoy the pleasures and satisfaction these hobbies bring.

All Visitors are always welcome at the field and at regular meetings  
RCCR meetings are held every second and fourth Wednesday of the month  
at the Salem church, 60 Biltner St., just east of the Inner Loop exit at St. Paul Street.

### R.C.C.R. 1998 Schedule

- Feb.21 Annual Banquet & Roast
- March 15 Ides of March Picnic (Knollwood Lodge)
- March 28-29 Mall Show (Greece Ridge Center)
- April 3-4-5 Toledo Expo
- May 16-17 Greenwood Park Spring Float Fly (Endicott, NY)
- 16-17 Honeoye Float Fly (Sandy Bottom Park)
- May 30-31 Burlington Spring Float Fly (Ontario, Canada)
- June 6-7 Ray Edmunds Memorial Air Show & Fun Fly (Northampton Park)
- June 13-14 BARKS Air Show & Fun Fly (Bath, NY)
- June 20-21 RCCR Pattern Contest (Northampton Park)
- June 27 RCCR Combat (Redman Rd.)
- June 28 Stump Jumpers Air Show (Middlebury Center, PA)
- July 4 RCCR Picnic (Northampton Ski Lodge)
- July 11-12 STARS Scale Rally (Olean, NY)
- July 18-19 Skyrovers Air Show (Pheps, NY)
- July 25 RCCR Combat (Redman Rd.)
- July 25-26 RAHS Fun Fly (Macedon, NY)
- Aug. 1-2 Flying Knights Scale Rally (Hamburg, NY)
- Aug. 16 RCCR Sailplane Contest (Redman Rd.)
- Aug 22-23 Glen Curtiss Scale Rally (Hammondspont, NY)
- Aug. 29 RCCR Combat (Redman Rd.)
- Sep. 6 Inter-club Fun Fly (Honeoye, Host)
- Sep. 12-13 Flying Dutchman's Scale Rally (Kitchener, Ontario)
- 12-13 Rhinebeck Jamboree (Rhinebeck, NY)
- Sep. 19-20 Burlington Fall Float Fly (Ontario, Canada)
- Sep. 26-27 Greenwood Fall Float Fly (Endicott, NY)
- Oct. 4 Stump Jumpers Air Show (Middlebury Center, PA)
- Oct. 11 RCCR Fall Picnic

*These events are subject to change,  
watch the RCCR newsletter "Airflow" for updates*

APRIL MEETINGS  
at the Salem Church  
Wednesday, April 8, 7:30 p.m.  
Wednesday, April 22, 7:30 p.m.

FOR THE  
LATEST INFO  
CHECK THE  
RCCR  
HOTLINE

**FIX-RCCR**  
**349-7227**

Change your clock Sunday April 5  
Daylight Saving Time



#### TUESDAY SUNSET

Brockport  
Monroe County  
New York

Longitude W77.9  
Latitude N43.2

04/07/98 7:45 p.m.  
04/14/98 7:53 p.m.  
04/21/98 8:01 p.m.  
04/28/98 8:10 p.m.



Trevor Ewell

## Notes from the prez

A trip to Florida always helps to break Winter's grip on me, and that's where I was for the first week in March. We had about the first sunny, warm week in South Florida this year, as much of January and February was wet and cool there.

The Club's Ides of March indoor picnic on March 15th was another uplifting event. About 20 people enjoyed good food and fellowship at Knollwood Lodge in Northampton Park. I would like to thank the club for the Man of The Year award, which I appreciate very much. And of course, the club wouldn't exist if everyone didn't pitch in as each of you do, to make our association a success.

Bolling Field provided some good flying during the middle of March. Wheels were the order of the day, to the surprise of one unnamed modeler who came only with skis on his plane. However, with the warmer weather, then the snow and rain, the road has softened to a point where it isn't passable. Even if you have a 4-wheel drive vehicle, the problem is the deep ruts you will leave. These ruts would be a problem for the rest of the year if we let them happen. So we have put a second lock on the gate to keep us out until the road hardens up. Please don't use the road until then. (Keep in touch with the RCCR Hotline (FIX-RCCR or 349-7227) for the latest information.)

