

## Calendar of Events

- ◆ January 1st ARCS annual New Years Day "Fun Fly"
- ◆ January 21st, the CNYMAA 19th annual SYMPOSIUM at the New York State Fairgrounds- Horticulture Bldg.
- ◆ February 24th - 26th WRAM Show, Westchester County War Memorial.
- ◆ Toledo Model Show "BIG" April 7th - 9th



Aero Radio Club of Syracuse

Official Publication of the Aero Radio Club of Syracuse  
December 94' edition

***ARCS Club Meeting.....  
At Walt's Hobby, December 9th 7:00pm  
This Means You!***

## *Happy Holidays*



***Oh no.....Christmas again.....*** I haven't paid off last years' bills yet! oh well... just kidding anyway. I hope everyone has a safe and joyous holiday season, and maybe, just maybe, if you were good in 94' Santa just might bring you a present! (providing you were a safe pilot this past year.) Speaking of piloting, don't forget about the annual ARCS New Years Day flying event. Once again the event will take place at Marcellus International Airport. In case you have no idea what I'm talking about, let me fill you in. Each New Years Day the club meets at the flying field to kick off the *New Year* and do a little celebrating of our own. The turnout has been incredible in past years, so, come and join us. I can assure you, this is an event not to be





# Winterize That Thing

If you are planning to rest up your models while the winter weather is upon us give some thought to the preservation of your radio equipment and batteries while everything is in storage. Give the model a real through cleaning now, some of the new kitchen surface cleaners are real good at removing grime from models, and the muck will be a lot easier to get clean now than after it has 'matured' for the winter! Treat your engines to a good dose of after-run oil: you can use automatic transmission fluid for this (but check that it won't affect any rubber seals), and it will ensure that your engine doesn't become gummed up and difficult to turn over when it is needed again. Give the airframe a good examination: hangar rash builds up over the summer, and it always feels like too much trouble to waste flying time just to touch up a minor blemish or a small crack. Well, don't forget the old adage 'a stitch in time saves nine', do it now, before that small crack spreads into a grand canyon.

The radio equipment may need attention too, now is the time for any suspect equipment to be sent for servicing, and in any case, this is the perfect time to check everything over very carefully, looking for the tell-tale signs of wear and tear. A particular danger is that of 'Black Wire' or negative lead corrosion. For those of you new to modeling, this is a well known phenomenon where the negative lead of the battery pack wiring - usually colored black - corrodes, turning a good copper connection into a sleeve full of black sludge. Its first manifestation is usually a spot of greenish verdigris visible around connectors. It can travel across plug and socket fittings, as well as switches, and is a particular danger because it is not immediately obvious.

The effect is as if a resistance had been introduced into the electrical circuit: this both reduces the charge accepted by the battery and limits the current that the receiver can draw. The outcome is that your radio may appear to be working when first switched on, but the battery will drain very quickly, and if the current drawn becomes too much (for example by all servos being at maximum movement, perhaps during an aerobic maneuver), the resistance of the wire will cause the battery voltage to drop below the level at which the receiver will work. Checking the wreckage afterwards, you may find that the radio appears to be still working, with no obvious cause of the loss of control, leading to many crashes being attributed to interference rather than corrosion.

A recent article in the model press described some comparative tests designed to identify the cause of black wire corrosion, the results of which indicated that a primary factor is storage in a damp atmosphere. The combination of damp air and a charged battery leads to an electrolytic effect that results in an acidic condition at the negative terminal of the battery. It's not only Ni-Cads that are affected, check out the ground strap on an older car sometime, and if the connection has not been properly protected, the same corrosion effect can be seen.

My own experience corroborates this; my models have to be stored in a garden shed - not exactly the most favorable environment in the winter - and I have had several switch harnesses corrode, fortunately only one was not detected before flight, but that one led to a model being written off. In that case the battery pack concerned was less than a year old, so the problem is not confined to old battery packs. Be aware also that the problem does not just affect receiver packs, I have had the same problem with the batteries and wiring in transmitters, and that is much harder to spot.

The solution is simple, if perhaps not convenient. When a model is laid up for any length of time, remove the battery pack and store it in a warm dry environment, along with your transmitters. Difficult if the pack is buried deep in the structure of your model, but well worth the effort and perhaps battery access is something to think about when you build your next model.

