



A Monthly Report on the Activities of the Dallas Radio Control Club AMA Charter # 609

## NOVEMBER 2014

(OUR 57<sup>TH</sup> YEAR)

Next Meeting: Tuesday **November 4, 7:30pm**

**Kleberg/Riley Recreation Center**

**1515 Edd Road (Off Hwy 175)**

Mapsco Grid 69 A-M

### Officers

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#### Safety Officer

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[dallasrcclub.org](http://dallasrcclub.org)

### October 2014 Meeting Minutes

The October meeting was called to order at 7:30 by President Jimmy Davidson.

The treasurer's reports and the minutes of the September meeting were approved.

Old Business  
NONE

New Business

#### DRCC Officer Elections:

As this newsletter is written, the candidates for the four primary offices are the current officers shown in the "Officers" column at the left.

There will be an opportunity at the upcoming November meeting for additional nominations. A vote will be taken and the officers for 2015 will be decided.

#### City, State & National Elections:

Tuesday, November 4 is also the day that we all need to express ourselves by casting our votes for the candidates of our choice who are running in the various local, state and national races.

After voting, be sure to come to the club meeting!

### Commentary

Left to our own devices long enough, we tend to start thinking about what is going on around us.

On page 142 of the November 2014 issue of the AMA magazine, Model Aviation, our Executive Director, Dave Mathewson, has written an article that reminds me of one of my favorite bits of wisdom:

"Life is what happens while we are busy making plans."

Many of us who were around in the 50s and 60s will recall that we built models to a scale that could be powered by the engines that were available at the time. About the largest engine for a while was a "40". When the "60" size engines came along, we got some really nice models that were stable, aerobatic and fun to fly. The Bridi Kaos was a good example.

In the 1980s, the engine sizes began to grow. We went from 60s to 90s and 108s in glow power and along the way, gasoline engines saw a resurgence, giving us a renewed, dependable power source which allowed us to build even larger models.

At the same time, the radio companies were developing more dependable equipment with more

channels and functions that allowed us to build and fly less complicated models.

What I see is that our world has changed drastically since the invention of the printed circuit. Computers that once filled whole rooms are now being carried around in shirt pockets or in our models.

The subject is  
**TECHNOLOGICAL  
ADVANCEMENT**

In Dave's story, a huge segment of model aviation was born because some really inventive people figured out how to build and power really large models. A very large sub-organization was created within the AMA as a Special Interest Group.

As technology progressed, modelers were blessed with better radios, bigger and more powerful engines and hobby shop pegboards full of ready-made accessories that eliminated having to create special parts ( like heavy-duty landing gear) in our workshops.

With the passage of time, the Giant Scale models became more every-day and more modelers had them.

The Giant Scale Group faded away and other interests like 3D have come along.

Again, looking back to my early years in modeling, I am reminded that in the 1950s, we read magazines that published construction articles with an offer to sell us a set of plans.

We went to our local hobby outlet and bought wood, covering material and paint. My hobby shop was a Western Auto Store in a small town.

I bought Hobby Supplies and car tires at the same place (!)

Somewhere in the late 50s and early 60s, I became aware of a new miracle called Radio Control. A fellow I knew talked me into buying a radio kit in a plastic bag. There was a circuit board, a single radio tube and some other parts that had to be soldered to the board. You also got a transmitter (on 27.255) with an on-off switch . It had a single button to push to control the model.

I never got that rig into the air and just continued to fly around in circles for a while longer.

The most recent change in the modeling industry is the appearance of ready-made models known as ARFs. These Almost Ready to Fly models allowed the modeler to assemble the airplane and to install the power system and radio gear in a matter of days or weeks as compared to the months that we used to spend assembling a cut-wood kit.

In the past few years, we have watched the introduction of electric power systems. Motors and batteries have continued to improve until we now have really reliable electric power systems.

We are watching what seems to be a move away from alcohol burning engines because the Glo Fuel costs are really high. There are new gasoline burning engines available that will replace most Glo engines down to "60" size.

Further, the gas engines get considerably better fuel mileage than the alcohol engines. We can run smaller fuel tanks and run the engines longer on a similar volume of fuel.

Although I have focused here on advances in technology, there is a connection to what Dave is talking about in his column.

Businesses and organizations like the AMA have to be constantly vigilant to be sure that they are "keeping up with the times".

It is good to see that AMA is continuing to work to be relevant to the needs of the members. Most of us joined AMA originally for the insurance coverage. More recently, AMA has had to spend a large amount of time lobbying the U. S. Government in our behalf.

The fact that we have 50 radio channels to use rather than the old 8 channels is a great advancement. Narrow-banding of equipment allowed us to have better use of the bandwidth that we use.

Our very ability to fly our models had come into question and AMA has had to work with the Federal Aviation Administration (FAA) to assure that we continue to be labeled as a hobby group

More than one company that I have worked for failed to keep a eye on technological changes and ceased to be relevant. They are no longer around.

The AMA magazine and the AMA newsletter provide a lot of information that we need to be aware of. As members of AMA, we need to help the organization maintain relevance by contacting our District VP or specific persons at AMA Headquarters when necessary. These folks are helpful and responsive to input.

See you at the meeting.....