

ARCS NEWS

AERO RADIO CLUB OF SYRACUSE CLUB NEWS - OCTOBER 1992

Reminder.....

Our first club meeting will be at Walt's hobby shop Friday October 9th 1992, in Lakeland at 7:00 PM.

On Saturday October 10th 1992, the EAA chapter is sponsoring an aviation day for the Explorer Scouts. The program is designed to get scouts involved in sport aviation. This will take place at the Marcellus Airport. We are expecting approximately 75 -100 scouts for this event. More to follow at the club meeting.

Safety.....

Once again, I am going to mention something about **Safety**, for a very good reason. I want to inform the members of an accident that occurred on Sunday Sept. 6th, with a member who flies a helicopter. It appears the club member had taken the proper frequency pin from the impound shed and attached it to his radio. While flying his helicopter he was attempting to adjust the carburetor (no, not while it was in the air) someone had arrived at the field, unloaded his airplane and accessories, but failed to surrender his radio. That person just happened to be on the same frequency and turned his radio on!! At that point the helicopter flew out of control and struck the pilot with the rotor blades. To make matters worse, the perpetrator approached the helicopter flier and said "Oh, you weren't on channel 26, were you?". To top it all off, the perpetrator left the scene while the helicopter flier was bleeding !.

I almost couldn't believe my ears when I was told that story by the helicopter pilot. The rules are posted for everyone's safety, and all we ask is for a little help from a lot of people.

Sale.....

I thought we might try to offer a service for the members. If you have something for sale, why not post it in the club newsletter?. What a great way to clean out our hanger and make more room for those new planes. It's easy, just let me (Mike Gosson) or Dave Mathewson know what items you have for sale. Give a brief description of the merchandise and a price, it's that easy!

P.S. I get 25% commission, while Dave has volunteered to do it for free....

P.S.S. There is a nominal fee of \$1 per listing

And the Winners Are ?.....

The first annual ARCS "Fun Fly" was a great success with over 60 people in attendance. We could not have asked for better conditions to have our picnic and flying events. Speaking of picnic, I would like to thank the future Mrs. Frederick Ceratt (that's June 5th 1993 in case you're interested) for her assistance in preparing our fine cousine of delectable treats for your indulgence (believe it or not, she has volunteered for next year's picnic). Plus a special thank you, to Walt Throne for donating the "Wally Bucks" for the fun fly event, plus all the refreshments.

The winners of the "Fun Fly" are Gerd Wirickx (not pronounced "Gurd") managed to capture the crown in the "Bomb Drop" event. I must admit this particular event was the most talked about. We had bombs as far away as Camillus, some of them managed to hit the field. When all was said and done, Gerd successfully defeated the previous champion Dave Mathewson (**we're still looking for Dave's bomb**)

The second event was the "timed" event, the pilot was to take-off and land (in one piece) within a 2 minute time frame. The competition was stiff, with many participants competing for coveted event (I think Tom Brennan's plane is still flying). The coveted event was captured by Phil Artese, with a total time of 2 minutes & 1 second (besides, we couldn't take much more)

The final event was the spot landing, the object of this event was the simplest of all, land the plane on the field closest to the target, sounds simple enough ?.... The "Bomb Drop Kid" Gerd, made several attempts at the target, but no avail. The award was given to the "Pylon Kid" Bill Volcko, he managed to skid right on the target (I thought I saw a disk brake setup on Bill's plane)

End of Season ??????.....NOT !!

Who said the flying season was over, give me a break. Have seen Dean Monticeli's pink striping on the L.E. of his P-51 ? (what do you think that's for). Tom Brennan has been spotted wearing his night goggles. I even heard a rumor that Dave is installing a heated runway before the snow flies.

On a more serious note I would like to compliment all the new members that learned to fly. The flight school has certainly proven its net worth. Not to mention the fun that we all had.

A special thanks to all of the flight instructors that devoted a great deal of there personal time. It think a big **"Thank You"** would be appropriate.

For Your Information.....

Virtually every model airplane fuel contains certain basic ingredients Methanol, nitromethane, some type of lubricant, and propylene oxide. Bakers' AA degummed castor oil has, historically, been the most popular lubricant. Less expensive synthetic oils have been used as a replacement for castor. In every respect except one, castor oil is moderately superior to its replacements. Castor leaves a hard, brown, residue on the sides of the piston. This is called deposit varnish. Varnish accumulation takes place much more rapidly in a hot running, muffled engine. During prolonged storage of an engine, castor oil can also harden

in the shaft bearings. The only advantage of this residue is that it inhibits rust. An engine run on castor oil fuels will not rust even during long storage. Synthetic oils leave no varnish, but they don't do a good job of preventing rust and their residue attracts moisture. The other ingredients are directly involved in combustion. Methanol, the primary power producer, generates less heat than other standard fuels, such as gasoline, and doesn't present as much a safety hazard. Model engine fuels must use castor or a synthetic for lubrication because common petroleum lubricants won't dissolve in alcohol. Adding nitromethane to the mixture increases power, ability to idle, and operating temperature. Fuels with a lot of nitromethane are expensive because nitro costs more than methanol. Nitromethane and castor oil

do not mix with each other. However, nitro and castor oil are both soluble in methanol. If a fuel formula does not have too much nitro, then both the nitro and castor will stay dissolved in the methanol. Because they are mixable, fuels with more than a 40% nitro content must use synthetic oils for lubrication. Propylene oxide is very volatile and highly flammable. Adding this chemical to fuels in very small amounts improves ignition and reliability. It can be thought of as an igniter. Remember, because of its volatility, all model engine fuels should be kept in tightly sealed containers. every model airplane fuel contains certain basic ingredients. Methanol, nitromethane, some type of lubricant .

Excerpt from Harry Higgleys book on model engines

1992-1993 Club officers

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