George Hartman is planning a work morning at Bolling Field to fill in the skunk-dug holes which tore the fixed landing gear off my Kaos. See and save the date which is listed elsewhere in this newsletter.

Greg Kesel, Don Steeb, and I are meeting with the Parks Department about a noise complaint at Northampton. Come to the April 8th meeting to learn the details. Also at the April 8th meeting, we'll have reports on the Mall Show and on the Toledo show.

Hope to see you then, Trev

**R.C.C.R. Meeting Minutes : 2/25/98** At Salem Church  
**Officers Present :** Pete Durante, Phil Slater, and Greg Pszyk

**First Time Visitors :** None

**Second Time Visitors :** John Widjowski

**Membership Update :** 70 so far this year

**Treasurer's Report :** On hold

**Old Business :** The Mall Show scheduled on 3/28 & 3/29 will have 25 tables for exhibits. The contest Calendar is in the works.

**New Business :** On hold due to short meeting.

**Show & Tell :** Andre Blanchard brought in his Thunder Tiger Champion ARF 45L powered by a KB 45. Don Steeb brought in and flew one of his rubber powered free flight airplanes. Karen MacDonald brought in several model aviation magazines from Europe.

**50/50 raffle :** none

**Program :** none

**R.C.C.R. Meeting Minutes : 3/11/98** At Salem Church: submitted by Jack Butler

**Officers Present :** Trevor Ewell, Pete Durante, Phil Slater, and Jerry Joseph

**First Time Visitors :** None

**Second Time Visitors :** None

**Membership Update :** 84 so far this year

**Treasurer's Report :** read and accepted

**Old Business :** The Mall Show will have 30 tables for exhibits. Trevor reports that Bolling Field is in good shape.

**New Business :** Phil Slater has found a printer to make new membership cards for \$50.00 per 1000. The Club voted and agreed to purchase them. George Hartman mentioned to the club that spring preparations need to be scheduled for the Club fields such as rolling and fertilizing.

**Show & Tell :** Bob Horn brought in skis that he made from polycarbonate plastic and talked of the possibility of starting a training program for handicapped flyers. Scott Miller brought in plans for his next project, a 1/4 scale Sopwith Camel. John Floyd brought in two fuselages for a Goldberg Fly Baby kit one built in 3-ply and the other in 5-ply plywood. Phil Slater brought in a hard hat with a bulls-eye on top for Trevor so he will have a target while making his bombing runs. Jerry Joseph was congratulated by Mr. Dickinson for the picture he took of Paul Weigand that made it on to the cover of the April issue of RCM magazine-->

**50/50 raffle :** Jack Butler

**Program :** none

**R.C.C.R. Meeting Minutes : 3/25/98** At Salem Church

**Officers Present :** Trevor Ewell, Pete Durante, Phil Slater, Jerry Joseph, and Greg Pszyk

**First Time Visitors :** John---

**Second Time Visitors :** None

**Membership Update :** 89 so far this year

**Treasurer's Report :** Read and accepted

**Old Business :** Trevor reports that Bolling Field has been locked closed until the road dries out. Northampton field is in good shape but will probably get too wet when it thaws. The Ides of March picnic went well but attendance was down. New Business: Gerhard Drewel was voted Honorary Membership. The 1998 R.C.C.R. Events Schedule Calendar is available April 25th 9:00AM a work date is Scheduled at Bolling Field to repair and open the field for the season. Please bring a small shovel and bucket to help fill holes left by the skunks. Trevor is asking that all club members abide by the various field boundaries and to be sure proper mufflers are installed.

