

Official publication of the Aero Radio Club of Syracuse
January 1994 edition
1994 ??? already...

ARCS NEWS



New Years Day Annual Event...

Once again the ARCS tradition continues with another successful New Years Day Fly-in. This year marks a tremendous turnout of members, in my estimation there was over 30 people at the field. Considering the weather conditions and prevailing winds of over 30 MPH, not a bad day. Although, out of the 30 or so people there, I certainly didn't see 30 airplanes in the sky (can't imagine why?) It certainly didn't take Tom Brennan very long to capture the crown... Only eleven hours into the new year and Tom dumped the first plane (way to go!). As usual Bill Volcko came with his Northstar (a funny looking Delta wing kinda thing) powered with his favorite Fox .40. It goes without saying, Bill had his hands full (it's normal with Bill) trying to fly this thing. He claims the engine was acting up (yea sure Bill). Doug Law put on an impressive display with his Excel .60 helicopter. Flying in 30 mph winds is tough enough with a plane, you should try it with a helicopter. On the other hand, Jeremy Moser gave it his bet shot. Attempting to fly his Concept .30 in the same conditions, all I can say is, thank god for Aerochopper!. A thank you goes to Doc Schwarz for supplying the food for the day. Thanx Doc.

R/C Report...

Interested in a different kind of R/C magazine?. A publication that has more article's than advertisers?. Try a subscription to R/C Reports Magazine. This publication is really different, the writers and critics actually evaluate an R/C product and make objective opinions. Based solely on the merits (or demerits) of a product. Often times you read a review in one publication and they praise the product (regardless of the quality). At the same time you read a review in R/C Reports and often times may get a completely different review. I guess some publishers don't want to upset there advertisers. The editor of R/C Reports (Gordon Banks) doesn't really care don't believe the editor of R/C Reports really

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cares who he upsets along the way. This magazine is written exclusively for the R/C flyer and builder and not the manufactures. In case your interested, R/C reports is published monthly. The address is

R/C Report
P.O. Box 1706
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1-800-648-3931

Subscription rates are a very modest \$15.00 per year (cheap at twice the price)

awards from previous shows. Prizes are awarded for aircraft in each category, you can't win if you don't enter. So, what are you waiting for?

Also, the CNYMAA is sponsoring a dinner after the show at Rafaels Restaurant. from 7:00 PM. - ?. You may purchase tickets from Walt Throne for \$12.00 a

Club Meeting at Walt's

Symposium Friday January 14th

7:00 PM

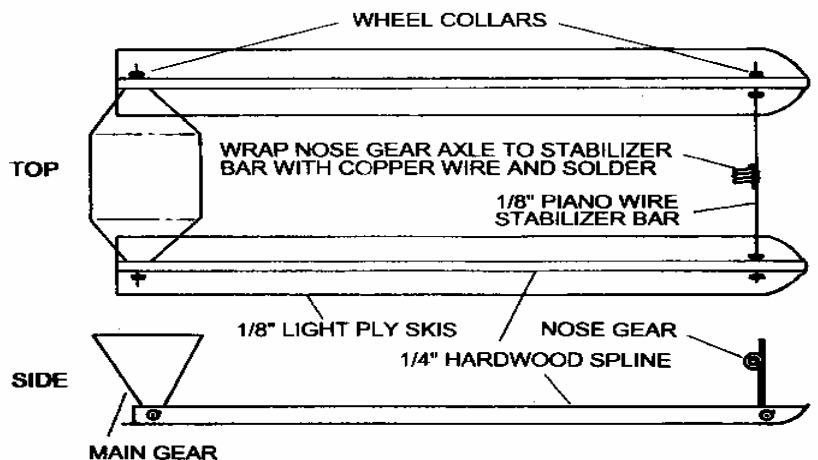
The Central New York Model Aircraft Association is sponsoring the 18th annual symposium at the New York State Fairgrounds. The symposium kicks off on Saturday, January 22nd from 9:00 AM - 5:00 PM. Advance sale tickets are available from Walt's Hobby. Mark DeFillipo, Phil Artese, Gary Large and Rich Settembre are spearheading the effort to prepare the ARCS booth. Anyone interested in assisting with the preparation of the theme are encouraged to volunteer your services. As in the past we ask fellow club members to represent the ARCS at the symposium by working the booth for an hour. On Friday we are passing a sign-up sheet for anyone interested in helping out at the booth.

Got a nice looking plane in your hanger?, show it off at the symposium. One of the great attractions of the symposium is the **static display**. Categories include Scale, Sport Scale, trainers, Gliders and Pattern aircraft. Don't be shy, display your favorite ship. Many of the club members have won

TWO SKIS FOR TRICYCLE LANDING GEAR

Like to fly in the winter? Here is something a little different. Use two skis instead of three on your trike gear flyin' beauty. The skis can be made out of lite ply with a hardwood spine or you can purchase them.

Drill a hole at the rear of the spine the same diameter as the main gear axle. Fasten a piece of 1/8" diameter piano wire, stabilizer bar cut to the proper width, to the axle of the nose gear by wrapping the joint with fine copper wire and solder. Drill 1/8" holes at the forward end of the spine on each ski to mount the stabilizer bar. Hold it in place with wheel collars on each side. Wheel collars are also used to fasten the skis to the main gear. Make sure you disconnect the pushrod to the nose gear servo before operating the radio. The stabilizer bar can be bent, if necessary, to give more prop clearance. Submitted by Mike Hind, Calgary, Alberta, Canada.



