

A Final Farewell...

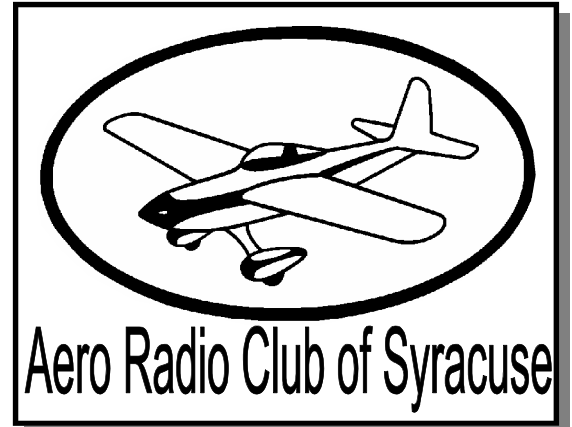
To a good friend and a great guy "Bob Cavallo".

Bob has made a decision to make his new fortune in Virginia (selling Weapons grade Plutonium to North Korea, I believe). We wish you all the best in your new career and it's been a great pleasure to have you be a member of your club over the past few years. It's always been a memorable experience every time you show up

Your Friends

C alandar of Events

- August 13-14 Pattern event in Glen NY (near Johnstown NY)
- August 13-14 Pylon race. Ellington CT.
- August 14 STARS Pylon race
- August 19 - 21 Batavia Airshow, Featuring a P-38 (one of only 7 left in the world)
- August ?????? Fun Fly ???

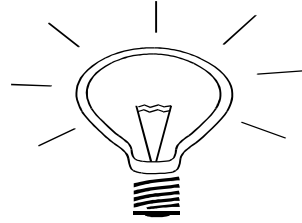


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Pattern???

No... this is not a column about dress making. The term "Pattern" more appropriately describes "Precision Aerobatics", so what, right!. What's the big deal about flying Pattern or the Mystique surrounding such an event. No one ever said you need an expensive Pattern plane to compete in novice or sportsman, I have seen a flyer compete with a Goldberg "Tiger II" and he did very well with it. All things being equal, attempting to fly the basic Novice maneuvers will improve your skills, Period!. Well, let me share something with you that I learned not so long ago from a former pattern flyer. "Anyone can do Loop, a Roll, a Split S, an Immelman Turn, but how many can perform the maneuver in a predefined spot on the field?"

If any of you would like a copy of the Novice Pattern schedule to practice on, look in the AMA rule book or ask me and I'll give you copy of the schedule to practice with. Or better yet, attend a local Pattern meet and watch what goes on. Hey you never know!



03-Aug.-94

Epoxy or Resin

Fm: C. Joe Parker 73762,771

To: Ralph Weaver 75310,2143

I work for an epoxy formulator,(we make WEST SYSTEM epoxy) and I have some comments concerning the discussion of epoxies and polyester resins. Exposure to chemical vapors or direct skin contact, from either epoxy or polyester resins, is potentially hazardous. However, both can be used safely if proper precautions are taken.Epoxy curing agents can act as allergens or sensitizers, meaning that they can cause an allergic reaction.

Patrick Fernandez hit the nail on the head when he compared his skin rash to poison ivy; it's exactly the same type of reaction. If you treat the symptoms of contact exposure to epoxy the same as poison ivy rash and eliminate further exposure, it will go away. When working with epoxy the next time, take precautions to prevent exposure of any kind (gloves, long sleeves, proper ventilation, and in certain situations, respiratory protection). Some people are more sensitive to epoxy hardeners than others. One person may break out in a rash when they walk into a room where epoxy is being used while others can work with it every day for years without a problem. Just like some people are deathly allergic to mushrooms and strawberries while most people eat them without a problem. Often a person will become sensitized (develop an allergy) to epoxy hardeners after experiencing a very large exposure, such as having it spilled on them, or after working with it for a time using poor chemical hygiene practices. Once sensitized, subsequent exposure will lead to increasingly severe reactions.

Contrary to what Ralph Weaver reports hearing, epoxies do not build up in the body. I've heard other people offer the same explanation when they do not understand the body's immune response.

Typical polyester and vinylester resins release far more volatile chemicals into the air than epoxy resins.