**Show & Tell :** Larry Root reports that he has purchased War Zone Models from Bill Lincoln and will supply various models of 1/12th Combat kits. Larry can be reached at 227-0592 or online at warzonemodels@msn.com. Mike Hausner brought in a large box of model airplane plans that he was giving away. Mike also brought in a compact 4" table saw that he purchased to use on his modeling bench. Dave Hoffmann brought in Model Master glue pipettes for reaching 'hard to get to' glue joints. Dave also brought in replacement Goldberg CA glue tips that he has had very good results with.

**50/50 raffle :** Trevor Ewell

**Program :** none - Next meeting AMA Racer indoor rubber power Free Flight Contest.



R/C Modeler Magazine  
April 1998

This Month's Cover features Paul Weigand's colorful "Power House" on floats and powered by a Webra .61 engine. Model is equipped with 168 lights and two 1400 mA 3V battery packs for night flying. Photo was taken by Jerry Joseph at a 1997 float fly at Canadigua Lake in upper N.Y. State  
(actually 1995 -- ed.)

### WAR ZONE MODELS The Combat Connection



Lawrence Root

3177 Letta Road #144  
Rochester, New York 14612

(716) 227-0592  
warzonemodels@msn.com

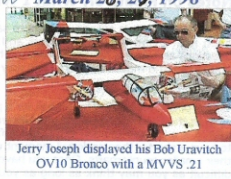
**Radio Control Club of Rochester Mall Show March 28, 29, 1998**



Combat model building by Phil Slater



Jack Franz  
Great Planes Sportster 60 with Saito .90  
MidWest Livewire Champ had two pounds  
of fabric and dope removed during rebuild.  
Sig Mark II Kadet with Saito 50



Jerry Joseph displayed his Bob Uravitch  
OV10 Bronco with a MVVS .21



Manny Vella showed a new Hobbico  
BrightStar with Saito Gold Knight .65



Paul Weigand  
ME163B KOMET, Supertigre .61 ABC  
with MACS pipe, wing slots,  
droppable undercarriage, center chord flaps



Trevor Ewell  
B25 MITCHELL with OS FS.52's  
retractable gear, two bombs  
built by Pete Daino



Jack Butler  
EAA Biplane 8.5 lbs. with OSFP.60



Ulif Anderson  
Jet Ranger (Cobra) with OS.50  
George Bradt  
X-Cell 60 with OS .61



Dave Hoffmann  
Piper J-3 Clipped Wing Cub from Carl  
Goldberg Models with OS FS .70



Greg Kesel  
ONE DESIGN with a 2 hp Saito  
and a detailed cockpit



Don Steeb  
Sukhoi 26M (22 oz.) MP jett. .061  
Ultimate Bipe ARF



Scott Miller  
BF109G-6 (Dave Platt) 16 lbs. Webra.120  
WarKing retracts, flaps, and a full cockpit



Rochester Aero Modeling Society



The PC Flight Simulator was kept busy.  
It was noted that after a crash,  
the rebuild time was phenomenal.



Rochester Area Flying Club



Scott Groth's Goldberg Eagle 2

## Notes on Floats or, What I Wish I Knew When I First Tried This by Bruce Nelson

To begin with, this is only an attempt to save the low-time float pilot some of the headaches others of us have suffered. I have been float flying for over 15 years and have learned many lessons the hard way. Now when I go to float flies, I ask a lot of questions and always have my notebook handy. Most of the information below came from experienced fliers. Opinions vary on equipment and methods. There is no way to cover all the bases, but I hope this will save you some trips to the lake only to be a spectator and not a participant.

Choice of aircraft is important. Look for a plane with long nose and tail moments and a light wing loading. The scale-like aircraft such as the Goldberg Cubs are often flown by low-time pilots, but may not be the best choice. In the hands of an experienced pilot, it is a thing of beauty, but it has a fairly high wing loading before you add floats. Compared to other Cub kits, it appears to have a shorter than scale tail moment which can create problems. Larger .60 size planes handle the waves much better than their smaller counterparts. Once you have chosen an aircraft, the next thing is a proper set up. Setting up your plane is not as difficult as you may think as long as you follow these rules.

