



ARCS NEWS

**AERO RADIO CLUB OF SYRACUSE
CLUB NEWS - JUNE 1993**

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SUMMER EDITION

Fun Fly...

The second annual ARCS Fun Fly Event was held on May 22nd. The day started off a little shaky but turned out rather nice. The attendance was great with approximately 45-55 people present. We originally had planned for five separate events, but, Tom Brennan wasn't up to holding the Limbo sticks. **And the Winners are...** The first event was the "timed" event, the pilot was to take-off and land (in one piece) within a 3 minute time frame. Once again Phil Artese managed to grab first prize, with a time of 3 minutes and 4 seconds. Without further ado, it is pointless to cover the balance of the events, simply because, Dave Mathewson ran away with the prizes. But I'll tell you anyway, the second event was the spot landing. The object is to land the plane on a predetermined area on the field (simple enough). The third event was the bomb drop, you simply attach a cup to your airplane with rubber bands, load your cup and fire away. The closest bomb to the target wins the event. The last event was the Lemans start, the object here is *SPEED*. You roll a pair of dice until you hit a seven or eleven. Once you do that, you RUN to your plane, mount your prop and spinner, then start your engine. You take off, do three loops and land (sounds easy enough). The times ranged from 2 min. 45 seconds to the winning time of 1 min. 10 seconds. You might have guessed it by now who took first place. Fear not Dave, the club is hosting another Fun Fly in July and you might not be so lucky next time.

A.M.A...

I recently received a large envelope from the Academy of Model Aeronautics. It was addressed to the President of the Aero Radio Club of Syracuse (that's me). When I opened this rather large envelope to my surprise was beautifully printed "Prospectus" (almost mistook it for a stock proposal). Upon opening this prospectus I noticed a large gold decal (suitable for sticking) printed with the AMA's logo in red, white and blue (and it doesn't look cheap). After browsing through the prospectus (professionally done I might add) it is a campaign to raise funds for the Muncie flying sight. Let me state the letter as it was addressed to the ARCS.

TO: AMA Chartered clubs
FROM: V. Mankowski
DATE: May 24, 1993
RE: National Flying Site / Fundraiser

The enclosed prospectus is our new fundraising vehicle to finance the completion of the National Flying Site. We have just printed 5,000 copies of the prospectus - a limited supply - and we are very optimistic about its fundraising potential. If each only generated a \$100 contribution, the Academy would be able to raise a half million dollars. We hope to receive an average donation of \$500, for a total of \$2.5 million - enough to complete the entire National Flying Site project !.

I am personally asking for your club's assistance in the fund raising effort. There are a number of ways in which contributors will be recognized, and a

special area in the museum, where supportive clubs will be acknowledged.

In addition, members of the clubs may help by placing a copy of the Prospectus into the hands of potential donors - individual or corporate. Experience has proven that this personal touch yields far greater results than blanket mass mailings.

We will be depending heavily on key AMA clubs such as yours in this fundraising effort.

The prospectus is a great looking product and will probably make a swell collectable - everyone who receives one will want to keep it. But I am asking everyone to please remember that each represents a potential donation to the completion or the worlds first National Flying Site.

Should you need additional copies of the prospectus, please contact me directly, Thank you in advance for your help, your efforts are appreciated.

Warm Regards,
Vince Mankowski

You be the judge of what the AMA is looking for. As far as I am concerned, the ARCS are in no financial position the voluntarily donate \$500.00 to the AMA in order to complete the Muncie project. On the other hand, any member wishing to contribute to the cause is more than welcome. For anyone needing additional information feel free to contact me.

CNYMAA Picnic...

The Central New York model Aircraft Association in conjunction with Oneida Lake Flyers are hosting the annual picnic on August 1st 1993. Oneida Lake Flyers are located approximately 9 miles east on route 49. From route 81, exit 32 (Central Square) head east on route 49 past Constantia. Lord's baseball field will be on the right side, at that point, turn left and head on dirt road to the "Penguin Flying Field". All ARCS members are invited to the festivities.

It is real or is it a trick...

There will be funeral services for Dean Monticelli's Astro Hog, after attempting another fatal spin... Have you noticed Dean's favorite "Killer Tree", the one that eats scale warbirds...

Byron's Mid-Star has found a new home in the sky,,, or was it the ground ?... Gerd has just realized the importance of the backing plate of the elevator control horn...Can you believe it ?, Doc has gone a whole two weeks without an injury... Rich Settembre has realized the advantage of CA adhesive for plane repairs (he's getting lots of practice)...

Calendar of Events...

