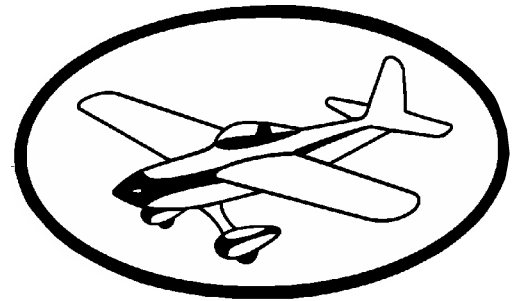


Calendar of Events

- ◆ April - August "ARCS" Flight Training Program Every Thursday Evening
- ◆ May 20th "ARCS" first annual Pattern Primer
- ◆ June 3rd "Stars" first Pylon Race, 9:00 am
- ◆ June 3rd & 4th "AGS" annual Pattern Contest, Blue Swan Airport, Sayre PA.



Aero Radio Club of Syracuse

Official Publication of the Aero
Radio Club of
Syracuse
April 95' edition

*ARCS Club Meeting.....
At Walt's Hobby, April 14th 7:00 pm
Last Meeting Until October!*

Help Wanted!



The ARCS first annual Pattern Primer is right around the corner. In case you missed it, look at the May issue of Model Aviation and you'll see our club listing and the ad we placed listing the contest. May 20th is not far off, so, I'm seeking volunteers to assist in the operation of the contest. Specifically, I need a radio impound person, two folks to handle the morning registrations and verify AMA membership, a chef and an assistant, two scribes, two tabulators (one to operate a PC), a sound check operator (AMA and ARCS dB rules apply) and a score sheet runner.

I'm still working on the particulars for the event, but so far everything has gone smoothly,,, so far. If anyone would like to contribute to the cause, contact me @488-6123 or 422-1495 and I'll plug your name in.

In my best guess so far, I'm estimating between 12-20 contestants for the Pattern Primer, but that's only a *GUESS*. Also, from what I can gather, this event is the only one of it's kind in a 150 mile radius and the numbers could be even greater.

It's gonna be *FUN*

MB Gosson



ARCS Meeting Minutes, March 10th 1995

- CNYMAA Report - voted not to have a symposium next year 1996.
- Club budget discussed and a projected shortfall noted.
- Fun Fly conflict noted with young eagles. Fun Fly rescheduled to July 8th. It will be a club event with a swap table run by Mike Lobello.
- Symposium discussion: Dave Mathewson laid out plans for ARCS and STARS to jointly run symposium with possible new format. Motion was made and seconded that Dave explore possibilities- carried.
- ARCS needs two delegates for CNYMAA- volunteers were asked for - no one volunteered.
- Meeting adjourned.

Respectfully Submitted
William Volcko

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 - _____

*- 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

Last chance Fellas!!

This will be your final issue of "ARCS NEWS" if you haven't paid your dues this year. You see, it's not really my fault. I'm put under a great deal of pressure to hammer on the folks that might have forgotten about rejoining our "Elite" club of world class pilots. The best part of the equation is, we have not experienced a price increase in FY-95. Allen Greenspan would be proud of our officers. So, what you say folks, how bout coughing up the \$35.00 for the upcoming season. We have a lot to offer this year. A Pattern Primer, Fun-Fly, Picnic, Pylon Racing and whole host of other festive features. Besides, where on earth can you get material of this caliber for such a CHEAP price!

Wing Tips

by Rocco Mangano

Flying season is here (or almost here), and everyone is in a last minute rush to get their projects ready for the field. Your ideas and product opinions would be a big help to our members, especially those of us who are less experienced. Please send your tips or product reviews to me at 4309 Cleveland Rd., Syracuse, N.Y. 13215, fax me at 471-5759, or see me at a meeting or at the field.

Thanks to Bill Volcko for submitting the following tip:

The oily residue that drips from your engine's muffler makes an excellent rust inhibitor. Just wipe it with your fingertip in any metal parts you want to keep from rusting. - Bill Volcko

If you are using epoxy on your model, there's a good chance that some of it will run on the model's surface, and it is almost impossible to sand off before you cover. When I ran into this problem, I remembered reading that a heat gun will soften an epoxy glue joint, allowing you to pull two pieces apart without breaking the wood. So, I tried heating the globs of epoxy with a heat gun, and could actually smell the epoxy starting to melt. A few strokes with a sanding block, and the softened epoxy came right off. The better idea, as submitted by Dave Mathewson, is to cover those areas which will be subject to these globs of epoxy with masking tape before you start gluing. - Rocco Mangano

You may have noticed that Walt is now carrying Goldberg Ultracote. I haven't had extensive experience with coverings, but, so far, I like Ultracote over MonoKote and 21st Century film. One reason is that it seems more supple, and not as "crinkly" as the others, and wrinkles shrink out more easily. I do not know if these wrinkles will return with temperature changes, but other people have told me they will not. The nicest feature of Ultracote, to me, is the paper backing. With the other coverings, pulling off the plastic backing seems to give the covering a static charge, and every piece of dust in my shop makes a beeline for the back of the covering, while the front of the covering is stuck to my arm. The paper backing also seems to let the covering roll out flatter when you cut it, and it also allows you to draw designs and lettering out on the paper before you cut and peel. Other people I have spoken to do not like Ultracote, for various reasons, which tells me that your product choice, like so many other aspects of this hobby, is strictly personal preference. - RM