1. Wing incidence should be 1 to 2 degrees positive to the center line of the float. If the top of the float is flat, you can usually measure from that.
2. Float length should be 80% max the length of the aircraft including the spinner for heavy aircraft.
3. Floats should be spaced apart approximately 20-25% of the wingspan, although some people suggest 50% of the float length.
4. The float tip should extend 2-3" beyond the prop.
5. The prop should clear an imaginary line across the top of the floats by 2-3". Sometimes a three-bladed prop can solve this problem.
6. Once the plane is set up on the floats, press the heel of the float down against a flat surface and measure the top of the float. If you can't obtain 7-8 degrees of positive angle, the aircraft may not rotate properly and will be difficult to get off the water.
7. Step of the float in most cases is set up on the CG or 1 to 1-1/2" behind the CG. It should be noted that on full-scale aircraft, the step is set at the middle of the wing chord. This is also true of the "Super Float" discussed below.

Sub fins: I have never used them, and have seen them cause problems in high wind conditions. Instead I prefer to increase the area of the vertical stab on some airplanes.

Water rudders: One is adequate in most cases, but two are better on large aircraft or when you have windy conditions. To improve taxiing, do so with full up elevator. This forces the heel of the float down and increases the effect of the rudder(s). Water rudders should be retractable or built to kick up as speed increases. This decreases water looping. While on this, use the rudder stick very sparingly at high speeds. On full-scale aircraft, when one water rudder is used, it always seems to be mounted on the right float.

Spreader bars and gear: The stiffer the better. If you can see your floats "walking" on take off through moderate waves, your gear needs stiffening. Stiffer gear will give you more positive control. .60 size aircraft and larger commonly use 1/4" x 3/4" plywood spreader bars. Spruce will crack and split. Flat aluminum bars covered with airfoil-shaped aluminum tubing make great scale-appearing gear. The flat aluminum bar works great, and I like it better than bent wire. Be sure and cross brace your gear on larger aircraft.

Waterproofing: No such thing. The "Strong Box" is nice for your receiver and battery pack. A tight, well-sealed fuselage will help, of course, and foam wing tape protects that area. I like internal switches and it is a good idea to put a piece of tape over external charging jacks. Adding a spray rail to your floats will cut down on the amount of water that gets on your plane. An airplane that produces a lot of spray may not be set up properly or may have floats that are not large enough. Minimize the size of pushrod exits. Always check for onboard water in both the fuselage and floats during pre-flight. Floats: First let's explore hollow balsa and plywood floats. They are a great place to store water, and sooner or later they will. When that water runs to the back of your float on takeoff, and that's where it will go, you are now tail heavy. Enough said. If you are lucky enough to get the nose over, you will be nose heavy for a while. Both Sig and Goldberg have very good balsa and plywood floats.

Hollow molded plastic floats also store water well. They are prone to cracking at the seams and will expand after sitting on a warm beach. This will cause them to blow out along the seams. If you use these, at least vent them with a small hole near the top. You can also use the hole to pour out the water.

Milk bottle blow molded floats. Do yourself a favor, walk to the end of the dock and throw your plane into the water repeatedly. This will have the same effect as trying to fly with milk bottle blow molded floats, but you won't irritate the chase boat driver. Seriously, I have seen them work, but not nearly as often as the number of times they have not. Their rounded edges and step design prevent them from cleanly breaking free of the water. They are also affected by UV rays and will crumble like parchment if stored where the sun can get at them.

Foam floats covered with balsa or glass cloth. First of all, the only thing stronger is a Louisville Slugger. In many years of using this type of float, I have only broken one and that was when I dove it into a dock. They can't leak and will float your plane no matter what condition it is in.

B.J. Floats are white foam with balsa covering. They come in 36" and 48" sizes. I have a pair on my large Telemaster that have been glassed and I am very pleased with them.