A further protective measure is to use tinned wires, rather than bare copper. If you only use commercial

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switch harnesses there is little you can do about it, but if you make up your own, which is both more convenient and considerably cheaper, then the choice is yours. Certainly I have always used multi-strand tinned copper wires and they definitely resist the corrosion better than the bare kind. If your soldering skills are up to it, making your own packs can be considerably cheaper than buying branded, and it gives you the opportunity to customize the installation; you can make your own for about a fiver, compare that to the cost of a Futaba switch harness.

My models all have a 2.5mm DC charging jack sockets fitted, (same as you find on the back of your transmitter) to allow battery charging while the model is assembled. These coaxial sockets are designed for this application and are much safer and more substantial than the audio sockets often used for this purpose. Making my own also gives me the opportunity to use a better quality switch; these and all the other accessories are available from electronics suppliers such as Maplin or Tandy, and result in a switch harness which is designed to fit into a particular model, and for around a quarter the cost of the branded product. Another benefit is that the battery pack itself is unlikely to be harmed by the wire corrosion, removing the wrapping will reveal any problems with the internal pack joints, if they are sound then the pack can be re-used. Provided that the negative terminal is scrupulously cleaned, the faulty wires can be replaced and the pack returned to service.

*This excerpt was taken from ModelNet*

**Aero Radio Club  
of Syracuse**

**Application for  
Membership**

Name - \_\_\_\_\_

Address - \_\_\_\_\_

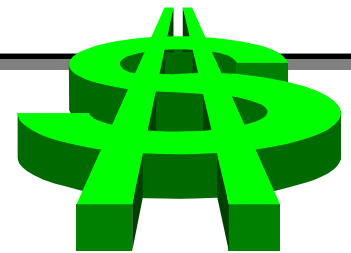
City, St., Zip - \_\_\_\_\_

Telephone No. - \_\_\_\_\_ AMA No. - \_\_\_\_\_

Amount Paid - \$ \_\_\_\_\_ Date Pd. - \_\_\_\_\_

Radio Frequency - \_\_\_\_\_

\*- Annual dues are \$35.00 per year for Regular members, \$10.00 per year for Junior members , and \$15.00 per year for senior members (using AMA guidelines). In addition a \$5.00 initiation fee is charged for your first year. Applications and dues can be sent to : ARCS, c/o Byron Monday 223 Heman St. East Syracuse, NY 13057



**Dues Are Due...**

Boy I'm telling you..... These new officers are tough and greedy!. Can you believe it's time to renew your membership already, like I don't have other bills to pay first, SHEESH..... Okay, alright, enough already, it's time to "Renew Your Commitment" to our humble club (besides I need a **RAISE**). Tis time to cough up some your first communion money and renew your faith in our fraternal organization. Besides,,,it's cheap at twice the price and the club needs your support!.

# Wing Tips

by Rocco Mangano

This is this year's last "Wing Tips" column. The winner of the free ARCS membership will be announced in the next issue, and we will then start again for a free 1996 membership. Send your ideas or product evaluations to me at 4309 Cleveland Rd., Syracuse 13215, fax them to 471-5759, call me at 469-7217, or see me at a meeting.

You can simulate rivets on your next scale project by running a dressmaker's wheel (the kind with tiny teeth) along chrome Monokote. This will not work where the Monokote is covering an open span; there must be balsa or plywood beneath where you are running the wheel. Running the wheel along a ruler will help you keep a straight line. - Phil Artese.

Here is an easy technique for cutting graphics and lettering on film covering. Photocopy the graphic or lettering you want to use on to plain white paper. You can use the copy machine to reduce or enlarge the pattern to the appropriate scale. Peel the backing from the film covering, and stick it to a clean piece of window glass. Spray the surface of the covering with a light coat of 3M Repositionable adhesive. (3M Spray 77 adhesive will not work because the adhesive is too strong.) Lay the paper pattern over the film covering and smooth it out. With a sharp razor knife, cut through the pattern and covering. Peel the paper away from the covering and apply. You should clean the 3M adhesive residue from the covering before applying to your model, especially if you are applying it with an iron. The 3M directions prescribe turpentine or rubber cement thinner for clean-up, but rubbing alcohol also seems to work. - Tom Brennan.

