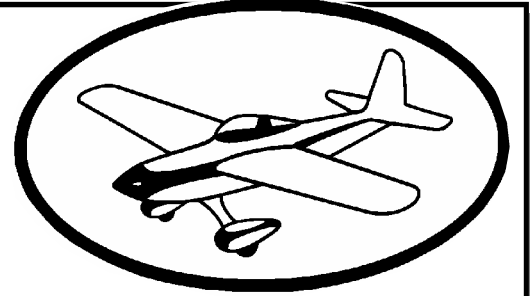


ARCS NEWS

C alendar of Events

- ◆ April - August "ARCS" Flight Training Program Every Thursday Evening
- ◆ July 8, ARCS Annual Fun Fly.
- ◆ July 15, STARS Pylon Race.
- ◆ July 28-30 Oakville, Canada. Pattern Contest (All Classes)
- ◆ August 5, STARS Pylon Race.
- ◆ August 12-13 Glen, NY. Pattern Contest (All Classes)



Aero Radio Club of Syracuse

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

*ARSC Fun Fly
July 8, 1995
10:00 am*

You guessed it.... *Rocco Mangano* has chosen the task to sponsor our famed "Fun Fly" event. This years format has a mixture of events ranging from:

- Lemans Start with Spot Landing
- IFR event
- ETA Timed Event
- Streaming Pursuit
- Ducted Fan Demonstrations
- Helicopter Demonstrations

Food will be made available to all family and friends as well as a swap table (ten percent of swap table proceeds will go to ARCS). Feel free to bring along items in which you believe no longer have merit in your collection. As always, prizes and trophies will be awarded to those proficient pilots who demonstrate their ability to make it around and return back in the same number of pieces you left with.

Come On..... Bring out that Old Scow and heat it up, let's see how good or bad you really are!!!



04-Apr.-95

Sb: Muffler/ looses field

Fm: Dave Grip (AsstOp RC) 73407,2464

To: All

Well it's an old story but it happened again. It seems that for the last 5 or six years we had been able to fly at the site of the old NAS Seattle/Sandpoint. (now Magnussen Park). About two months ago, one of my customers that flew there complained about some guys that had started flying there that Didn't use good mufflers and were "buzzing" the soccer fields and tennis courts!! Well he went up to them and asked if they would please not "buzz" people and get a quieter muffler. They told him to "F***off" it's a free country and I'll fly what I want the way I want, this is a public park and they can't stop me I pay taxes!!! As you can guess it only took about three weekends of this, and now there are signs "NO Model airplanes allowed", that "rangers" even said that this will include gliders/ electrics. Because of the "attitude" of the flyers he had seen. SO because of the actions of three ind. We ALL have lost a nice place to fly early in the mornings and during the week. I know who the "OFFENDER", in fact I've tried to sell him mufflers for some of the "used " planes he's bought from us and he always said he didn't need one where he flew the ones on it were fine.

Dave Grip

An excerpt from ModelNet



Presidents Column

Hello,

It has been a while since I contributed to these hallowed pages. I've been very busy and have not been to the field as much as I would like to (who has ?) .

I have been to a few of our training nights and have seen some new faces there. I would like to say Hello to all our new members, and to let you know that if I can be of any assistance to you please feel free to call me or to grab me at the field and let me know what is on your mind. I think that you will find that most of our members are eager to lend a hand.

I also would like to thank and congratulate Mr. Gosson and all of the other members who pitched in to help make the Pattern event the success that it was. This event was educational and enjoyable too. It is a perfect example of how well things can go if the event is 1) Well planned and B) (a little Car Talk humor, if you don't know what Car Talk is shame on you...) if members volunteer to assist. Club functions really add to the whole modeling experience, I hope that we see similar levels of member involvement for the remaining club functions. Our next club event is the Fun Fly and I know that Rocco would welcome any and all help, so stop him at the field or give him a call.

Mike tells me that he does not preview or edit my column prior to his reading of his copy of the newsletter, we'll see. I asked Cora (Mikes' new and lovely bride) " So what is it like waking up to Mike each and every day?" and she said " Well ya know it's just like when my word processor confronts Gosson - you are faced with the choices ' change' or 'ignore'.

By the way, I almost forgot, Dave asked me to tell EVERYONE - when you see Mike ask him to tell you the whole story about the tent. He'll know what you mean.

MD

WHAT A SUCCESS !!!

Who could have imagined it, the event was bigger than life, what a turnout!!! I'm referring to the May 20th ARCS Pattern Primer. In my four year membership of this club I've never seen such cooperation from a select group of guys. I'm talking about the club members who pitched in, blew the whole day, cooked in the sun, treated like dogs, but really enjoyed the session in spite of the treatment from the CD. We sponsored two categories of pattern fliers, Novice and Sportsman. The Novice class was for the first time pilot who wanted to try his hand at the Novice pattern schedule and Sportsman was for the more seasoned pilot. The morning session was hosted by Bob Noll and Mark Scheda. Bob discussed the proper building techniques and methods he uses in building a pattern plane as well as the "Do's and Don'ts." You know what I mean,,,,, i.e. using EZ Connectors for critical surfaces... Mark gave a talk about the concept of flying pattern and what the judges particularly look for when scoring your maneuvers.