S**o, you want to go fast, Really FAST.....**

It appears there is a growing interest in Pylon racing in the club lately. At the risk of going out on a limb, I'm going to make a few recommendations for anyone that hasn't ventured in the sport yet. First, you need to possess the very basic skills of flying a plane proficiently (goes without saying). Secondly, decide on what class you want to compete in. Locally, there are classes to compete in, the Schnuerle class and the non-Schnuerle class. The primary difference is in the engine (internal engine porting to be more specific) the Schnuerle ported engine is a faster package and also more expensive. The non-Schnuerle engine i.e. K&B .40 (very popular) is an excellent first choice to compete in the non Schnuerle class. If you're not satisfied with not achieving maximum velocity then purchase a faster engine package such as a Jett, Nelson or a Rossi. Generally each manufacturer may offer more than one engine configuration, such as Jett Engineering, they offer two different engines. The Sport Jett .40 (capable of 16,500 rpm) and the Quickie Jett (capable of 19,500 rpm), both engines are similar in design, but differ in performance. If you are considering racing in the circuit, nothing less than the Quickie Jett will do. Prices vary widely, for example a Rossi .40 can be purchased for somewhere between \$150 - \$175, a Nelson will run you \$325 - \$345 and a Jett .40 (sport Jett) will cost you about \$200, the Quickie Jett will run you \$225 - \$235. That's a run down of the more common engine packages.

A

airplane kits are just as subjective as engines, whatever the pros are flying these days is the hot kit. All Quickie 500 planes have a few things in common, minimum 500 sq. in wing area, very narrow fuselage, small fuel tank, narrow racing wheels and very light weight. Your choice of planes are widespread, ranging from a kit to an ARC (almost ready to cover) or an ARF. A very popular kit is the Fliteline "Scat Cat", this plane is a very simple kit to construct. Consisting of foam core wings (which you sheet with balsa) balsa sheets (for the fuse and tail sections etc.) average cost of the "Scat Cat" will run you between \$35 - \$40. A common ARC is the Hobbico "Viper" (all the major framework is done for you i.e. presheeted wings, prebuilt fuse and tail sections). You still have to join the wings, mount the tail section, etc. The "Viper" will cost you between \$75 - \$80 (a favorite of mine, because I hate to build). There are many other planes on the market as well, The Dodger, Thunder Quickie, The Revolution, China Clipper, and the list goes on.

When you decide to build your Quickie 500, build it light, build it straight, build it strong. Often times a manufacture may suggest you lay-up several sheets of fiberglass cloth and resin on the center section of the wing. In case you didn't realize it, a Quickie 500 will pull as much as 20 g's in a turn!. Another consideration when building your plane is to virtually eliminate any gaps in your control surfaces (which **WILL** cause flutter at high speed). Additionally, it is recommended to use "Ball Bearing" servos whenever possible (which often times can reduce or even eliminate surface flutter). When you decide to compete either locally or on the circuit you should have at least two planes (inevitably, one **will** crash and you'll need a backup).

This is a brief overview (very brief) of the available equipment for Pylon racing. A quick tally of the costs are as follows.

Sport Class (non-Schnuerle) 1-Fliteline "Scat Cat" \$40, K&B .40 \$65, Building materials i.e. Covering (2-rolls), Wheels, Fuel Tank, Motor Mount, Hardware, etc. \$35.

For a total cost of approx. \$140 (the total price of the plane and related items does not include the price of a radio system)

Go Fast Class-" GFC" (Schnuerle) 1- "Dodger" \$60, Jett (Quickie Jett) \$230, Building

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WRAM Show

No, it's not a farm show, it's the Westchester Radio Aeromodelers show in Westchester County Center building, White Plains NY. The show is February 25 - 27 Friday 2 - 7 PM Saturday and Sunday 10 AM - 6 PM. If you have the time in your schedule to attend, GO!. Last year was my first visit to the famous WRAM Show and what a treat. The show is filled with suppliers and manufacturers for the R/C industry. Folks like Sig Mfg., Futaba, Ace R/C, Royal, Byron Originals, Yellow Aircraft, Coverite, Lanier, Top Gun Aircraft, Ohio R/C and list the goes on and on. It's an annual show that you won't soon forget. If you plan on attending I would suggest you order your tickets in advance. Forward your money to:

Ed Alexis
21 Pamela Road
Peekskill, NY 10556

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materials i.e. Covering (2-rolls), Wheels, Fuel Tank, Motor Mount, Hardware, etc. \$35. For a total cost of approx. \$325 (the total price of the plane and related items does not include the price of a radio system) You could conceivably spend more or less on the **Go Fast** Configuration (the choice is yours). Lastly, there has been some talk about a "Spec Class" (a class in which everyone uses a similar plane and a similar engine) This concept of sport racing will certainly level the playing field, providing everyone can agree upon the engine configuration used. The logical choice might be something like a K&B .40 (ball bearing, non-Schnuerle) or a Super Tigre GS-.40 (with Schnuerle porting). Both engines would be a perfect match for Pylon racing as well as Sport flying as well. This might be a worth while topic to discuss at the Friday meeting.

dues are Due

**Aero Radio Club
of Syracuse**

**Application for
Membership**

Name - _____

Address - _____

City, St., Zip - _____

Telephone No. - _____ AMA No. - _____

Amount Paid - \$ _____ Date Pd. - _____

Radio Frequency - _____