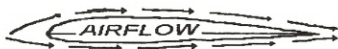
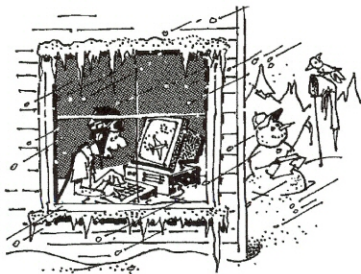


RCCR AIRFLOW
6315 Mill Pond Rd.
Byron, NY 14422



January
1998

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.

All Visitors are always welcome at the field and at regular meetings
RCCR meetings are held every second and fourth Wednesday of the month
at the Salem church, 60 Bittern St., just east of the Inner Loop exit at St. Paul Street.

JANUARY MEETINGS

Wednesday, January 14, 7:30 p.m. at the Salem Church
Wednesday, January 28, 7:30 p.m. at the Salem Church

Have you renewed your AMA membership?

It is not legal to fly at the fields without your 1998 insurance after December 31, 1997.

Club dues are due by March 1.

TUESDAY SUNSET
Brockport
Monroe County
New York
Longitude W77.9
Latitude N43.2

1/06/98 4:52 p.m.
1/13/98 4:59 p.m.
1/20/98 5:08 p.m.
1/27/98 5:17 p.m.

For the latest info
check the RCCR Hotline

FIX - RCCR
349 - 7227



Trevor Ewell

Notes from the prez

As we close out the old year and welcome the new, I would like to thank George Hartman and Dave Hoffmann for taking down the signs at Bolling and storing them in the shed. And a special thanks to Greg Kesel for recording site coordinates for our three fields using GPS. We forwarded this data to AMA, as requested. They use it to let anyone who inquires, know where we are. Being established should give us flying rights in case new fields want to open up within a few miles of ours.

The road into Bolling is in very good shape. Please drive on the humps, not in the tire track ruts. The sun angle and arc is very bad there this time of year. At least several of us blame it for landing in the weeds, even with a field as big as Bolling.

I'm thinking of starting a bomb drop spotters class. Two of my associates (unnamed) failed to even see the bombs leave my plane when I announced bomb drop, and then of course couldn't find one of them. (They suggest I take bomb aiming classes.) Well, to settle this argument, I found the bomb myself the next day. It was right on the centerline of the runway, barely twenty feet north of the mowed area of the field, in some very short grass. I guess I'll have to start using time delay fuses.

I suppose by the time many of you read this, some sleepless, cold club member will try to lay claim to the first flight of the new year. For full bragging rights, witnesses are needed, and no dues reduction occurs in any case.

Our first program of the year, on January 14th, 7:30 p.m. at the Salem Church, will be a video selection by Jerry Joseph, before which I'm asking him to dance a jig.

I sincerely would like to thank the Club Officers for all they contributed during this past year. And special thanks to Bob McClure for an outstanding newsletter which always was published on time. Too everybody else who helped make 1997 such a success, my thanks and the best of the Holiday Season to one and all!

Trev.

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			

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RCCR WEB PAGE
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AMA District II Web Site
www.amadistrictii.org

WEIGAND HOME PAGE
www.frontiernet.net

MATT MAIR
<http://www.dwc.edu/users/mmair/index.html>

Corning Tri-Rivers RC Modelers are having their 6th annual Swap Meet and show Sunday, January 18th at the Campbell-Savona school on Main Street in Campbell NY. Doors open at 10 a.m., activities begin at 1:00 p.m. For more info call 607-527-8243 after 4:30 p.m.

Meeting Minutes - Not having a couple of meetings, the absence of the Minutes created a little space. You know, if someone wanted to find out what the RCCR is and does, all they would have to do is read the minutes. I hope including them in the newsletter every month doesn't lead us to just scan through them. They aren't wordy, but they contain the substance of what the club is doing with your dues.

Dues - We know why "dues" is important, but why is it important to collect them before March first?

