



SUPER SUNDAY 011

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DECEMBER 1997

the official newsletter of the

Radio Control Club of Rochester

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



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The purpose of the Radio Control Club of Rochester is to aid and encourage the interest of the members in design, construction and safe operation of model aircraft, boats, and cars, -- in particular, radio-controlled models -- so we can all enjoy the pleasures and satisfaction these hobbies bring.

RCCR meetings are held every second and fourth Wednesday of the month at the Salem church, 60 Bittner St., just east of the Inner Loop exit at St. Paul Street.

**NOTICE - THERE WILL BE ONLY ONE MEETING IN DECEMBER
7:30 P.M. WEDNESDAY DECEMBER 10**

MERRY CHRISTMAS



TUESDAY SUNSET
Brockport
Monroe County
New York
Longitude W77.9
Latitude N43.2
12/02/97 4:37 p.m.
12/09/97 4:36 p.m.
12/16/97 4:37 p.m.
12/23/97 4:40 p.m.
12/30/97 4:45 p.m.

For the latest info
check the RCCR Hotline

**FIX - RCCR
349 - 7227**

10/22/97 At Salem Church

Officers Present: Trevor Ewell, Pete Durante, Phil Slater, and Greg Pszyk

First Time Visitors: none

Second Time Visitors: none

Membership Update: 124

Treasurer's Report: read and accepted

Old Business: The mowing is done for the season at both fields and the portable rest rooms have been removed. Keep using your overflow tanks when fueling up to save the grass in the pit areas. Greg Kesel will follow up talking with the Parks Dept. On supplying a portable rest room at Northampton for next year.

New Business: November 12th we will have a special program on 2-stroke engines. November 26th the RCCR swap meet, at Ogden town hall (*ed. note...since changed to Salem Church*). Paul Weigand is looking for ideas and candidates for the Roast Dinner.

Show and Tell: George Hartman brought in membership applications for American Scale Dogfighters Association. This special interest group will help bring the AMA 704 combat events into an organized format of rules and regulations. Jim Warner received a thank you letter from David B. Hurd from the local EAA chapter for helping support the September Aerocamp for the Boy Scouts. Phil Slater showed his technique on reinforcing plastic cowls. Al Serti brought in a mouse pad with a picture of him flying made into the top surface.

50/50: Bud Kelly

Program: none

CLUB VIDEOS by Jerry Joseph

Here is a list of the videos that are available in the RCCR Library. If you desire to checkout a video, give Jerry a call at 244-1981, and he will make arrangements to get it to you.

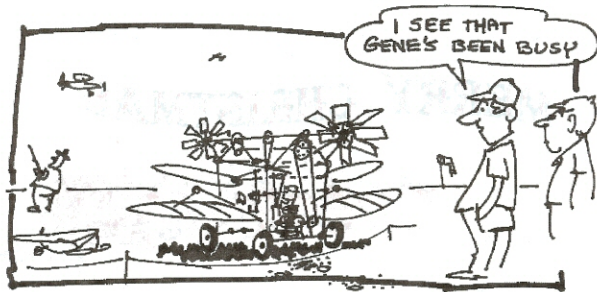
Air Show 6/2/90	NA 6	RCCR Scale Rally & Fun Fly	1988
Attack Carrier Trilogy	NF 683	S-T-A-R-S Meet 7/11/92	
Aviation Heritage, Part I	NF 696	Shoot to Live Rear Gunner	BA 18
Aviation Heritage, Part II	BA 29	Story of Naval Aviation, Attack Carrier	NA 27
B29, A Plane for a Mission		Striking Back, Byron Air Show	
Battle of Britain		Tailspin Tommy, "Stunt Pilot"	
Down to the Wire, Wings of Eagles/Gold	NA 34	The Navy Flies On	NA57
Flying the AH-1G Cobra Gunship		Threshold, The Blue Angels	
Fun & Float Fly; RCCR & Glider & Combat	1995	Vintage Wings	
Kamikaze	CB 12	Warbird Checkout Series	RS 7
Mighty Warbirds		Warbird Checkout Series	RS 9
Naval Aviation Action, Part 1&2	BA 62	Warbird Checkout Series	RS 17
Proficient Flying, Volume 1		Warbird Checkout Series B 17	RS 10
Proficient Flying, Volume 2		Warbird Checkout Series T-6/SNJ	RS 14
R/C Video Magazine Volume 3		Warbird Checkout Series T-6/SNJ	RS 15
R/C Video Magazine Volume 4		Wide World of Flying	
R/C Video Magazine Volume 5			
R/C Video Magazine Volume 6			

