

# THE FLYER



Prince George's Radio Control Club, Inc.

AMA Club #334

November 2002

**NEXT MEETING.** The next PGRC membership meeting will be held *at Bowie City Hall*, Tuesday 19 November 2002 at 7:00 PM.

**FEATURED PRESENTATION.** *(In the interest of promoting attendance at our monthly meetings, we will be planning special technical presentations and demonstrations for upcoming meetings and will announce each topic in the preceding newsletter.)*

At the November meeting, newly elected PGRC President Steve Baker will present a Battery Forum, addressing the care and feeding of both NiCad and NiMH products. Be there to pick up some useful information concerning this critical element of RC flying.

## *Pay Your Dues*

It's time to renew your membership in PGRC for the coming year. Remember that dues must be paid by the January meeting to avoid the \$25 late fee. You may pay your dues in person at either the November, December, or January meeting, or mail them to Bob Cain whose address is on this page.

## **OCTOBER MEETING.**

**Board Member Elections.** Congratulations to Steve Baker, Lorenzo Bowie, Eric Holmes, Dave Turner, and Chic White who were elected to new terms on the PGRC Board of Directors at the October meeting. Steve and Chic were elected to continue their previous terms. Lorenzo was re-elected after having been a

THE FLYER is published to provide information of interest to the members and friends of PGRC. Any opinions expressed are those of the Editor (and anyone else who submits material fit for printing), and not necessarily those of the Board.

### **PGRC BOARD OF DIRECTORS**

Steve Baker (President)	(301) 434-3568
Jake Flory (Vice President)	(410) 263-1261
Alan Goodman (Secretary)	(301) 627-7649
Bob Cain (Treasurer)	(301) 464-5953
Charlie Gettier (Newsletter)	(410) 974-4785
Dave Turner (Training)	(301) 855-7796
Rick Moreland	(301) 261-7366
Chic White	(703) 768-6347
Donnie Vazquez	(301) 855-4496
Eric Holmes	(301) 464-7637
Lorenzo Bowie	(301) 352-7675

### **PGRC DUES SCHEDULE**

Initial Assessment (New First-Time Members)	\$100
Annual Dues (General)	\$50
Annual Dues (Junior)	\$10
Annual Dues (Senior w/ at least 5 yrs in the club)	\$20
Annual Dues (Senior w/ less than 5 yrs in the club)	\$35
Annual Dues (Family)	\$60

Annual dues are considered late if paid after the January general membership meeting. An additional \$25 late fee will be assessed.

Dues can be paid at the meetings, or can be mailed to:

Bob Cain  
12222 Rolling Hill Lane  
Bowie, MD 20715

Be sure to include your address, phone number, and **AMA Number** on the check. You **must** be an active AMA member to fly at the field.

### **DIRECTIONS TO THE PGRC FLYING FIELD**

(South of Bowie, MD) Take US Rt. 301 south approx. 3 miles south of Rt. 214. Turn east on Swanson Rd. and follow the PGRC signs.

### **PGRC'S WEB PAGE**

Visit with PGRC on the World Wide Web:  
<http://www.aero-sports.com/pgrc/>

previous Board member; and Dave and Eric were elected as first-time members. We look forward to a prosperous year with our new Board. We also wish to extend our thanks to outgoing Board members Ralph Schreiner, Ed Stern, and Jim Garza for their excellent service to the Club during their past terms.

**PGRC Officers.** At the Board meeting following the October membership meeting, the Board elected Steve Baker as the new PGRC President, and Jake Flory as Vice President. Freshman Board member Dave Turner agreed to serve as Training Coordinator. All other officers retained their current positions.

**Swanson Rd. Neighborhood Issues.** Tom Topping from the Swanson Rd. community addressed the Club regarding the proposal by a consortium of 9 Washington DC-area funeral homes to establish a cemetery on a Swanson Rd. property. Tom distributed information concerning the proposal, including the stated intent of the consortium to conduct 2000 funerals per year at the site if the project goes forward, and expressed his community group's opposition to the undertaking. He thanked the Club (particularly Ralph Schreiner) for our support over the past several weeks, and elicited our support in the community's continuing campaign against the proposed cemetery.

