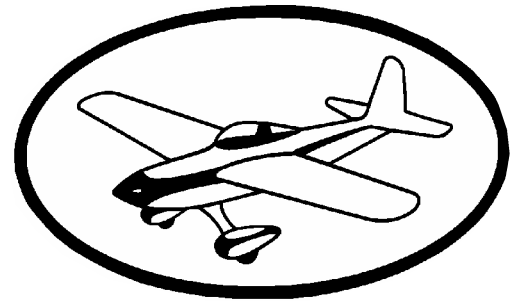


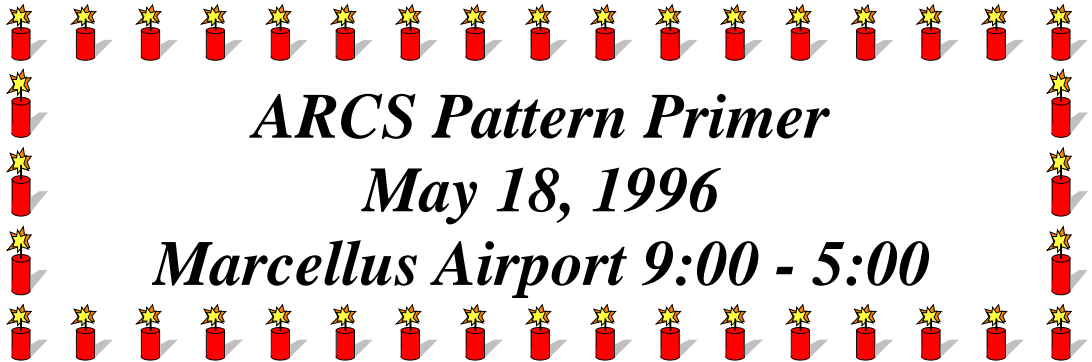
C alendar of Events

- ◆ May 18 - ARCS Pattern Primer
- ◆ June 1st & 2nd "AGS" annual Pattern Contest, Blue Swan Airport, Sayre, PA.
- ◆ June 8th & 9th "AGS" Vintage Pattern Contest, Blue Swan Airport, Sayre, PA.
- ◆ June 15th & 16th "RCCR" Pattern Contest, Brockport



Aero Radio Club of Syracuse

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May 96' edition



ARCS Pattern Primer

May 18, 1996

Marcellus Airport 9:00 - 5:00

Once again we're about to hold the ARCS 2nd annual "Pattern Primer". May 18th 1996 is the day, Marcellus International Airport is the place. The foundation for this event is based on the need to offer local pilots the opportunity to improve their flying skills as well as tossing their hat in the ring and give it a crack!

The basic outline for the morning session (9:00 - 12:00) is co-sponsored by Bob Noll and Mark Scheda.

Bob Noll will discuss the the proper techniques used in setting-up an airplane, building techniques and a few of his secrets. . Bob offers a very nice handout for all members present which covers many of his tried and true methods used in constructing an airplane.

Mark Scheda covers the elements in flying pattern. The elements you say? Yup!. Marks forte' is teaching and judging pattern flying. Mark covers in depth, the elements used in judging. He explains the principals in flying in a crosswind condition and how to make the proper corrections. What the judges look for when scoring your maneuvers. The difference between the "Track" and the

Entrance fees are \$10.00 for the event and each participant will receive a prize equal to half the entrance fee, A deal at twice the price!. We're also awarding trophies for 1st through 3rd pace in Novice & Sportsman classes

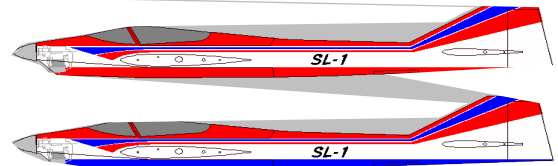
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along with a trophy for the most improved flyer of the day. Come out and join us for the day, you won't be disappointed. Weather forecast, Sunny & 85 degrees, light northerly breeze. The tradewinds will be blowing in off the coast ;-)

The current list of volunteers to host this event is as follows.

- Mike Gosson - Contest Director
- Dave Mathewson - Flight line coordinator,
- Rocco Mangano - Chef
- Mark DeFilippo- Chief bottle washer
- Dave Kennedy- Computer score sheet tabulator
- Don Perricone & Wil Hogel - Morning registration
- Paul Fleig - Traffic cop, Radio check-in
- Bill Volcko & Gerd Wirickx - Field prep, Surveyor committee
- Fritz Ceratt - Radio impound
- Tom Brennan - Signage...



Aero Radio Club of Syracuse Field Rules

1. All A.M.A. rules apply at the club field
2. If a "full scale" aircraft is spotted in the vicinity (both behind and in front of the flight line) all fliers are required to land immediately or at least stay as far away as possible.
3. Only paid up A.R.C.S. members and their guests are allowed to fly at the club field. A person may fly as a guest 3 times during a year, after which he will be asked to join the club.
4. Do not turn on your transmitter without the proper pin. If flying a pre 91 system use the 2 adjacent pins as well. All transmitters, when not in use, shall be kept in the impound shed.
5. All transmitters will have a easily readable channel marker attached.
6. No flying is permitted over the pit area, spectator area, parking area, hangers, or behind the flight line. NO EXCEPTIONS.
7. A spotter who is not flying is recommended when several people are flying. The spotter's responsibility is to look for "full scale aircraft" and to warn model fliers about its approach.
8. Absolutely no flying permitted without a valid A.M.A. license. The only exception is for those in training with an A.M.A. designated instructor.
9. A "flight List" will be maintained by arrival order and conducted in a "gentlemanly manner".
10. One individual will fly in his turn unless he specifically give permission for other fliers to fly at the same time. A flight turn shall not exceed 15 minutes without the permission of all other flyers.
11. The first turn after the take off shall be away from the flight line.
12. No test running of engines on the flight line.
13. Only flyers and competent helpers are allowed beyond the spectator fence.
14. A spinner or A.M.A. approved prop nut will be used on all engines.
15. No "Blasting off" directly from the flight line.
16. Alcoholic drinks while (or before) flying are strictly forbidden. If you must have a beer, save it until you are through for the day.
17. Field maintenance, including mowing and keeping the area picked up is expected of everyone who uses the field.
18. Driving across the airport runways or model flying field is prohibited. Use the access road.
19. It is the responsibility of every member to inform persons, who break the above rules. Those who continue to break the rules will be asked to leave and club officers informed.
20. Have fun. This is our club field, keep it safe and courteous.
21. Your AMA card must be displayed openly while flying.
22. Planes are not to be taxied into the pit area; planes may be taxied out of the pit area.
23. Planes are not to be started or run while up on the spools.

