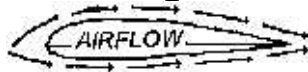


March - April 2002



the official newsletter of the

Radio Control Club of Rochester

AMA charter 465 since 1957



Any one know about this airplane – See inside Newsletter for information



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DEDICATED TO RESPONSIBLE R/C FUN
SAFETY BY CHOICE NOT BY CHANCE

The purpose of the Radio Control Club of Rochester is to aid and encourage interest in the design, construction and safe operation of radio-controlled model aircraft, boats, and cars.

All visitors are always welcome at the Northampton Park Model Flying field and at regular meetings.

Meetings are scheduled for the second and fourth Wednesday of every month at 7:30 PM at the Salem Church, 60 Bittner Street, just east of the Inner Loop exit at St. Paul Street.

FOR THE LATEST INFO:
RCCR HOTLINE: **FIX-RCCR (349-7227)**
RCCR WEB PAGE: <http://fly.to/rccr>
Email: airflow@rochester.rr.com



Hey, The February Roast was a great success; we had over fifty people in attendance. Thanks to **Randy Myers** for hosting the evening, **Don Steeb** for making arrangements for Waver's Party House and **Caroline Steeb** and **Cheryl Kesel** for getting the gifts for the ladies of the evening. The **Man of the Year for 2001** is yours truly

(I am humbled and speechless, thank you very much) and the **Trainer Cord Award** was awarded to **Bob James**.

Last year about this time I asked for help on training night and got an immediate call from Bob. He did an outstanding job in helping at training night and did some repair and building for RIT students and a few new pilots during the year. He does a great job in flight training and also checking planes for flight worthiness. He is always willing to give advice and help. The only time I saw him walk away was when a new student brought an ARF to the field for assembly!

Training night will start in May, weather permitting. It is always on Tuesday nights at Northampton field. If you would like to help, show up. We always need instructors and pit crews. The pit crew's job is to check planes to make sure they are constructed properly and meet the safety requirements, make sure the batteries are charge and the engine has been broken in. They instruct the new pilots on the use of the frequency board, flight line procedures and the no fly zones. We also need help on busy nights to make sure everyone gets a chance to fly. So we need someone to set up who flies next.

Park flyers are becoming less expensive and therefore more popular. This is great for the hobby but could be a problem for frequency control. The AMA is concerned and has asked clubs to take a proactive stance. RCCR last year provided cards to the local hobby shops advertising our club and the free training nights we have at Northampton on Tuesdays during the summer. We are continuing the program again this year. Additional help can come from you. If you know of someone with a park flyer let them know about our [free flight training](#) on Tuesday nights. There is no obligation to join the club. The only requirement is that they join the AMA. If Tuesday nights are not convenient we can make other arrangements. You know how hard it was to fly your first RC plane. Just because it's an inexpensive electric plane doesn't make it easier to learn. Maybe we can make peoples first experience with RC planes less painful and more fun.

In this issue Dick and Judy have published pictures of what happens when you drive **vehicles over soft ground**. John Floyd took these pictures at Hasman field on February 24. The damage took place sometime during the previous week. We are not sure if it was one of our members or someone else but we are going to have some work to do come spring. Please do not drive on soft ground. If you want to fly, walk-in, leave your vehicle on the hard road. Between now and May we are going to have to be careful. The road into Bolling and the field at Hasman get very soft this time of year. The roads and field may be frozen early in the day but in a few hours, if the temperature rises, they can turn to mush real quick. We think that's what happened in these pictures. Be careful.

This is the time of the year for swap meets. The Canandaigua chiefs are having theirs on March 16 at the Middle School and the Radio Control Air crafters are having theirs on the March 24 in West Seneca, NY. **Jerry Joseph** is in the process of contacting area clubs to determine if there is any interest in having a large multi-club swap meet in the future. We will keep you posted on the outcome of his investigation.

RCCR is going to put on a **static display for the Brighton High School** on March 16 from 1 to 4 PM. **Jerry Joseph** is organizing the event, if you would like to help give Jerry a call at 244-1981. RCCR usually puts on about two or three of these displays a year. **Steve Kruger, VP Programs**, would like to put together a standing committee of about six (plus) people who could be called on to put on these displays. So far he has four people who have volunteered. If you would like to join the fun give Steve a call at 425-9962. Our hope is that with a committee we could be more effective in our displays and that the effort would be shared and we wouldn't have the same people doing all the displays all the time.