**Bowie Recreation Committee.** Rick Moreland indicated that PGRC member Greg Brewer has volunteered to represent the Club on the Bowie Recreation Committee. Greg will help PGRC maintain an awareness of Bowie activities, and position us to be a more proactive participant in the City's recreation programs.

**Get Well Wayne.** It was announced that member Wayne Butler had just been released from the hospital after back surgery. *Get well soon, Wayne.*

**Open House Photos.** Bob Cain distributed a number of copies of a CD containing photos from our recent Open House Fly-In. (See below.)

**Show and Tell.** Pete Bickers brought in a nice high-wing electric that he scratch built from plans in Model Aviation. Pete indicated that the

Cub-like craft weighs in at 24 ounces, and is powered by a 900 mAh NiMH battery pack. Pete's nephew in Texas custom built the plane's landing gear.... Ed Stern acquainted the members with a simple-but-useful Dave Brown product: thin sections of plastic tubing, available for ~ 10 cents each, that can be stretched into a thin capillary for precision application of CA in tight spaces (like hinge slots). Ed indicated that the material works as advertised with minimal clogging.

**Raffle and 50-50.** Pete Bickers won a 20-size Great Planes T-Craft kit in the raffle (another potential electric conversion?). Dennis Heffner was not present to claim the \$229 50-50 prize. Looks like we'll have a significant amount of cash in the 50-50 pot going into the holiday season.

**FOR SALE.** From: "Debra Larson"

<debra.larson3@gte.net>

To: gettierc@pop.toad.net

Sent: Wednesday, October 09, 2002 11:05 AM

Subject: RC Planes

Charlie,

Thank you so much for the opportunity to list these items. I am going by the list my father made prior to his death. He was in hospice and listed the plane's values on a legal pad I found. If you think they are too high or too low, let me know please.

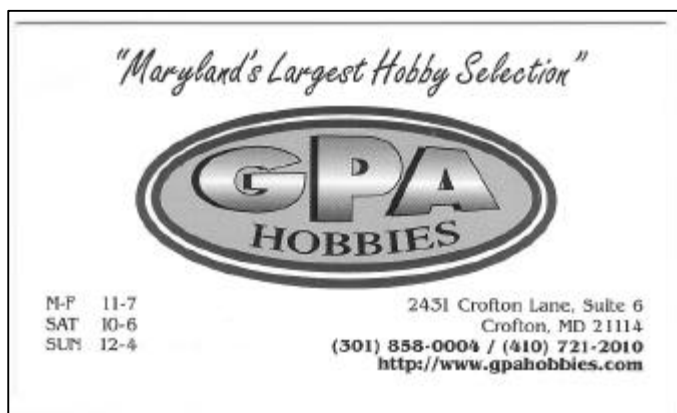
1. Kadet Gas Model .61 cu in plane	\$150
2. Mirage Electric Plane	200
3. AT-6 Gas 1.20 cu in plane	200
4. Tools for building models	400
5. Hardware for models	300
6. Small oscilligraph	25
7. Large "	35
8. Futuba Radio CH 58 (72.950 Hz) 6 ch	150
9. Futuba Radio CH 58 (72.950) 4 ch	100
10. Ni-Cad batteries for RC planes	200
11. Gel acid batteries, 12 v	50
12. Field box convertible gas/electric portable	50
13. Tool kit Field supply, portable	25
14. Air sprayer pump. hose and pencil sprayer	250

The items are in Beltsville, we are painting to prepare for the sale. We can arrange for anyone

to look at these items. I live in Harwood but work in Beltsville so convenient to arrange times to meet with anyone. My Dad belonged to the Howard County RC group and they have this list as well.

Thank you for your time.

Debra Larson  
301-937-6140 work phone



## ***Pylon Racing Report***

### ***September 424 and 428 Races***

***By Steve Baker***

The Prince Georges Radio Control Club (PGRC) hosted the District 6 NMPRA Championship Race for the AMA 424 and 428 Quickie 500 class racers on September 21 and 22. In all, 28 entries competed, 17 in 424 and 11 in 428.