- ♦From January 1975 AIRFLOW - "Greg Kesel reported that he will make out cards for credit recording of times worked under new dues structure, also, no one will receive news letter after 1st Feb 75 if delinquent on dues."
- ♦From Dec 97 90's Barnstormer (Hemet CA) - "It was moved by Lloyd Barber that we hold a special raffle for all those who pay up their dues by the January meeting."
- ♦From Dec 97 The Pilot Log (Lockport NY) - Have you renewed your AMA and club membership? It is not legal to fly at the Day Road Field without your 1998 insurance after December 31, 1997. Also, it would be a great help to the club secretary in filing the club charter reports if your membership is in."
- ♦The Flying Knights of Hamburg NY - "...dues must be received before January 31, 1998 or you will be dropped from the club membership rolls."
- ♦Other clubs are reminding members to get the renewal forms completed and dues paid for 1998.
- ♦Phil Slater has closed his swimming pool and it has been too warm for ice skating, so he needs something to do in his spare time. I'm sure he would appreciate getting your form and dues as soon as possible. Be sure to note the transmitter frequency channels which you expect to use.

Annual Dinner - SATURDAY, FEBRUARY 21, 1998, 6:30 PM COCKTAILS, 7:30 DINNER.

Occurring around Valentine's Day this annual celebration is a chance for you to award your friends for their accomplishments in 1997. Another way to say that: here's a good time to roast your buddies and get even for all the dumb things they did in 1997. Anyway, if you want to give a roast award to someone, you can do that! Talk to Paul Weigand, Greg Kesel, Jim Warner, Don Steeb, or anybody, about designing the award. If you are hesitant about presenting the award, ask someone else to present it for you. The point is this - the annual awards are a lot of fun - but preparation is needed for success. If you know of an award that should be on the evening's agenda, please inform our Reluctant Roastmaster Paul Weigand, the sooner the better. February's Airflow will have the final invitation and information about the roast. It will be at Waver's, and will probably be about \$16 per person. Hope everybody plans to attend, and then makes the necessary reservation with Paul, as he will need names and numbers by February 16th or so. More next month.

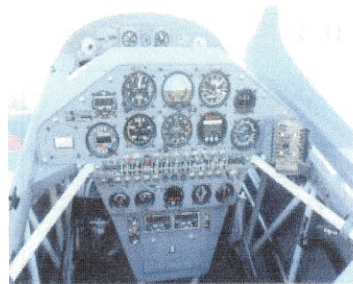
Happy New Year

May your take-offs and landings be equal in number.

Live long and prosper.

In 1996, Walter Extra introduced the **Extra 200**

The 200 is slightly smaller than the Extra 300L, and is powered by a 200hp, rather than a 300hp Lycoming engine. It also uses the same wing and tail structure as the EA300/S. In addition, the EA200 is considerably less expensive, at \$170,000, versus the 300L's price of \$235,000. While that isn't cheap, it's lower price may allow more aerobatic schools, clubs, and partnerships to buy one.



The 200 is a docile enough plane to learn aerobatics with. At slower speeds, the performance is similar to typical entry level aerobats, like the Decathlon. When opened up though, the little Extra is a performer, on par with the Pitts S-2B (the Pitts has a 60HP edge, but the Extra's aerodynamically clean design makes it comparable). The 200 will probably be all the airplane a pilot needs until he's ready to move up to a more powerful unlimited competition ship. It also sports adjustable rudder pedals - important when many pilots of varying sizes may be using the plane.

Like it's bigger brother, the 300L, the EA200 can be equipped with full gyro instruments, leather seats, and long range fuel tanks. This allows the 200 to be used for cross country flying, in addition to aerobatics. All this in a plane that has been certified by the FAA to 10G's!

The RCCR was privileged to recently have Dave Gierke as guest speaker at a meeting. His book *2-Stroke Glow Engines* can be purchased from many sources. Here is some evidence that this book is a source of valuable information for the modeler.