Super Floats. Many years ago I met Len Vallie who introduced me to a float design he had been working on for several years. It was love at first flight. Len's floats come in four pieces; two front halves and two rear. You join them together and cover them with epoxy and glass cloth. The result is the closest thing to a perfect float you can find. All you have to do is go to the float fliers in Canada and you will see a large number of aircraft on this type of float. Len's floats come with a great set of instructions and information about setting them up on your favorite aircraft. He even has a list of what float is right for your aircraft.

Slocan Floats. Dave Milton of Slocan Floats sells what is basically the same float. The only difference is that Dave sells his floats "assembled" as a core only, not glassed. Primed and glassed or painted, I have several of Dave's floats and for me, buying them partially finished is worth the price because it saves me some building time. Dave also tells me he is working on a scale float and hopes to get it out soon. In addition to direct sales, Dave also distributes his floats through Palmer's Hobby Shop as well as other shops in British Columbia. I have been very pleased with both the Super Floats and the Slocan Floats. I have received my float orders very quickly from both sources.

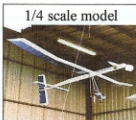
As I said at the start of this offering, it is not intended to answer all questions or cover all there is to setting up a float plane. It is just a starting place. I hope this information will help you spend more time flying and less time watching—unless you are on my frequency!

Dave Milton, Slocan Floats Box 377 New Denver, B.C. V0G-1S0  
Len Vallie, Len's R/C Enterprises Box 214 Montrose B.C. V0G-1P0  
Dick Palmer, Palmer's Hobbies Box 1099 Osoyoos B.C. V0H-1V0  
from The Monocle, Darrel Stebbins, Editor W. 1510 Forest Hills Ct., Spokane, WA 99218

# Rubber Bandit



Picture an aircraft with a wingspan of 71 feet, a fuselage 33 feet in length, a propeller 18 feet in diameter and the design characteristics of a model airplane... powered by a rubber Band! Now, picture this aircraft carrying a man to an altitude of 100 feet and cruising at 30 mph for a distance of 3/4 of a mile to establish 7 world records. You have just pictured the Rubber Bandit. The first and world's largest rubber band powered, man carrying aircraft. The design and construction of the Rubber Bandit has progressed over a period of three years under the direction of freelance aero-engineer George Heaven and a crew of dedicated volunteers. The project has advanced from the design stage through construction of a 1/25 scale (27 inch wingspan) free flight model, to a 1/4 scale (17 foot wing span) rubber-band powered, radio controlled model (already the world's largest rubber-band powered airplane to take off and fly under its own power), and finally to the building of the full scale Rubber Bandit aircraft. Completion of the project is scheduled for the fall of 1997. Ground tests and the first flight will be carried out at the Van Nuys Municipal Airport in Van Nuys, California or at Edwards Airforce Base in Mojave, California (ed.note...expect flights in July)



Aircraft Weight 220 lbs.  
 Rubber Band Weight 90 lbs.  
 First Pilot Weight 180 lbs  
 Woman Pilot Weight 125 lbs  
 Passenger Weight 95 lbs.  
 Gross Weight (1st Pilot) 490 lbs.  
 Gross Weight (Woman Pilot) 435 lbs.  
 Gross Weight (with Passenger) 585 lbs.  
 Wing Span 71 ft.  
 Wing Cord 4.5 ft.  
 Aspect Ratio 16.47



Fuselage Length 33 ft  
 Fuselage Diameter 16 in.  
 Propeller Diameter 18 ft. 1 in.  
 Propeller Cord 2ft.  
 Horizontal Length 19 ft. 11 in.  
 Horizontal Cord 3 ft.  
 Rudder Length 11 ft. 7.75 in.  
 Rudder Cord 3 ft.  
 Stall Speed 19 mph.  
 Cruise Speed 32 mph.  
 Maximum Speed 55 mph.  
 Flight Distance .5 to 1.5 miles  
 Cruising Altitude 50 to 100 ft.  
 Flight Duration + / - 2.0 min



Wing Loading  
 (1st Pilot) 1.60 lbs. per sq. in.  
 (Woman Pilot) 1.42 lbs. per sq. in.  
 (1st Pilot + Passenger) 1.91 lbs. per sq. in.