On Saturday, 6 rounds of 424 were flown in 3-plane heats. Things got off to a bang early when Art Edsall and Reggie Sterling collided entering the # 2 turn. Without a back-up, Art was done for the day, but Reggie came prepared and was able to continue with his back-up. Early in the goings, Rick Moreland

posted fast time for the day of a 1:24.77, not bad considering the heat and humidity.

Round 3 featured a most unusual pair of crashes. John Albritton and Jonathan Baker were in a close heat that Albritton seemed to have wrapped up, but on the 10<sup>th</sup> lap, Baker's plane flew through Albritton's bad air, tucked and hit the dirt approaching #3 just as Albritton hit the pole! The crowd howled and bowed in honor of their spectacular feat. The remainder of the day proved uneventful, other than some really close racing.

The final results were as follows:

Place	Name	Time	Points
1 <sup>st</sup>	Steve Baker	1:25.59	17
2 <sup>nd</sup>	Vern Smith	1:27.58	17
3 <sup>rd</sup>	Gene Bass	1:27.54	15
4 <sup>th</sup>	David Doyle	1:26.44	14
5 <sup>th</sup>	Thomas Lacour	1:26.61	14
6 <sup>th</sup>	Warren Gillette	1:26.98	14
7 <sup>th</sup>	Jim Waybright	1:29.86	14
8 <sup>th</sup>	Rick Moreland	1:24.77 *	12
9 <sup>th</sup>	Reggie Sterling	1:28.90	12
10 <sup>th</sup>	John Fike	1:32.18	11
11 <sup>th</sup>	Shye Sarig	1:56.97	10
12 <sup>th</sup>	Neal Rehm	1:28.09	9
13 <sup>th</sup>	Greg Brewer	1:40.52	7
14 <sup>th</sup>	John Albritton	1:31.20	6
15 <sup>th</sup>	Jonathan Baker	1:27.85	4
16 <sup>th</sup>	Regis White	2:05.55	3
17 <sup>th</sup>	Art Edsall	no time	0

\* Fast Time

On Sunday, 6 rounds of 428 were flown. Amazingly, most of the day was accident-free, and some spectacular heats were flown. In all, 6 of the 11 contestants posted heat times in the sub-1:12 range. Unfortunately, a few regulars were unable to participate, including Rick Moreland and Dave Latsha.

After 6 rounds, numerous ties existed. Vern Smith opted out of a fly-off for first place with Warren Gillette, citing some fool-hearty rule of thumb about never participating in fly-offs. Frequency conflict and the fear of having to replace 2 planes steered the decision to not race against my own son for the 5<sup>th</sup> place plaque.

Beating Vern Smith and taking fast time in the process was reward enough for me. Ahh, what a feeling.... too bad Vern. Sorry, so sorry....best of luck next time, really.....

Others weren't so chicken, and Gene Bass and Dave Binger had a real score to settle, as both pilots had identical points *and* fastest times. Their fly-off started with Gene holding off Dave until about the 6<sup>th</sup> lap, when they briefly dived for the lead. With no cuts posted, it was anyone's race right up to the 2-3 turn of lap 10. Then Dave nailed #2 pylon with his left wing panel, and Gene - still not sure who hit the pole- guided his lucky Neme-Q across the finish line for an exciting 3<sup>th</sup> place finish. The crowd went wild, and honored Dave with kneeling bows of respect.

The final results of 428 racing are as follows:

Place	Name	Fast Time	Points
1 <sup>st</sup>	Warren Gillette	1:13.09	17
2 <sup>nd</sup>	Vern Smith	1:09.61	17
3 <sup>rd</sup>	Gene Bass	1:11.24	14
4 <sup>th</sup>	Dave Binger	1:11.24	14
5 <sup>th</sup>	Steve Baker	1:09.51 *	13
6 <sup>th</sup>	Jonathan Baker	1:11.34	13
7 <sup>th</sup>	John Albritton	1:10.91	10
8 <sup>th</sup>	Art Edsall	1:16.67	9
9 <sup>th</sup>	David Doyle	1:14.66	7
10 <sup>th</sup>	Neal Rehm	1:19.02	4
11 <sup>th</sup>	John Fike	1:25.07	1