RCCR has received confirmation from the AMA of our continuing **Gold Leader Club status**. This is AMA's way to recognize the leadership of the best model clubs. This award is earned by meeting certain

standards of community service and activity. The awards are Bronze, Silver and Gold. You have brought home the gold. Congratulations.

The **Toledo show** is coming up in April. It is on the first weekend of April in Toledo of course. If you can, you should try to make it. It runs from Friday to Sunday with a big auction on Saturday night. If you want to see the "latest and greatest" you will find it in Toledo at this show. All the major and minor vendors are there. If you go let us know and we will arrange an RCCR Pizza Fest or other get-together for some night after the show.

Thanks to those of you who sent letters and emails to the Fish and Wildlife Service concerning the operations of models at the Shawangunk Grasslands National Wildlife Refuge. The models have flown there for nearly thirty years with no know ill effects on the wildlife. But the decision was made by the U.S. Fish and Wildlife Service to continue the ban on model flying at the site. I am sure the AMA will continue to work to resolve this unfortunate decision.

I received a nice letter from **Frank X. Allkofer**, Director of Parks for Monroe County thanking us for mentioning the Parks Department in the last newsletter. I have invited Mr. Allkofer to attend our training nights to observe our operation.

Greg Kesel has made contact with the Greece Town Mall to see if we could put on a **mall show** there this spring. We haven't heard back from them yet and it's getting late. We may have to pass up a Mall show for this year. If things change for the positive we will let you know.

AMA District II has created a new mail list for exchanging information and discussing AMA issues. You can participate or just listen. The address is <http://www.amadistrictii.org/d2-email.htm>

Steve Kruger has arranged for the following **programs** at the bimonthly meeting: at the March 13th meeting we will have a discussion and a how-to on jets by **Dick Brook and John Mesoella**; at the March 27 meeting there will be a discussion on electrics. Last month **Ed Granger** did a program on frequency control. He had some equipment that measured the frequency your transmitter was sending out. We hope to have him do that again this spring. It will give you a chance to check you transmitter to determine if it is within specification. Ed also has discovered a computer program that will determine the size of a servo needed to operate a control surface. The program takes into account the size of the control surface, the forces and the mechanical linkage. Maybe we can have him do a program on that sometime in the future. Another possible program would be covering of a float by **Ron McGrath**. **Jack Denton** is building some floats and Ron will cover one of them while we watch. As of yet, no date has been set for this exciting event.

Enough is enough,

SAFETY FIRST AND FLY QUIETLY

Joe



Please do not do this to our fields

Front Cover Picture:

Starting with this newsletter I will have an unusual aircraft as the front cover. I am starting a little contest to test your aircraft knowledge and improve mine. Here's what to do.

1. Identify the aircraft, make, model, and manufacture.
2. Tell as much information about the aircraft as you can.
3. Make sure your name is on the postcard (RCCR Members Only)
4. Put information on a postcard or letter and mail it to me or give it to me at one of the meetings.
5. The member with the best information on the aircraft will go into a hat for a drawing at next years
Roast. (Prize to be donated by the Foster's)
6. Enter after every Newsletter comes out.

Noise Recommendations

The RCCR is committed to being a good neighbor, especially with regard to noise control. We take concerted effort using practical means to fly low noise airplanes. We recommend trying to achieve less than 96 dB @ 9 feet at full power on the ground and less than 75 dB at full speed in front of the flyer at 100 feet height when flying.

There are 3 primary sources of noise generated from our activities:

1. Engine/Muffler 2. Propeller/Speed 3. Airframe

1. Engine/Muffler—We recommend four-stroke engines since they generally run at lower speeds and produce a less annoying sound compared to two-stroke engines. We recommend OS engines in either 4-stroke or 2-stroke versions as they produce a very good power level with a good muffler/engine design. We also recommend YS four strokes for a good power/low noise combination. Gasoline-fueled chain-saw type large engines are particularly noisy, and take elaborate muffling to be acceptable. All engines must have mufflers with closed front ends. No "stacked disk" or straight-pipe mufflers are allowed. Mufflers with internal baffles work best. We recommend Davis Diesel mufflers to maximize sound reduction if the engine manufacturer doesn't supply a muffler or provides a noisy one.
2. Propellers/Speed—Once engine/muffler combinations have been selected for low noise, the propeller then becomes the next loudest source of noise. Propeller speed is the major source of noise. Engine/propeller combinations to run at less than 12,000RPM for 2-strokes, and less than 10,000RPM for 4-strokes, are recommended. In addition, the use of APC brand propellers is highly recommended. They will noticeably reduce noise at higher speeds. Other scimitar-shaped propellers may be equivalent.
3. Airframe—The third, and least prevalent, source of noise is the airframe. Profile-type airplanes tend to cause noise to radiate from their wing structures, acting like a drumhead. The use of soft-engine mounts will help reduce this noise on these designs. Soft-mounts will also help quiet large engines, particularly 1.2cu.in. and above, or occasional airframes which resonate. Soft-mounts also reduce vibration, which is destructive of radios and airframes.

We strongly recommend you consider the above recommendations when you select what you buy and fly. While most 0.40 size trainer plane combinations will be acceptable from a noise standpoint, we think you will enjoy starting with quiet equipment such as 4-strokes, quiet mufflers and propellers.

Points of Interest

For those that travel on occasion, here are a few places to visit
Aircraft Museums and Museums with aircraft

Yankee Air Museum
Willow Run Airport
Belleville, MI.
734-483-4030

<http://www.yankeeairmuseum.org/>

Canadian Warplane Heritage Museum
Located at Hamilton International Airport
9280 Airport Road
Mount Hope, Ontario LOR 1W0
1-877-firefly (1-877-347-3359)
<http://www.warplane.com>

Henry Ford Museum
20900 Oakwood Blvd.
Dearborn, Mi. 48124
313-271-1620

<http://www.hfmqv.org>

Cavanaugh Flight Museum
4572 Claire Chennault
Addison, TX. 75001

<http://www.cavanaughflightmuseum.com>

Near: Dallas Texas

SCHEDULE

March 2002

3 RIF NOON-5 PM \$3

13 Meeting

16 [C.H.I.E.F.S. Annual RC Swap Meet and Auction](#) , at the Canandaigua Middle School, 9:00am, Auction begins at 10:00am

17 RIF NOON-5 PM \$3 (see bottom of the page for details.)

17 CHIEFS annual Rubber Rally at the Canandaigua High School Gym. From 10am-4pm.

24 R/C Air crafters annual auction open 12 noon, start 1 pm. Thruway to exit 54, route 400 to Union Rd, left onto Center Rd. Harvey D. Morin VFW Post. Bill Hauth 716 649-8582 or Dave Decker 716 631-3605

27 Meeting

April 2002

5-6-7 [Toledo](#)

7 RIF NOON-5 PM \$3 (see bottom of the page for details.)

10 Meeting

21 RIF NOON-5 PM \$3 (see bottom of the page for details.)

24-28 [Top Gun](#) Lakeland FL April 24 - 28

24 Meeting

28 CSS Thermal Duration Sailplane Contest ECC south Campus, Marty Timm mtimm@a1com.net

May 2002 Tuesday night training begins

8 Meeting

11 Bellport, NY (C) L.I.A.R.S. Lie Fly. Site: Club Field. Larry Sribnick CD, 21 South Country Rd Bellport NY 11713 PH: 631-286-0079.

LIARS Long Island electric fly. The "Lie Fly". Learn more about electric flight. 9 hours of non-stop electric fun flying. Both paved and grass runways. Drop us a SASE for full details. Sponsor: LONG ISLAND AERO RADIO SOCIETY