Airflow sent some photos of the recent WNYFFS Free Flight contest in Buffalo (see elsewhere) and a few questions. Here is the reply:

"We actually held a presentation for Free Flight at the Castaway Restaurant in Burbank last Sunday (March 15). So, thanks for the pictures. Our rubber band is 1/4 in. model aircraft rubber supplied by FAI Model Supply. It comes in 10 lbs. boxes and we build the motors ourselves. We wind it with a tractor which sits on a steel stand which sits on a 20 foot flat bed truck. This way, the winder, that George designed which is hooked to the power takeoff of the tractor, will sit even with the fuselage of the aircraft which is 9 feet in the air. It is quite a sight. Then we have a forklift to hold the front of the aircraft in place. The aircraft is made of Carbon Fiber and Mylar. The white is painted carbon fiber and the blue is mylar. Look forward to receiving your newsletter.

Sincerely, Jennifer LaFayette"



NEWSFLASH! As a member of the Rubber Bandit Flight Team, you will receive a personal letter advising you of the takeoff date so you can be on hand to witness this historic event: the first flight of a man-carrying, rubberband-powered airplane. You'll join representatives of the Guinness Book of World Records, newspaper and TV reporters and crews and probably some celebrities as designer/pilot George Heaven lifts off for the first time.



Join the "Rubber Bandit" Flight Team!  
 Buy a 4-color professionally designed Hanes Beefy-T 100% pre-shrunk cotton T-shirt with the Rubber Bandit on the back and "Rubber Bandit Flight Team" on the front.

T-shirts are \$20 for plain front and \$25 for Pocket T. Caps are \$10 for White Regular & \$20 for Khaki model.  
 \$3.00 per Order for Shipping and Handling

RUBBER BANDIT  
 16700 Roscoe Blvd.  
 Van Nuys, CA 91406

Please enroll me as an honorary member of the Rubber Bandit Flight Team and send me my own Rubber Bandit Flight Team T-shirt or cap.

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 T-shirt plain front \_\_\_\_\_ pocket front \_\_\_\_\_  
 Size & Quantity: SM \_\_\_\_\_ M \_\_\_\_\_ L \_\_\_\_\_ XL \_\_\_\_\_  
 Cap Type & Quantity: White Reg. \_\_\_\_\_ Khaki \_\_\_\_\_  
 Payment Type: Cash \_\_\_\_\_ Check \_\_\_\_\_ Money Order \_\_\_\_\_  
 Total Amount Sent: \_\_\_\_\_



**IDES OF MARCH PICNIC** - is another one of those things we did in the RCCR because we were a family oriented Club. We felt that the Winters were so long and boring in Rochester that we needed to get together to break the monotony. We had some guys back then who didn't like it because they were afraid their wives would find out how much they spent on the hobby. There are always jerks present in every club. Too bad the club is losing interest in these events.



It was noon on Sunday, March 15; the ground was covered with a couple of inches of snow as about twenty members assembled at the Northampton Park, Knollwood Lodge for this annual family event. The food was delicious as always, the conversation stimulating, the chill in the air dissipating into Spring, and thoughts of flying no matter what the weather may be..

Highlight of the day was the presentation of the annual Man Of The Year award to Trevor Ewell by last year's winner, Mike Hatch.



Matt Mair was home enjoying a break from his studies at Daniel Webster College, New Hampshire, and let us see his newly constructed Twin. (It appears that my camera distorted a bit, because I could swear the plane lines were perfectly straight.)