RCCR ONLINE

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RCCR WEB PAGE

www.frontiernet.net/~airflow
 AMA District II Web Site
www.amadistrictii.org
 WEIGAND HOME PAGE
www.frontiernet.net



Prop Chart

For Two - Stroke Engines

Alternate Propellers	Starting Prop	Engine Size
5.25x4, 5.5x4, 6x3.5, 6x4, 7x3	6x3	.049
7x3, 7x4, 5, 7x5	7x4	.09
8x5, 8x6, 9x4	8x4	.15
8x5, 8x6, 9x5	9x4	.19 - .25
9x7, 9, 5x6, 10x5	9x6	.20 - .30
9x7, 10x5, 11x4	10x6	.35 - .36
9x8, 11x5	10x6	.40
10x6, 11x5, 11x6, 12x4	10x7	.45
10x8, 11x7, 12x4, 12x5	11x6	.50
11x7.5, 11x7.75, 11x8, 12x6	11x7	.60 - .61
11x8, 12x8, 13x6, 14x4	12x6	.70
12x8, 14x4, 14x5	13x6	.78 - .80
13x8, 15x6, 16x5	14x6	.90 - .91
15x8, 18x5	16x6	1.08
16x10, 18x5, 18x6	16x8	1.20
18x8, 20x6	18x6	1.50
18x10, 20x6, 20x8, 22x6	18x8	1.80
18x10, 20x6, 20x10, 22x6	20x8	2.00

Prop Chart

For Four - Stroke Engines

Alternate Propellers	Starting Prop	Engine Si
9x5, 10x5	9x6	.20 - .21
10x6, 10x7, 11x4, 11x5.		
11x7, 11x7.5, 12x4, 12x5	11x6	.40
10x6, 10x7, 10x8, 11x7,		
11x7.5, 12x4, 12x5, 12x6	11x6	.45 - .48
11x7.5, 11x7.75, 11x8,		
12x8, 13x5, 13x6, 14x5, 14x6	12x6	.60 - .65
12x8, 13x8, 14x4, 14x6	13x6	.80
13x6, 14x8, 15x6, 16x6	14x6	.90
14x8, 15x6, 15x8, 16x8,		
17x6, 18x5, 18x6	16x6	1.20
15x6, 15x8, 16x8, 18x6,		
18x8, 20x6	18x6	1.60
18x12, 20x8, 20x10	18x10	2.40
18x10, 18x12, 20x10	20x8	2.70
18x12, 20x10	20x10	3.00

Starting Propeller sizes are mid range pitch props that should fly just about any plane designed for that size engine. Use these first as in most cases they will be close to being the correct size. Then use trial and error to try and fine tune the maximum performance from your ship by trying the alternate props. If none work better stick with the recommended starting prop.

Below are some safety items that although seem elementary still need to be repeated regarding propellers and their use.

- Install the prop with the curved side of the blade facing forward and tighten the prop nut or bolt with the proper size wrench.
- Recheck the tightness of the nut or bolt often, especially on wood props which tend to compress and loosen more often.
- When starting the engine, keep spectators at least 20 feet clear of the model and out of the path of the propeller.
- Keep hands away from the prop as much as possible. Use a chicken stick or and electric starter.
- Keep face and body out of prop arc as engine is started and run.
- Make all adjustments from behind the prop except on pusher prop installations.
- Never throw anything into the prop to stop the engine. Use a kill switch or pinch off the engine's fuel supply.
- Discard any prop with nicks, scratches, splits, cracks or any other sign of damage. Never attempt to repair, alter or bend a prop.
- Don't run an engine in areas of loose gravel or sand for the prop can throw such material into your face and eyes. It's not a bad idea to wear eye protection.
- Keep loose clothing, shirt sleeves, and other such items away from the prop and avoid carrying objects that can fall into the prop such as pens, screwdrivers, etc.
- Be sure to keep the glow driver wire out of the prop path.
- If a spinner is used, be certain that it's edges are not in contact with the propeller blades.

■ courtesy of Scott Cannon's web site <http://home.comunique.net/~lakeside/>

by Dick Smith and Pete Fiorentino

Four former and present members of RCCR attended: Pete Fiorentino, Ed Granger, John Garrison, and Dick Smith all flew in this great meet. Former RCCR member Bruce DeViser

was a vendor and said hello to Rochester. There were 50 vendors at the meet.

