



ARCS NEWS

March 1, 2005

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Mike Gosson
Phil Artese
Mark DeFilippo

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Club Meeting-

Friday, March 11, 2005 at Walt's

President's Message:

Spring is almost here! I am certain of this because our pet turtle has begun to eat again. He stops eating before Thanksgiving and just started eating again this morning. He's better than the Farmer's Almanac.

- As was mentioned at the last meeting, Dick Schwarz is sick. He is undergoing radiation treatments to shrink a tumor in his head. Dick has been an active club member forever and is truly an asset to the club along with being an all around great guy. Please keep him in your thoughts and prayers.
- Club memberships should be renewed by now. If you are renewing now, please be sure to include the \$5.00 late fee! Please fill out a renewal form so I can keep the roster up to date. If you haven't renewed, this will be your last newsletter. Be sure your AMA membership has been renewed too.
- The Forum was OK this year but wasn't up to our usual standards. We found ourselves a little short of presenters since one of them backed out a week before the event and one just didn't show up. Each club made \$269.00 after expenses. There were fewer raffle tickets sold this year, probably because there were fewer donations than in previous years. We're looking at finding a location for next year where some indoor flying could be done. If you know of such a place let me know.
- I took the STARS bus to the WRAM show. See my write up on page 2.
- Since we got busy at the last meeting, I will demonstrate aluminum soldering at this meeting.
- This month we will elect the club's board of directors. They serve for 2 years and oversee the operations of the club. The current board members are Rocco Mangano, Dave Mathewson, Mike Gosson, Phil Artese and Mark DeFilippo. Jim Brown is also on the slate of candidates this year.
- It is the time of year that we must nail down our summer events schedule. We will do so at the meeting. These events include a possible Pattern Primer, Picnic, Fun Fly and whatever else the membership wants to do.
- We have been asked to help out at the EAA's annual Fathers Day Pancake Breakfast. They need help cooking, parking cars, etc. They also mentioned the possibility of doing some demonstration flying. We will discuss this at the meeting.
- The 4th annual AMA District II Fly-In has been scheduled for September 17th and 18th (Sat, Sun). It will be in Lake Clear (near Saranac Lake). It is at a full size airport which will be closed for the event. There is a large paved runway so we can probably expect some jet action. For up to date information, visit the District II web site at www.amadistrictii.org.

I hope to see you at the meeting.

Herb.

638-2824

herbz1957@yahoo.com

Need a place to stay at the Toledo Show?

Brian Madden has a hotel room reserved and has graciously offered to share it with a reasonable number of club members. If you are interested, contact Brian at 427-4662 or bmadden@usadatanet.net or see him at the meeting.

STARS Snow Fly

The STARS held their annual Snow Fly on Sunday. This year, they had snow instead of mud. ARCS members present in addition to myself were Brian Madden, Chris Muniz, Ray Muniz and Walt Throne. In addition, there were several STARS members present and a few people from out of town. There was a steady wind diagonally across the field which made take-offs interesting. The snow was well packed and smooth and was perfect for skis. Wet snow was in the air most of the time which limited visibility but there were no crashes. Indoors was nicely heated. Hot dogs, donuts sodas and coffee were all available. It was genuinely a nice time.



Herb.

Brian Madden with his indestructible Aircore at the STARS Snow Fly

WRAM Show

I rode the STARS bus to the WRAM show last Saturday. We left Northern Lights Mall at 7AM, watched DVD's of RC related stuff and arrived at the show at around 11:35. I spent the first couple of hours scouring the 2 levels of vendors for bargains. There were lots of good deals to be found. There were something like 160 exhibitors present. Later on I attended a seminar on noise abatement. I was one of 3 attendees at this one. I guess it's not too important to most people until it threatens the flying field. The presenter was Dean Pappas who writes columns in Flying Models magazine. He complimented us on the noise control procedures we have in place. In his experience, the greatest source of noise is the prop, followed by exhaust, airframe radiation and intake noise. See the summary on page 3.

I shopped for a little while longer and then attended the AMA District II meeting. Things must be going well in District II because the attendance was fairly light. Nothing draws a crowd (or a mob) like a problem. Must be Dave is doing a good job. One of the issues that was discussed were the reduction in membership that AMA is experiencing. This seems to be a result of the park flyer phenomenon. People seem to be flying more in their yards or local parks and are not seeking out clubs like they used to. The other issue was related to broadband over power line (BPL) and the potential interference with models. It appears that BPL is not a major problem. If your airplane is a long way from your transmitter and very close to power lines, there may be some interference. These situations are easy to avoid. It also appears that BPL is not as successful as they had hoped. It is plagued with problems and needs expensive equipment to make it work. The thinking is that it will not become economical to implement and therefore will not become a wide spread technology.



A partial view of the vendor booths from above

We got back on the bus at 5 PM, stopped on the way home for supper, watched more videos and arrived back in Syracuse at around 10 PM. The whole trip was a great experience. I highly recommend the bus trip.

Herb.

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	\$ _____

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Make checks payable to ARCS

Sound Considerations—Notes from the seminar with Dean Pappas

How to deal with the 4 major sources of airplane noise:

- Props: Dean highly recommends APC's. (They were designed by a brother of a guy who created prop design software for the military for use on submarines.) The key to keeping prop noise down is in keeping the tip speed below mach 0.7 to prevent small sonic booms at the tips. "Why mach 0.7?", I asked. "The disturbed air flowing around the tips of the prop is actually going faster than the prop itself", Dean answered. The 0.7 number is only a guideline and will vary with the type of prop used. A well designed prop like an APC will probably have a higher number. I will provide a chart at the field with the recommended maximum RPM for different diameter props. He encourages everyone to experiment with a variety of different size props to find the best combination of performance and noise. For a quick calculation of prop tip speed, Dean recommends the "Rule of 130". Multiply the diameter of the prop (in inches) by the RPM (in thousands). Keep this number below 130.
- Exhaust: Many of the new engines produced today come with effective mufflers, with some exceptions. Exhaust noise can be dealt with by using aftermarket add-on mufflers. Adding extension pipes to the mufflers helps. Generally, the larger the muffler is, the quieter it will be.
- Airframe noise: This can be reduced with the use of a soft mount. It needs to be very soft to be effective. Some of the soft mounts on the market are simply too stiff to have any effect. Fabric type coverings tend to be quieter than film coverings.
- Intake noise can be reduced by using an air filter and by having the carb inside a cowl.

Some clubs allow higher sound levels for 4-strokes than for 2-strokes. The reason is that the pitch is not as annoying.

On some aircraft it can may be necessary to tolerate a performance reduction in order to remain within the sound limits. That is far better than losing your flying site.

«First» «Last»
«Address»
«City» «State»
«Zip»

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Baldwinsville, NY
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AERO RADIO CLUB OF SYRACUSE

Calendar

Fri, Mar. 11	7PM Walt's	Club Meeting
Fri-Sun, Apr. 1-3	Toledo, Ohio	Toledo Show
Sun, Apr. 3	Daylight Savings Time Begins- YAY!!!	
Fri, April 8	7PM Walt's	Club Meeting
Thu, April 14	6PM at the field	First training night
Sat-Sun, Sept 17-18	Lake Clear, NY	AMA District II Fly-In