Presidents Column

Spring is making it's way , albeit in fits and starts. If you are anything like me you have spent the winter months building new planes and making needed repairs to our tried and true friends, and we all can't wait to get our first few flights in. In an effort to make this a safe and successful season I want to take a moment to remind everyone old and new of a few issues. First, we need to be sure that the roadway is dry enough to drive on **BEFORE** we make the trek down to the field. We need to remember this all season long. Second, everyone should review the *ARCS Field Rules*. With the level of activity at our field and the proximity of the full size traffic, it is vital that strict enforcement of the rules be the rule. A copy of the rules is posted on the transmitter impound building. If you want a copy for yourself, I'll try to keep copies in the shed. Seriously, safety is a paramount concern of mine and as such we can not be too strict with the rules. Although the club officers traditionally see to it that the rules are followed, it is in everyone's best interest that all the rules are followed. Potentially what is at stake is the health and well being of all of us, our spectators (read families), our vehicles, full size pilots / planes, and the privilege of using the site to fly from. So if you are at the field and you feel that someone is conducting themselves outside of the rules, bring it to the parties attention. Chances are that they are unaware of

(El' President' Continued on page 6)

Flight Training 101

For learning to fly RC there are three basic problems to think through. The sooner these problems are understood and mastered the sooner you learn to fly. Thinking these problems through between flying lessons can save time and make you a better pilot. Here are the problems:

- **Perception of control response:** Tilting either control stick to one side does not make the model turn. Using a control stick to tilt the wing (and thus the lift vector) to the desired angle makes the airplane turn. Use the stick to establish the desired angle of bank, then neutralize or hold slight control into the turn, depending on how inherently stable your model is
- **Nose drop in a turn:** Now that you have thought the first problem through and understood it, you are faced with the second problem. Any time the wing is tilted, like when establishing an angle of bank for a turn, the nose will drop and the turn will turn into a diving spiral. The second problem therefore is that any time you bank the wings you must add up elevator. The problem with this is that the beginner will establish an angle of bank, then the nose will drop, then up elevator will be applied in reaction. When the beginner realizes that every time the wings are tilted the nose will drop, he or she has made progress in the thought process. It is only when the beginner has learned to apply up elevator, in anticipation of the nose dropping that, he is suddenly able to turn and is no longer a beginner. How much up elevator to apply is a secondary problem to be worked out later.
- **Flying toward oneself:** The third problem, naturally is the problem of flying toward oneself in which it is more difficult to visualize oneself in the cockpit backward rather than forward. There are cues and clues for working this problem out and any instructor will tell you his favorite The way to resolve the problem, especially in the initial hours of instruction is to avoid it as much as possible and learn to fly going away from yourself. Now, how to avoid flying toward yourself or at least minimize it? Simple. Stay upwind. The stronger the wind the better. Do not let the model get downwind at all. If it gets downwind from you, do nothing until the model is back upwind again. The theory works, but why it does will not be explained here. You must think about it.

When you have gone through the above problems your actual flight work will be greatly improved. So think! Visualize! Practice in your mind. People may think you are crazy for staring up into the sky and twitching your fingers, but any good RC modeler will understand.

*From the AMA Newsletter "Feedback"
Bernard L Stuecker*

Got any thoughts...Comments...

Rebuttals...Ideas...???

Feel free to speak up, We gladly publish any

It has become rather apparent that Pete Rhiel has the market cornered on motor mounts.... Pete has literally depleted the entire stock of motor mounts in New York State. How can this be you say? Simple. Ask Pete for advice on the proper method to drill the mounting holes and watch how many he can chew up!

ARCS CLUB OFFICERS

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Treasurer

Byron Monday- 437-3829

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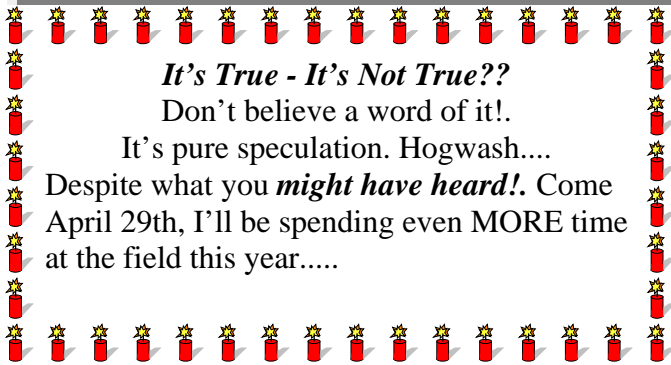
Mike Gosson / Dave Mathewson

(El' President' Continued from page 4)

the potential repercussions of their actions and they will thank you for it.

Other issues that warrant comment; anyone flying at the field will need both a valid AMA # (that is on record in the club roster) and to have a paid 1995 ARCS membership. We are long past the January 31 deadline for memberships so please note the \$5.00 late fee applies to all renewals. Also, this will be the last issue of the newsletter that will be sent to non-paid members.

Thanks, Mark DeFilippo



It's True - It's Not True??

Don't believe a word of it!

It's pure speculation. Hogwash....

Despite what you ***might have heard!*** Come April 29th, I'll be spending even MORE time at the field this year.....

ARCS News
MB Gosson
153 Lookout Circle
Syracuse, NY