Novice class had 12 contestants and plaques were awarded through third place plus a special plaque was given to the most improved flyer of the day. Sportsman class had only 3 contestants, so everyone in that class was awarded a plaque. Every contestant who entered the event was awarded with a prize equal to one half of his entry fee. Remember, we weren't out to make a killing, just to promote the sport *(a side note; the club netted a profit of fifty dollars from the food tent, using general accounting practices adopted from Price Waterhouse).*

The contest was well worth the effort put forth, however no event of

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

this magnitude could have been so successful without the help of the members.

Guys like, Dave Mathewson who judged the events and worked heavily on the prelims. Tom Brennan made the most impressive contestant scoreboard you've ever seen, in addition to the signs he made guiding the pilots to the field. Tom was solely responsible for coordinating the flight line (a very difficult job I might add) and moved all pilots along in a very professional manner. *(Editors note; This may very well be the last time Tom volunteers for this job again!!!)*. Don Perricone and Will Hogel handled the morning registration and verification of all the pilots AMA membership. The two

(Continued on page 6)

Wing Tips

by Rocco Mangano

No one submitted any Wingtips this month, so I will take this opportunity to try to summarize the excellent presentation given by master builder Bob Noll at last month's Pattern Primer. Bob handed out a "Pattern Fliers Checklist", covering critical areas in Pattern plane building, set-up, and pre-flight. Although this list, and his presentation was targeted to Pattern fliers, his advice is equally valuable to sport building and flying, regardless of the pilot's abilities.

Here is Bob's checklist, with his commentary, where appropriate:

NEW PLANE:

____ Servo mounting eyelet's - flange on bottom. First, it's important to use the eyelet's, to avoid crushing the vibration absorbing rubber servo grommets. If you install the eyelet's flange up, the bottom of the eyelet will eventually cut into your servo rails like a cookie cutter.

____ Servo mounting screws - all in place and secure. Beware mounting screws that are not threaded top to bottom.

____ Servo output arms retaining screws secure. Some fliers paint the heads yellow so they can easily see if they are missing.

____ Linkages - z-bends or ball links. No EZ connectors on flying surfaces. Pattern fliers do not like nylon clevises. Clevises should have a length of fuel tubing holding them closed, even if they come with metal retaining clips (Sullivan). Also a hex nut tightened against the clevis will eliminate slop caused by the clevis moving back and forth against the threads.

____ Rigid surfaces - straight line pushrods with adequate support points. Do the flex test - turn the radio on and try to move the control surfaces. This will detect slop in the control horn or at some other point.

____ Proper hinging- use enough hinges, place some close to horns, NO GAPS between control surface and wing, elevator, or rudder. Many pattern fliers are using a type of CA easy hinge. If you do, cut the covering back 1/32" away from the slit you make, otherwise the covering will act like a dam, preventing the CA from wicking into the slit.

____ Nose gear linkage-small movement, do the flex test.

____ Foam rubber around receiver and battery. Don't try to use the foam your engine or radio came packed in, use natural foam rubber made for this purpose. Some fliers are using "bubble" packing material.

____ Receiver and battery pack mounting. Prevent movement with velcro or a compartment.

____ Radio connections - no damaged wires, good conductor integrity, no stress, no interference.

____ Receiver antenna - inspection, strain relief, no stress, straight run with dog leg.

____ No mechanical interference when fully assembled - operate all controls with all possible combinations.

____ Motor mount screws - use lockite or lock nuts.

____ Prop balanced and aligned - to align the prop, each blade should be the same distance from a common reference point, such as the front of your muffler.

____ Wheels - aligned, secure, freely rotating.

____ Center of gravity location - refer to plans, nose heavy is better at first. See the recent article in Model Airplane News.

ARCS CLUB OFFICERS

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Gerd Wirickx- 673-1167

Secretary

Bill Volcko- 685-3034

Treasurer

Byron Monday- 437-3829

Newsletter Editors

Mike Gosson / Dave Mathewson

of them did a wonderful job of taking on that task. Dave Kennedy decided he wanted the job of inputting the scores of each contestant throughout the day and suddenly out of nowhere comes Pete Himpler to pitch in and give Dave a hand with scoring. After a MINOR computer glitch was ironed out the scores were pouring from the printer and on the board they went. Gerd and Byron handled the verification of the pilots' frequencies of their radios and went on to manage the impounding of the radios, OKAY, Gerd went on to fly and Mark D. worked along with Byron to manage the impound. Oh,,, how could I forget the chef,,, Rocco Mangano (*who by the way, should have learned when you*

make coffee, you ARE supposed to add more water). I personally think he did a fantastic job of running the food tent even if no one ate his cooking... Let us not forget Bill Volcko (Okay, lets forget him) and his handy dandy periscope which he used to line the filed and place the 60 degree lines. Allright, so they aren't 60 degrees, who counting. I would also like to thank Walt for donating the plaques and prizes for the contest, all the guys though they were first class. Let us not forget the other parties involved. like Cora, Dean and Bob Volcko, who roasted in the sun while making an attempt to keep up with fast paced judging. A special thank you to all the crew that made it all possible....

To any member that chose not to compete in the event, you really missed out on something GREAT!

ARCS News
MB Gosson
153 Lookout Circle
Syracuse, NY