18-19 Sandy Bottom Creek Float Fly, Honeoye NY

22 Meeting

25-26-27 Chiefs Camp & Fly, Canandaigua, NY

27 CSS Memorial Day Fun Fly, Dave Decker flyerdavey@aol.com

In Other Late Breaking News

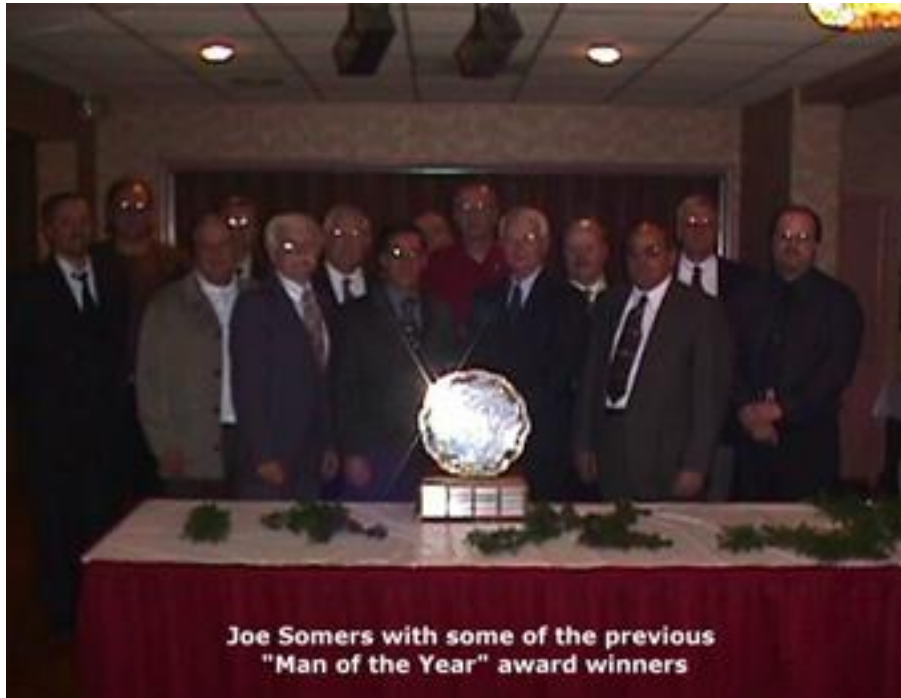
Mike Hatch was selected from a very large field to receive the **Golden Screw Award** for the most spectacular crash of the year. Mike crashed his Northstar into Long Pond. He asked me to try and pick it up from the water in one piece. (It was very difficult since it was in about 1000 pieces)



Greg Kesel awards Trevor the 4 engine Transmitter helper award



Don... the fashion police are looking for you!



The 2002 Roast... a good time was had by all.

Awards Continued

Many special awards were given out at this year's Roast. If you did not attend you should plan to attend next year. Who knows maybe you could receive one of these great awards.

- John Floyd awarded Dick Brook the Drive, Tow, & Push award for getting his van to the Superman Rally.
- Scott Miller awarded Paul Weigand the Pruning Propeller Award to help get the trees out of his way.
- Scott Miller awarded Steve Kruger The Plane for New Shop Award – to keep him busy.
- Bob McClure awarded Mike Mance the Ugly Stick Award for his pretty ugly stick plane.
- Greg Kesel awarded Don Steeb The Balloon Man Award for his 1977 Champion Year. (See picture ^)
- Trevor Ewell awarded Bob Knyrim The One Flight a Day Award. (He crashes on the next flight)
- Paul Weigand awarded Scott Miller the picture that made Scott famous on the cover of R C Modeler.
- Jerry Joseph was absent but received the Scale Masters Award – for putting his plane in a shopping cart and wheeling it into Wegmans to be weighed.
- Greg Kesel awarded Ray Foreman the Bass Ackwards Award for his Canada Trip & also awarded Joe Somers an acknowledgement from the Canadian Navigators Association.

The winter nights become a little brighter when this group gets together! How nice it is to be surrounded by good people having a great time laughing at each other!? Not really, these guys know how to poke only the best lighthearted fun. And I have to say that anyone that would drive 5 hours and not look at a map deserves some ribbing!! Judy –

DEDICATED TO JUDY FOSTER



Where Eagles Soar
by Art Devol editor
Feather River RC Modelers of California

Bouncing across the closely mown sward,
the model gains speed and zooms skyward.
It climbs gracefully and turns very quick,
guided by a skilled pair of thumbs on the stick.
It climbs and rolls and dives,
then corkscrews through the sky.
Joy and elation reign
as the bird is strained in every vein.



A hawk, soaring on a nearby thermal,
casts a jealous eye upon his new rival.
He thinks the strange bird flies swell
and wishes he could do as well.
But the time comes, one we all know so well,
when what went up must now return to dwell
back on earth and there, by all accounts,
the tension of landing quickly mounts.

The pilot's nose begins to itch,
then, his left eye gives a twitch.
Suddenly a cloud of dust is seen to rise
and hover there before our eyes.
Oh, No! The pilot cries,
and all hope of recovery dies.
Debris rains from the dust so bitter;
another model has turned to litter.

Now in flying, we all agree,
this pilot has great ability.
But wouldn't it be grand
if he could also learn to land?