The

health effects of styrene (contained in polyester and vinylester resins) are being debated. The EPA recently tried to have styrene listed as a carcinogen but backed down when the polyester industry and composite fabricators protested. There are many different types of polyester resins. There are new styrene-suppressed and Low-VOC resins that release fewer volatiles than traditional polyester formulations.

Different brands of epoxy also perform quite differently. There are some brands that do contain higher amounts of volatile chemicals. Epoxy brands that use aromatic amines in the curing agent pose a substantial health risk. (Very few, if any, consumer grade epoxies would contain aromatic amines but much of the negative information you hear about epoxies from companies offering alternative resins is based on information about aromatic amines.) Epoxies like WEST SYSTEM have very low volatile emissions and contain no aromatic amines.

The decision on which resin to use should be based on your requirements for strength and other physical properties as well as health and safety considerations. For adhesion to wood and composite materials, it's hard to beat epoxy!

Joe.

This information was retrieved from ModelNet 8-4-94

Pylon Racing



July 16th the STARS held their second pylon race of the year. What made this event different from previous races was, the ARCS members ran the event!. We had over 10 people in attendance to assist in running the days race. A special thanks to Pete Riehl, Pete Himpler, Tom Brennan, Cora Coyne, Gerd Wirickx, Dick LaPatra, Byron Monday, Bob Cavallo. We also had a few competitors from our club which offered assistance for the races, Dave Mathewson, Fritz Ceratt, Bob Volcko, Ed McChain and me (I got to be flag man) It was a great pleasure to have such involvement from the club members. One thing for sure, the folks who helped out got a real education of what pylon racing is all about. The times were just as amazing, how about 1:13 for ten laps from Dave M., he really cleaned their clocks. Yes folks, even Fritz gave a crack at it, and did pretty

(Continued on page 6)

GJ's Hobby Shop..

Super Tiger GS-40 .40 w/ muffler \$65.00

Morgan Fuel

Omega 10% Nitro, Castor & Synthetic \$10.00 per gal.

Omega 15% Nitro, Castor & Synthetic \$11.50 per gal.

Goldberg

Super Jett CA \$3.60 1oz \$6.60 2oz

Insta Jett CA \$3.60 1oz \$6.60 2oz

Ultra Coat \$9.90 per roll

Ultra Coat - Fluorescent colors \$12.90 per roll

Top Flight "Magnetic Prop Balancer" \$18.95

Fox glow plugs "R/C long" \$2.20 ea. \$1.62 per doz.

APC Sport props

9 x 7 \$1.60 ea.

10 x 6 \$1.85 ea.

Hobbico

Super Star 40 ARF \$90.00

Midwest

AeroStar 20 \$40.00

Futaba

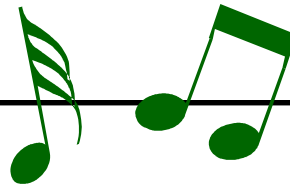
S-148 standard servo \$14.00 ea. complete w/ hardware

GJ's Hobby Shop
200 Front Street
Vestal, NY 13850
(607) 754-3003

Wing Tips

by Rocco Mangano

Sorry Folks.... The Wing Tips column will reappear next month



Sound Committee Report

Well, we've done a considerable amount of testing since last month and have made some pretty interesting discoveries. There are also at least a dozen Soundmaster muffler's in use at the field now and it appears that they live up to the claims that Davis makes in their advertisements. I would venture to say that any engine that we are using at the field that reads over our 96 dB noise limit can be corrected by installing a Soundmaster muffler on it. Remember, this doesn't mean that this is the only solution. There may be other mufflers on the market that work just as good, but having tested the Soundmaster on a number of engines we know they work.

We have also done some testing on props lately and have found that in some cases a different prop can make almost as much difference as a different muffler. We did tests on several props including Top Flight, Master Airscrew (standard blade and scimitar style), Zinger, APC, and Graupner three bladed props. For two bladed props APC ran the quietest of all the props we tested. There was generally a 2 to 3 dB drop over the equivalent wood or standard Master Airscrew, and a 1 to 2 dB drop over the Master Airscrew scimitar blade. In almost all cases the APC also turned up a bit more than the other props. There was a huge difference when we switched to a Graupner 3 bladed prop. Our ST .40 test engine went from 91 dB to 84 dB just by changing to the Graupner prop. The drawback though, was that there was a very obvious reduction in performance compared to any of the 2 bladed props. Consider this though. This engine, out of the box, with the standard muffler, tested at 97 dB with an APC 9x7. By changing the muffler and prop the noise level was reduced to 84 dB. Considering that the noise level is halved for every three point drop in the dB level, that's quite a reduction.

