

ARCS NEWS

October 5, 2002



Club Officers:

President: Herb Ziegler
Vice President: Tim Dudley
Treasurer: Mike Schofield
Secretary: Mike Amie
Safety Officer: Dave Kennedy

Board of Directors:

Rocco Mangano
Dave Mathewson
Mike Gosson
Phil Artese
Mark DeFilippo

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Club Meeting- Friday, Oct. 11, 2002 7 PM at Walt's

Fall is upon us again. That means it is time to resume the club meetings. They will be held once a month on the second Friday of the month at Walt's, starting at 7PM. We will conduct club business at the meetings and hopefully have some kind of fun activity or presentation. If you want the latest information about the club or have any input about issues facing the club, be sure to attend. If you want to present something, let one of the club officers know.

Training Night Success

This has been a busy year for training. Several new pilots have or are ready to solo. They include Tom Dudden and his grandsons Kyle and Nick, Daniel Walker, Andy Hobson, Ed Cooper, and Rob Horst. I'd like to thank the tireless efforts of our instructors who make it all possible. Mike Amie, Dave Kennedy and Jules Fried are out there every Thursday to help. Thanks also to all the experienced pilots who don't get to fly on Thursday nights. This cooperative effort is what makes the whole thing succeed.

We will continue training, weather permitting, until Oct. 24th. After that it will be dark.

Wing Tips- The Art of Clunking

By Herb.

A fuel tank clunk is a simple device that can cause hours of frustration if it is not set up properly. If your plane leans out or quits when doing wild maneuvers or when the nose is up, you may be a victim of inadequate clunking. A few of the common problems are:

1. Clunk line too long causing it to touch the back of the tank. This will cause intermittent lean operation when the clunk happens to bump against the tank, restricting its ability to draw fuel. I've seen these lines get longer with exposure to fuel so when you set up a new tank, be sure the clunk is at least 1/4" from the back of the tank.
2. Clunk wedged forward. This is sometimes the result of a hard landing or crash where the clunk's inertia brings it to the front of the tank. Usually it can be repositioned by holding the nose up and shaking it until the clunk can be heard rattling around in the tank. It is also wise to land more smoothly.
3. Clunk line too stiff. New tanks come with a short piece of silicone tubing. In some cases this tubing is too stiff to allow free motion of the clunk. This is especially true with smaller tanks where the tubing is shorter. Other, more flexible line is available. I'm told Aerotrend makes some. When setting up a new tank, test the motion of the clunk by turning the tank in all possible orientations and observing the clunk's response. Bend the brass tube inside the tank as needed to better center the clunk in the tank.. The true test of the clunk is to test it with fuel in the tank. Like a rock in a lake, the clunk will be lighter (and less effective) when submerged. It is easier to test and repair before the tank is installed in the plane. If all else fails, you can buy a heavier clunk. Happy clunking!

President's Message

Another summer has *flown* by. After the lousy weather in the spring (which forced the cancellation of the pattern contest) it dried out excessively which kept the mowing to a minimum. We had 2 picnics, one in July and one in September, which both went well. Participation in the Fun Fly in August was a little light but we had a lot of fun. Thanks to everyone who participated and helped in all of these events!

The field is in excellent shape due to the efforts of many. Tom Brennan rolled the field again this spring with excellent results, Ed Cooper mowed the brush along the road, and, somehow, every time I go up there the field is mowed. Thanks to Deb Cross, Mike Amie and whoever else has been mowing!

The Board of Directors had a meeting on August 28th. The meeting was called because the membership was up to 97. It was decided to close membership for 3 months due to the level of activity on training nights. Anyone wanting to join can fly as a guest as long as there is an ARCS member present, they are AMA members and they follow the club rules. Tractor replacement was discussed and it was agreed that we want to replace our tractor with a better one. The current tractor fund would allow us to replace it with an equivalent one if the need arose. We will continue on with this tractor and allow the fund to increase until we can afford the "better" tractor.

The AMA is asking for everyone's help in a letter writing campaign for the Torrey Pines Gliderport in San Diego. The facility is shared with hang gliders and somehow the hang glider people voiced some bogus safety concerns and the city shut the model flying down. I will have the AMA's letter at the meeting.

We will begin taking dues for next year in November. Please include an updated renewal form (next page) with your payment. Mike Schofield requests that payment be made by check. AMA renewals are in the mail too. Be sure and renew before the end of the year so you can fly on New Years Day.

Continued on next page...

Aero Radio Club of Syracuse Membership Application/Renewal

Name: _____	Please Check all that apply:	
Address: _____	_____ New Member initiation fee	\$ 5.00
City: _____ State: _____	_____ Junior Member (under 18, parent <i>NOT</i> a member)	\$10.00
Zip: _____ Phone: _____	_____ Junior Member (under 18, parent <i>IS</i> a member)	\$ 0.00
E-Mail: _____	_____ Senior Member (over 65)	\$15.00
AMA Number: _____	_____ Regular Member (18-65)	\$35.00
Radio Channel(s): _____	_____ Late Fee (after Jan. 31, Renewals only)	<u>\$ 5.00</u>
Submit this form and payment to:	Add up all applicable fees	\$ _____

Mike Schofield (ARCS Treasurer)
3910 Howlett Hill Rd.
Syracuse, N.Y. 13215 Ph: 488-2120

Make checks payable to ARCS

AMA District II Fly In/ STARS Airshow

The ARCS put on a good show at the First annual AMA District II Fly in. The event was Saturday, Aug. 31st and involved pilots from NY and NJ. Shown in the photo are some of the ARCS aircraft in the pits. This is to be an annual event rotating around district II. I think we should consider hosting it sometime.

The following day was the STARS annual airshow in which the public is invited. Again we put on a good show. The weather was great and there was a steady supply of food and conversation. Thanks to the STARS for hosting these events. I'm sure it took countless hours of preparation for these 2 back to back events.



...President's Message cont'd.

The newsletter needs your help. We will be revisiting the "Wingtips" column. If you have a helpful modeling tip, write it up and give it to a club officer or Mark DeFilippo and we will get it into the newsletter. We will review the tips used for usefulness, cleverness, etc. and the person who submits the winning tip will win something, possibly a free years membership. Send those tips in! If you feel you would like to produce a newsletter, please let us know. This helps to keep it interesting.

I also need help for the meetings. I need people to present short model related topics such as building tips, or other interesting stuff. I can take care of the business portion of the meeting but after that I'm sure you don't want to listen to me any more. There's a lot of talent in this club, please share what you know.

I hope to see you at the meeting.

Herb. 638-2824 herbz1957@yahoo.com

AERO RADIO CLUB OF SYRACUSE

7651 W. Sorrell Hill Rd.
Baldwinsville, NY
13027

Calendar

Fri. Oct. 11, 2002	7PM Walt's	Club Meeting
Fri. Nov. 8, 2002	7PM Walt's	Club Meeting
Fri. Dec. 13, 2002	7PM Walt's	Club Meeting (Family Pizza Party)
Wed. Jan. 1, 2003	11AM at the field	New Years Day Fun Fly

Plan Ahead

When constructing your next airplane, Neatly fold a trash bag and bundle it with rubber bands. Secure it in the fuselage where it won't interfere with the controls. When the plane crashes, you'll have the mess cleaned up in record time!