Maybe I'm The One Who Doesn't Get It.....

As most of you know or should know by now, the club voted on (and passed) a number of changes to our by-laws to help head off a potential problem that may be developing between us and our neighbors. These changes included shutting off new memberships after May 1st; imposing a no flying rule before noon on Saturdays, Sundays, and holidays; stopping flying by 8:30 in the evening; and imposing sound limits of 93 dB this year and 90 dB next year. All of these changes were discussed at a Board of Directors meeting prior to being presented in the form of a petition to the entire membership. Most of us in the club, and all of us on the Board, felt that it was in the best interest of the club to enact these changes.

This is where I'm a bit confused. There are a few people in the club who are opposed to these changes, especially the one on closing club membership by May 1st. There were phone calls "rallying the troops" to fight this proposal, criticism bantered about regarding the individual who made the original proposals, and misinformation spread about how this was originally presented at a previous meeting. The big argument from those in opposition was "What about the new guy who wants to get into the hobby?" "Where will he go?" Well, I guess my response is "What about us?" "Where will WE go if we annoy our neighbors to the point where they decide they don't want us here anymore?"

The other argument made at the last meeting, and the one I've heard continuously since, is that we should impose tougher limits on noise instead of limiting membership. One suggestion I heard was so low that probably over half the club would fail to qualify to fly at the field. This makes absolutely no sense to me. To hell with our own members but let's look out for the potential new guy! Right. Since this first became an issue I've been saying that the comments I've heard from our neighbors weren't that the level of noise was a problem, it was the fact that it was constant. I've said this a hundred times. I don't think anybody's listening.

Last week I went up and talked to Bill Moore who lives directly across the street from the airport. I had heard that he had commented about the models and I wanted to assure him that we were doing something positive about the problem. Again, his concern was not the level of noise but that it was constant. His exact words were "You know, one guy comes out and has his hour of fun and when he leaves there's somebody else that shows up right behind him for their hour of fun." "This goes on all day long." He mentioned that there were times last year when he went inside and shut his windows and doors to get away from it. Fortunately for us, Bill is the type of person that can see that we are trying to alleviate the problem and is appreciative that we are concerned enough to approach him. I'm not so sure about our other neighbors. Another comment that Bill made was that there were occasions last year when someone was at the field flying gas models at 5:30 in the morning on the weekends. I don't know who this may have been, or even if this person was a member of our club, but it goes without saying that if we find out who it was it will be the last time we see them at the field! A little consideration for the concerns of our neighbors goes a long way.

So now what? It appears that closing membership on May 1st had little or no effect on membership numbers. In retrospect, if I had it to do over, I'd vote to limit membership to an actual number. I'm sorry I was talked out of it in the first place. But that's history..... at least for this year. What we have to do now is follow the rules we have set regarding flying times and sound levels. I've also told Bill that if he has taken all of our fun that he can stand for one day he should come down to the field and ask us to lay low for an hour or two. He may never do this but if he does I expect that those of us at the field will show him a little consideration. Looking for and constructing a new field is no fun. I've done it. Let's do our best to handle this potential time bomb so that we are able to continue to enjoy the site that we've put so much effort into during the past few years.

Dave Mathewson

Thanks to everyone who participated in last month's meeting. In case you haven't heard, the by-law amendment proposals regarding safety, membership limits, and sound were all passed. We knew from the beginning that these were all difficult issues, with many opposing viewpoints. Now that they have been enacted, I ask that all of us work together to ensure their equitable enforcement.

There is a new emphasis on safety this year. Our safety officer, Pete Riehl, now has several deputies to aid with safety advice and enforcement. Our goal this summer is: No accidents and no injuries. There are many things you can do to help accomplish this: Do a thorough pre-flight check, always use a frequency pin, impound your radio, use an electric starter or chicken stick, have a helper help you start your engine, use a spotter when flying, don't fly alone, etc. When in doubt, check the field rules or check with Pete or one of his deputies.

Our new sound limit is 93 decibels at 9 feet. Virtually every plane which regularly flies at our field can accomplish this. Dave Mathewson and Rich Settembre have done some research and experimentation which you may find useful. If you are having trouble meeting 93 db, you should check with them. Also, remember that next year's maximum level is 90 db.

Finally, we will have a training program this summer, as we have several new members. Training sessions will commence May 23, at 5:30 and every Thursday thereafter. Dave Kennedy is the coordinator, and will be contacting qualified trainers for sign-up. If you have already soloed, please come out on Thursdays to help out. (Bring your flight box). However, I ask that you refrain from flying during the training sessions, for the benefit of both student and instructor. We also hope to have an advanced training program in place soon.

That's all for now. If anyone has any questions, comments, or concerns about club matters, please do not hesitate to contact me at 469-7217 (home) or 471-0065 (work). Rocco Mangano

ARCS News
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