This Sailplane meet was attended by 270 contestants, 9 entered 2 meter class, 21 entered the Grey class for modelers over 62, 28 were in the Nostalgia Class for Rudder Elevator and Spoiler equipped Sailplanes, 214 were entered in the open class where all the hot rocks flew.

Pete was 4th in 2 meter with-- 5090 points

Ed was last in 2 meter with-- 3352 points

Dick was 7th in Nostalgia with-- 5820 points

John was 113th in open with 5707 points. John was the only RCCR member who landed in the circle.

The Visalia Club ran a super meet, the best I have ever attended including Harris Hill, and the Nationals. They had four Winches with Retrievers and they launched four planes every minute each day. The Landing circle was only 6 ft for the outer, 2 ft for the inner, and 6 inches for the center. Landing points were scored as percentages of the time score flown on that flight. Outer Circle 10%, Inner Circle 15%, and Center 25%. All the hot rocks had landing skegs on the bottom of their airplanes to stop them in the grass. If anything came off your aircraft on landing you lost the score for that flight. Most of us didn't dive into the circle in the fear of losing parts and scores. Flight times were 3,5,7 minutes on Saturday, and 3,6,8 minutes on Sunday.



Ed Granger checks out the prizes



JOHN GARRISON



CHOW TIME



Dick Smith talks it over with the Winchmaster



motor, fan, concrete stand, two batteries, charger

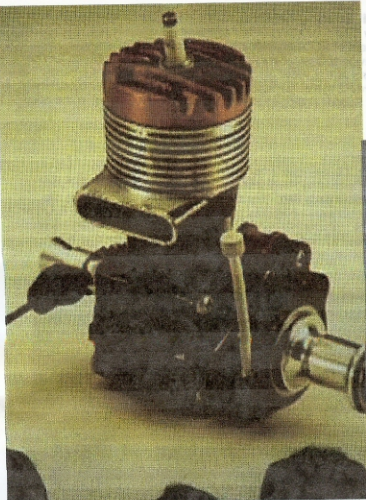
Extra 300L



is similar to the Extra 300, but with the wing in a lower position (hence the "L"). The lowered wing allows for better pilot visibility. It also moves the wing spar structure to the floor of the fuselage. In the Extra 300, the rear spars attached to the fuselage right where the back seat instrument panel area resides (this is the pilot's instrument panel, since the pilot takes the rear seat). The heavy structure here complicated the installation of IFR avionics due to the tight fit. With this intrusion moved, a gyro attitude and direction indicator would be fitted in the center of the panel. In such an installation, a gyro attitude and direction indicator would be fitted in the center of the panel. Non IFR competition 300L's will typically have a plexiglass panel placed here, which is used to hold the Aresti notation diagrams that map out aerobatic routines. The 300L has wings, fuselage and tail structures similar to the 300,

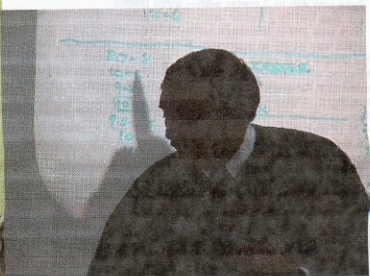


but many of the fuselage panels have been replaced with composites. Flight characteristics are also similar to the mid-wing 300, though both inside and outside snap roll behavior is improved, and the roll rate is slightly higher.



2-Stroke Glow Engines for R/C Aircraft

was the topic of guest speaker Dave Gierke. Combining history, nostalgia, technical facts, scientific data, and mixing in some humor, pictures, opinions, and suggestions - the presentation was an enjoyable educational experience for all who attended the club meeting November 12, 1997.



$$D^2 \times P = \text{Coefficient}$$

Multiplying the square of the diameter by the pitch will give you a coefficient which illustrates the relative work a propeller will do.



Dave's book is an organized and well presented collection of a large amount of useful information to the operators of the two-stroke engine.



The Radio Control Club of Rochester thanks you, Dave, for accepting Jerry Joseph's invitation. We are certain that because of your efforts, the world is a more comfortable place for modelers..!!!



Extra 300S

was first introduced in 1992 as an answer to the incredible Russian Sukhoi Su-26 monoplane. The plane has only one seat, but uses the same engine as the original 300, resulting in lower weight and increased performance. The wing has been lowered in comparison to the Extra 300 to give the pilot better visibility. The 300S is now probably the most common Extra seen in competition. It remains truest to the Extra series' heritage of unlimited competition monoplanes.