



Aero Radio Club of Syracuse

ARCS NEWS

March 5, 2006

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488-2120

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Dave Mathewson
Mike Gosson
Phil Artese
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Next Meeting– Friday, March 10th 7PM at Walt's

President's Message:

It is with great sadness that I must report that Dick Schwarz has passed away. The attendance at his wake and funeral are a testimonial to the kind of person he was. Always friendly and always willing to help others. He has been a fixture in this club since the early '50s and will be missed.

- At the meeting, we will be discussing the creation of a scholarship fund in Doc's name. We should be able to adequately fund this with our share of the proceeds from the Fathers Day Pancake breakfast. We will form a committee at the meeting to look into what this will take to implement.
- Speaking of the pancake breakfast, Bob Oxford and Jeff Dudden have agreed to be in charge of it this year. Thanks to Jeff and Bob for stepping forward. This is very important for the club and the airport. They will be looking for lots of help.
- The WRAM show seemed to be a success this year. A brief report is on page 2.
- The plans for the Boy Scout Camporee at the airfield are proceeding. During the day on May 20th we will be buddy-box flying with the scouts most of the time with occasional breaks to maintain our sanity and possibly do some more advanced demo flying. I will need lots of helpers throughout the day with flying and crowd control.
- It is time for election of officers. The positions are President, Vice President, Secretary and Treasurer. No one new has expressed an interest in running. All of the current officers have agreed to serve another term. We will vote at the meeting.
- Walt has offered to do an electric helicopter demonstration at the meeting. You will see how much fun you can have with \$200.00
- The STARS held their annual Snow Fly today. The weather was crystal clear with a very stiff wind from the west. Lots of people gathered in their pavilion to eat and converse. Walt, Mike Moore and I went outdoors to get a flight in and freeze our fingers among other things. Some photos are on page 3.
- From the Snow Fly, Mike and I went to the EAA Meeting. We were joined there by Art Dudden, Jeff Dudden, Bob Oxford, Bob Horst and John Spencer along with several EAA members. Some business was discussed including the pancake breakfast. They were pleased to hear that Bob and Jeff agreed to be in charge and offered their help in organizing it. Without our club's commitment, this event would have died this year. After the meeting special guest Peter Doyle gave a slide show about early aviation in Syracuse. He is an expert on this subject and could identify people in photos and could also tell what year hangars were built, runways were paved, when people crashed, etc. It was a very interesting presentation.

See you at the meeting!

Herb.

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WRAM Show:

I rode the STARS bus to the WRAM show again this year along with Phil Artese, Mike Moore and Al Metz. We arrived there shortly before noon and left at 5:30. That was about the right amount of time to see all of the vendors, static displays and to attend a couple of seminars. Attendance along with the number of vendors seemed to be about the same as last year, maybe slightly less. It is a good place to see all of the new stuff before you buy it.

One of the new gadgets that caught my eye was from Eagle Tree Systems. Their flight data recorder has been around for a few years and will log data from a flight such as servo position, engine RPM, airspeed and other parameters depending on what options you buy. You can view it later on a PC. They also have a system that will transmit real-time data during the flight. This year they were showing a GPS add on module that plots the whole flight in 3 dimensions which you can view later. It shows the flight in a 3D plot on your computer. If you were practicing for a precision aerobatic competition and wanted to know how precise your maneuvers were, this would be a great tool. Cost is around \$170.00 for the basic unit and \$140.00 for the GPS add-on.

The trend toward electric flight was very noticeable. Batteries, motors, servos and electric ARF's were everywhere. A majority of the seminars involved electric flight in one way or another. I attended a seminar on motor selection for electric flight. There are some specific formulas for calculating what the best motor and battery combination is for a specific airplane. It is apparent that you could spend lots of money and end up with disappointing performance if you don't do your homework ahead of time. I will have some handouts at the meeting.

Another seminar dealt with the proper charging of LiPo's. The first generation of LiPo's were prone to fires since they were marketed before everyone fully understood their limitations. The latest thinking is to have a "Cell-Balancing Charger". This charger, in conjunction with a properly configured battery should make fires a thing of the past. The charger monitors the condition of each cell in a pack and stops charging the cell when it reaches the proper voltage. The old way would just monitor the voltage of the whole pack and stop charging when the pack reached the desired voltage. The problem was that the individual cells would reach full charge at slightly different times. The first cell in the pack to reach full charge would continue to be charged until the whole pack got up to the proper voltage. This is the cause of the fires. They absolutely can not tolerate overcharging. The recommendation is not to throw out all of your chargers and buy new ones but just be extra careful about overcharging. When you are looking at buying a new charger, you should seriously consider a cell balancing type.

I then attended the AMA District II meeting where our own Dave Mathewson filled us in on the latest AMA issues. One of the things that came up is the new Spectrum radio systems that are available for park flyers. They don't operate on any single frequency. Instead, they search for unused frequencies and lock on to them. The main problem is that they have limited range and if used on a fuel powered model present a serious risk of losing control. Some people are even trying to adapt the transmitter modules into their existing radios. This is obviously unacceptable. If you really want one of these systems for your fuel powered plane, just be patient. Eventually there will probably be a system available for the bigger planes. In the mean time, if any show up at the field, they can not be used unless they are in a park flyer.

We left the show at 5:30, stopped for supper on the way home and arrived in Syracuse at 10:30. It was a fun time and the bus makes it easy to relax on the way down and back without the burden of driving.

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 *NOT* a member) \$10.00

Zip: _____ Phone: _____

____ Junior Member (under 18, parent *IS* 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) \$ 5.00

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

STARS Snow Fly 3-5-06

Walt can explain why you should not fly a 9 ounce airplane in a 20 MPH wind.



Mike Moore- Looking surprisingly calm and focused for the sheer terror that he must have been feeling.

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

7651 W. Sorrell Hill Rd.
Baldwinsville, NY
13027

AERO RADIO CLUB OF SYRACUSE

Calendar

Fri, Mar 10	7PM Walt's	Club Meeting
Fri, Apr 14	7PM Walt's	Club Meeting
Thu, Apr 20	At the field	Flight school begins, weather permitting
Sat, May 20	At the field	Boy Scout Camporee
Sun, June 18	At the field	Father's Day Pancake Breakfast
Sat, July 29	Old Forge	Mountain RC Fun Fly