Here's some of the other results we came up with last month. Two members running Rossi .40's with stock mufflers reduced the dB level of their engines from 102 dB to 88 dB by switching to a Soundmaster. An old style OS .60 dropped from 100 dB to 86 dB by installing a Soundmaster muffler. We tested an OS .25 FP out of the box that read 85 dB. By installing soft mounts, a Graupner 3 bladed prop and a Soundmaster muffler on my OS .25 FSR we have reduced the noise level to 83 dB, 2 dB quieter than the much less powerful FP series. I thought this was pretty impressive considering we also tested Bruce Throne's Puddlemaster Electric and that read 72 dB. This goes to show how much noise is coming from the prop.

After reviewing our results from the past two months I would say that there should be no problem with anybody staying at or below 96 dB. In fact, I also think that without too much difficulty 90 dB is not out of the question. Anybody that has any questions about the testing we have done can give me or Mike Gosson a call. Thanks to all the members who have made the effort to get the noise level of their engines down.

Dave Mathewson

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Do these things really happen???

Mark... Don't ya know.... you can't mix American and metric threads to come up with something that actually works!
Ask Gerd about Bob Cavallo's favorite tree. "It's nice to share isn't it!!!"
Hey Pete, which way is upwind? left or right?
It's amazing what a little CA can do for an elevator servo, Fritz!
Gary Large,,, Flair,,Flair,,Flair!!! oh forget it
Fritz is the only guy I know who can build a kit, fly it and return it back to kit form, Hmm, how do you do that anyway????

A Sad Day

On August 2nd a long time member of the ARCS club past away in Florida. I'm sure many of the long standing members of our club remember this individual well. His name was Ed Izzo. To the best of my knowledge, Ed was one of the founding members of our club from the early fifties. Ed was a world class modeler in every sense of the word, his achievements go beyond the imagination. He was credited with being the inventor of the "Foam Wing" and "Foam Wing Cutting Process" he also developed the "Speed Pan" used in control line racing. Ed was a top notch Pattern flyer as well as a designer. In the early 70's at the Canadian NATS, Ed took first place in Pattern competition. Being from the US competing in Canada, Ed felt a fellow Canadian should be awarded first place and Ed turned the trophy over to the Canadian. Now that's sportsmanship!
Ed will sorely be missed by many of friends...

Presidents Column



I guess that this is my opportunity to say hello to every one as I haven't been to the field very much lately. I have been busy at work and have not had the time to fly or build . The few times that I have been to the field I have seen that there are many people out there who are enjoying them selves. I've also noticed that some people have become rather good flyers. One of the things that I am inevitably asked when at the field is " Is there going to be a Fun Fly?" and I have to say that I don't know . Soooo.....**IS THERE GOING TO BE A FUN FLY???** If there is an interested party (or parties)willing to head the effort I know of a few people who have expressed an interest in assisting . Give me a call and I'll help get the ball rolling. You know you need not be a top notch pilot to do this. All that is required is that you choose the format, the type of plane(s) , the number of and type of events, and what ever. I know that there are many who would participate in such an event so lets see what we can do to pull this off.

While I'm on the topic of volunteerism, I've started to put together some ideas for presentations for our winter (what an ugly word) meetings but I am soliciting volunteers who think that they may be able to put together a presentation for a meeting or even just for suggested topics for these meetings . Give me a call or stop me at the field and let me know what you think.

Mark DeFilippo

(Continued from page 3)

well for his first time with his new rocket. Although, we still can't figure how Fritz turned a 3:15 for ten laps and won the heat, Hmm. Ed McChain's luck had just about run dry for the day, he was suffering from fuel problems, Clunkidy Clunk..... Bob Volcko managed to make it around the course with no problems, but, I guess he's looking into Gosson's V-Tail, cause the old tail just can't keep it up.

Come out come out wherever you are!!!! Mr. Bill Volcko... we really missed you at the race. Are you hiding from us again???, but wait, maybe, just maybe, Bills has got something in the the "Works"?? Na..... I think Bill is really interested in his retirement about now.

That's all folks.....

ARCS News
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