STARS Pylon racing events, 7/24, 8/21, 9/18, fees are \$4.00 per class. Flying starts at 9am sharp. Sport class (for people with no experience) Classes Class 1 Schnuerle, Class 2 Non-Schnuerle, Sport-For novices, (All classes per AMA rules, Maximum engine .40 500 sq. in wing area) Fuel is provided, AMA or SFA is required

The ARCS are sponsoring another Fun Fly Event in early July. Dates to be announced.

JULY 11th & 12th the Central New York Airshow at Oswego county airport, Fulton New York.

JULY 24th & 25th the Voltaires of Central New York are hosting the fourth annual "Electric Fun Fly" (in conjunction with the Grenadiers). Location: Grenadiers field, Caughdenoy, NY. All sorts of prizes and stuff will be awarded for scale, pilots choice, best show routine and more. Entry fee is only \$ 7.00 or \$ 12.00 for two days. Contact Jim McMaster 676-4870 or Bill Griggs 697-8152 if your interested. Sorry guys... Batteries aren't included!.

JULY 29th - **AUGUST** 4th the Experimental Aircraft Association is the annual convention commonly known as OSHKOSH .

AUGUST 21st & 22nd the Geneseo 13th annual airshow

Reminder...

Don't forget the combination locks at the field. Both locks share the same combination

R1-L15-R25

As a side note, in the future, please do not cut the grass on the entrance road, as it creates a

tremendous amount of dust circulating around the area as well as in the air filter of the tractor.

Modelnet...

No, it's not used to catch falling airplanes. It is part of Compuserve, an online information service for anyone that has a personnel computer and a modem. Modelnet is a forum on Compuserve that caters to the model aircraft builder and flyer. It covers all aspects of model aircraft from airfoil design, engine troubles, advice for your next acquisition, radio programming tips, setting up a plane, best fuel to use with the right oil content, making your own autopilot, best prop to use, and on and on. The active membership on Modelnet varies widely, from a Baker in Boston to an Aircraft engineer in California (who by the way, was part of the design team for the F-16 and the F-117 Stealth fighter). If you are at all interested in a free one month membership to Compuserve and Modelnet contact either Dave Mathewson or Mike Gosson.

Club Roster...

I have enclosed the most current club roster for your convenience. There are some omissions on the list such as AMA numbers and frequencies you fly on. Would you please inform any of the officers of the missing info. Also If anyone notices any errors please let me know.

TRIMMING A PATTERN PLANE

The late Jim Kirkland of Florida, a pioneer RC aerobatic pilot, developed by the early 1970's a systematic series of flying tests to measure what trimming adjustments need to be made on a Pattern plane to help it perform better, with less pilot effort. Published in Model Airplane News in 1971, his work has been refined over the years, and the following is the combined summation of his input as well as those who have followed.

Thanks for the basic format of this article goes to Charley Reed, a devoted Pattern pilot, and editor of the Kansas City R/C Club newsletter, "Contacts." . Control Surface Throws. Try the following initial settings in the shop that should require very little change at the field after test flying: aileron throw 5/16" from neutral; elevator throw 3/8" from neutral; rudder throw 35 degrees each side. On

rudder don't go beyond 35 degrees or you will just be creating an airbrake. If 35 degrees won't give you reliable stall turns, you need more rudder area, not more degrees of throw.

Aileron Trim, and . Lateral Balance. A warped wing can produce the same symptoms as deficiencies in aileron trim or wing panel weight. If ailerons have to be trimmed more than 1/16" off center to correct for a warp, then removing the warp is called for. The Tiporare kit instructions contain an excellent, fast method for correcting a wing panel warp by slitting the underside of the panel from one corner to another, wedging open the slit to remove the warp, and then filling the slit with 5-minute epoxy. Presto! So don't fly around with a warped wing, and don't follow that old advice that warped wings have to be thrown away. Straighten 'em ala Tipo.

. Center of Gravity. In addition to other tests, your inverted flight should not require excessive down elevator to hold level flight. If it does, shifting some weight rearward is needed. Another check to make is whether upright flight requires excessive up elevator to hold level flight. This is typical of Bridi's Dirty Birdy and UFO models. Some tailweight is the cure.

Surface Gaps. Trimming accurately is harder to do if air is allowed to flow between the control surface and the main surface. Build all such control surfaces tightly to the main surface. If in doubt that it is tight enough, MonoKote or Scotch tape the underside of the gap, being sure to leave enough extra material in the gap to allow the surface to swing both directions.

1992-1993 ARCS CLUB OFFICERS

President

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