Here is a way to keep your Ni-starter charged for an entire day at the field. Take an old glow plug and drill out the center electrode. Take a piece of solid 14 gauge copper wire (such as Romex) 1 1/2" long. Insulate it with two layers of shrink tube, leaving 1/4" exposed on each end. Insert the wire in the hole; you may have to hold it in with CA. Take a length of regular stranded wire; solder the red wire to the center electrode and the black wire to the threaded portion of the glow plug. Mount the glow plug in a convenient location on your flight box. Run the wires to the glow plug terminals on your power panel, red to red and black to black. Clip the Ni-starter on the glow plug, and charge away. You can adjust the charge rate by using the knob on the power panel. - Bill Volcko.

## Presidents Column



Well once again we had a meeting and the faithful "dirty dozen + " was in attendance. Short of getting some S. U. accounting majors to attend I don't know how to increase attendance(I know, but I thought that working on a balance sheet was something completely different). Actually the meeting went quite well, we tied up some loose ends and had some fun playing with *AEROCHOPPER* ( a flight simulator ). It was nice to see some new faces at the meeting and I hope that they had a good time and will continue to add to our numbers. On the slate for this months meeting we are anticipating a visit by Terry Terrinore. Terry is an accomplished builder and is heading a column ( *SPORT Patterns* ) in *R/C Report*. Terry also is /was our AMA district II associate vice president. I think that Terry will have a lot to offer and I urge all of you to try to attend. We

*(El President' Column Continued on page 6)*

**ARCS CLUB OFFICERS**

**President**

Mark DeFilippo - 469-5639

**Vice President**

Gerd Wirickx- 673-1167

**Secretary**

Bill Volcko- 685-3034

**Treasurer**

Byron Monday- 437-3829

**Newsletter Editors**

**I'm on a mission to promote our club fliers to the next level of flying.**

At the last club meeting I brought up an idea of sponsoring a "One Day Pattern Event" that encompasses two classes of pattern flying, Novice and Sportsman. From the response at the meeting, the majority of members present agreed to the concept and it's a go!. I contacted Mark Sheda a FAI pattern flier (FAI means he's pretty good) from Rochester and discussed the concept of a "Pattern Primer." The idea behind a pattern primer is simple. It's a way to familiarize pilot's with the concept of flying "Precision Aerobatics" better known as Pattern.

The day starts off with a session of each of the maneuvers and how they are performed i.e., Stall Turn, 1/2 Reverse Cuban Eight and so on. The latter part of the morning will cover judging and what to look for when judging contestants (did I forget to mention, *the pilots will also be judging other contestants*). After lunch the contest begins, starting with Novice class then on to Sportsman. I expect to operate with a **maximum** of two planes in the air at a time. The Novice maneuvers are completed in less than four minutes while Sportsman runs approximately seven minutes or so. Trophies and prizes are awarded through third place of each class. Walt Throne agreed to donate the trophies for each of the classes.

So how do our club members fit in? Well, we'll need members to help with things like scoring, transmitter impound, scribing, flight line directors, etc. We'll need a few people to run a small food stand. The stand should also make a few dollars profit for the club. Club members are also being encouraged to participate in the contest. It doesn't take a fancy model with a super whiz bang power plant to fly novice pattern. Almost any sport type plane will do. In addition to having a little fun, maybe we can all pick up a tip or two on how to improve our flying from the experts who have agreed to participate. We'll be discussing this throughout the winter meetings and looking for volunteers to handle certain duties. If you're interested in helping out see me at one of the meetings or give me a call. We expect a number of entrants from around the central New York area. Let's all work to put our club's "best foot forward" and put on a good event for our guests. Thanks, Mike Gosson



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Futaba, Dubro, Sullivan, Dremal, YS Engines,

*(El President' Column Continued from page 4)*

also need to solidify a group to head this years symposium booth. **PLEASE**, this looks like it will be the last symposium, it would be nice if it ended with the ARCS represented by a first rate booth. I urge you to lend a hand. If enough people contribute no one will need to shoulder too great of a burden.

Well until next time. I'd like to wish every one a happy holiday season and may all of you find long narrow boxes under the Christmas tree.

Mark DeFilippo

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