\* Fast time

## *Flight of the Glacier Girl*

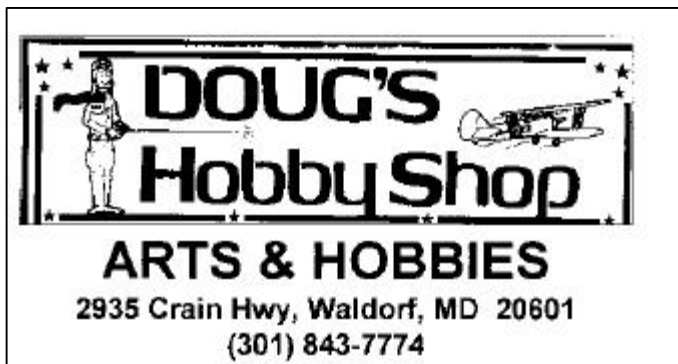
*Charlie Gettier*

On Friday 25 October, I with two of my brothers embarked on a road trip to Middlesboro, Kentucky to witness the maiden flight of the Glacier Girl.

The Glacier Girl is a Lockheed P-38 "Lightning" that, until approximately 3:00 PM on Saturday 26 October, hadn't flown since the summer of 1942. As part of Operation Bolero, six P-38s (including the plane now dubbed Glacier Girl) and two B-17 bombers, were being flown across the Atlantic for European and northern African destinations to be put into service against the Axis powers during World War II. Bad weather forced the squadron to crash land on a Greenland glacier. All of the pilots were rescued after a few days, but the aircraft were left on the ice. Then in 1992, an expedition funded by a wealthy Kentucky entrepreneur, Roy Shoffner, located the Glacier Girl under more than 250 feet of ice and brought her to the surface in pieces. The airplane was shipped back to Middlesboro, Shoffner's home town, where a ten-year restoration effort began.

The whole Glacier Girl story - last flight during WW II Operation Bolero, pilot rescue, recovery expedition, and restoration - can be found at [www.thelostsquadron.com](http://www.thelostsquadron.com).

The maiden flight was, indeed, an historic event and well worth the 9 ½ hour drive from Maryland. ("Don't see too many Maryland folks down these parts ... yew boys here for the air show?") After a seemingly endless string of speeches by a gaggle of local politicians including the governor of Kentucky, the Lightning was pushed away from the podium and out onto the tarmac. After a several-minute delay for weather clearance, test pilot Steve



Hinton fired up the ship's Allison V-1710 engines and taxied out to the end of the tiny airport's single runway. As several thousands of onlookers cheered, the P-38 gathered speed on its first takeoff roll in 60 years and then lifted off into a cloudy Kentucky sky. For nearly 20 minutes the Glacier Girl, escorted by an SNJ and a Beech King Air turboprop, circled the field at what appeared to be about half throttle. Highlights of the maiden flight included several impressive on-the-deck passes right in front of the crowd, and a greased short-approach landing that concluded the flight.

A documentary on the Glacier Girl and her maiden flight will be aired in March 2003 on the History Channel. Be sure to check it out.

The only negative aspect of the trip became clear to us after the flight, when we entered a restaurant for dinner and were cruelly informed that the county was dry. After suppressing our immediate primordial response - panic - we did the only thing that could have been done under the unfortunate circumstances: we drove 45 minutes across the Tennessee line to celebrate the historic event with a few cold brews.



"Clear!" ... The Glacier Girl's port-side Allison V 1710 fires up prior to the maiden flight.

As the crowd cheers, pilot Steve Hinton performs a low pass during the Glacier Girl's maiden flight.



**From PGRC's 2002 Open House.** (left) Event spectator Tony Harris, left, takes home the raffle prize - a complete ARF trainer ensemble provided by GPA Hobbies. (right) Lorenzo Bowie, with Frank Edwards holding, fires up the Taylor Craft ARF won by his niece at PGRC's Giant Scale Fly-In this past spring. Bob Cain photos.