**History** by Paul Hanlon

A little update on what I've been up to trying to piece together 40 years of RCCR history. Well, my first mission was to see if I could, by means of old minutes, newsletters, put together a list of the club officers for the last 40 years. Don Steeb was critical in putting together the early years from 1956 to 1965. The years after are somewhat less clear as there are many gaps in our history - mainly because of missing meeting minutes. Maybe some of you out there have old newsletters, meeting minutes, or maybe you were a past secretary who has meeting minutes. These would be a great help - Please call or write me. The list of officers over the years is too extensive to print here, but a short list of the missing information would be 1975 - 1978, 1983 - 1985, 1991 - 1992. I'm also looking for articles, pictures about the club, its members, and its activities for our scrapbook, so give me a call or write. Paul Hanlon, RCCR Historian, 156 Mason Av., Rochester, NY 14626 (716)227-1386

**WNYFFS - Flying Aces Indoor Contest - March 7, 1998**

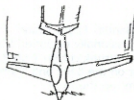
The Western New York Free Flight Society/ Flying Aces Club co-sponsored indoor contest held March 7th, 1998 at the Ralph C. Wilson, Jr. Fieldhouse at Orchard Park, New York. The building, the indoor practice facility of the Buffalo Bills football club, featured a 128 ft. ceiling and a floor area measuring 200 ft. by 400 ft. carpeted with synthetic turf. There were five AMA indoor duration events and eight Flying Aces events. In addition, a special unlimited electric endurance event was held. Don Scull, up from the Washington D.C. area, flew a radio snip during the contest for one hour and 31 minutes, which may be an unofficial indoor R/C duration record. Don Steeb won the NO CAL SCALE event with his Folkerts model, second place in DIME SCALE with a Fokker D-7, third place in FAC SCALE with a Kimberly Skyrider, eighth place with the Wright Flyer in FAC PEANUT. Paul Weigand flew his Hughes Racer to eighth place in the NO CAL SCALE event. Aside from the contests, there were many outstanding flights, and there was some really neat scale work to be seen.



**STARS Auction** Sunday April 26, 2 pm, Allegany Engine Company, NY. Flea market 12 noon. \$10 a table. For info call Duane Barron 716-968-2227

**RCCR ONLINE**

- Phil Evans evansatoc@aol.com
- Peter Fiorentino peterjceph@world.net.att.net
- George Hartman georgehartman@sprntmail.com
- David Hoffmann hoffmann@netacc.net
- Bob Kesel kzi@aol.com
- Greg Kesel rcthu@ms@aol.com
- Matt Mair mmair@dwc.edu
- Bob McCuire airflow@frontiernet.net
- Don Cgren dlogren@atlantic.net
- Greg Pszyk gpszyk@aol.com
- Todd Sheehan bluetoad@junc.com
- Stan Teichman models.prints@juno.com
- Paul and Matthew Weigand weigand@frontiernet.net



**STOP YELLING AT ME HONEY....  
I'll be with you in A MINUTE !!!**

RCCR WEB PAGE [www.frontiernet.net/~airflow](http://www.frontiernet.net/~airflow)  
AMA District II Web Site [www.amadistrictii.org](http://www.amadistrictii.org)  
WEIGAND HOME PAGE [www.frontiernet.net/~weigand](http://www.frontiernet.net/~weigand)  
MATT MAIR <http://students.dwc.edu/users/mmair>



### *Bolling Field Clean Up & Fix Up Day*

**Saturday April 25, 1998 9:00 am**

(May 2, 1998 rain/snow date).

Bring your garden hand shovel to fill holes  
( the skunks have been busy ).

A few rakes and shovels will be needed too  
and a heavy duty weed wacker would be useful.

#### *Other work to be done:*

- put up frequency board
- wind sock
- repair tables
- repair shed
- cut brush near the runway
- put up the shelter
- anything else you can think of.

**We need a good turn out to get the field back into first class condition.**

**Bring a plane to fly when we get done.**

Call George Hartman at 227-5506 if you have any questions  
or would like to volunteer for any special task.