From Chapter 16, *2-Stroke Glow Engines*, by C. David Gierke.

The Pinch Technique

You don't have to adjust the needle valve every time you run the engine. If you do, you'll be referred to as a "tweaker" at some fields. There are people who can't leave their hands off the needle; they often follow a preflight ritual, such as: start the engine; richen it to 4-cycling; lean it to absolute peak; step back and declare, "Ah, just right!" Then there's the *super tweaker* who performs the ritual at least three times before being satisfied. Years ago, we had a super tweaker who participated in our racing circuit; the guys called him "Needle Valve" when he wasn't around. Eventually, he became so well-known for his routine that it was shortened to "N.V."

As well as wearing out the threads on the needle-valve body, the whole ceremony is totally unnecessary. I can always tell a modeler who knows what he or she is doing because they use the *pinch technique*. When first started, the engine is throttled to high speed and the operator *pinches the fuel line* (an action that requires only a few tenths of a second), while watching the tachometer for an rpm response. Pinching momentarily leans the mixture; if no rpm gain is observed, the needle valve is set too lean and must be richened. If the rpm increase and remain there, the mixture may also be slightly lean. If the rpm increase and then drop back by an amount previously found to be satisfactory for ideal in-air operation, the needle valve can stay where it is. Go ahead - fly! However, if atmospheric conditions, e.g., air temperature, change, so might the needle-valve setting.

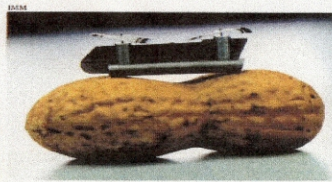
Baby Huey

The world's largest peanut? No, the world's smallest helicopter. At least its builders think it is. They haven't bothered to check with any official record-keeping organization, but it's hard to imagine a working helicopter itty-bittier than this one. It weighs just over a hundredth of an ounce, measures less than an inch end to end, and is three-tenths of an inch high.

Technicians at the Institut für Mikrotechnik in Mainz, Germany, which specializes in tiny technology, wanted to prove the power of their new micromotors, which spin at 400,000 rpm and are normally used in things like laser scanners and ultrasound catheters. They decided on a demonstration that was not so much practical as designed "to show people that we have fun in our work," according to IMM staffer Ellen Straub.

The helicopter consists of two micromotors mounted on an aluminum body, with painted paper rotors shaped by heating in a mold. On its maiden flight, the microcraft climbed a whopping five inches up a guide wire, its little rotors beating away at 40,000 rpm. IMM's Heinz Lehr says controlled flight would have been a much more difficult proposition, but he already has thoughts of expanding his Lilliputian air force, this time with an airplane.

—Tony Reichhardt



Air & Space December 1996/January 1997

Welcome To Northampton Park

INFORMATION: (716)256-4950

from the Monroe County Parks web page

Many avid skiers began at the rope tow at Northampton Park. One of the newer additions to the Monroe County Parks system, this 973-acre park also attracts the slightly less adventurous winter visitor with sledding hills, cross-country ski trails and a warming shelter. Group camping is available with a special permit. For year-round fun, visit Springdale Farm, an educational farm operated by the Heritage Christian Homes, Inc., which is under contract with the county parks department, within Northampton Park. It houses dairy and beef cattle, pigs and sheep, dairy goats, geese, chickens, ducks and turkeys, making Springdale Farm the perfect spot for kids to learn about farming. Demonstration vegetable and herb gardens, pastures, field crops and the fruit orchard add to the diversity of farming activities.

How To Get Here

Northampton Park is located in the western portion of the county, south of Route 31 (Spencerport Road) and west of Route 36 (Washington Street) in the towns of Sweden and Ogdenville. Enter the park from Colby Street, Salmon Creek Road and Route 31.

Operating Hours, Entrance Fees, Reservations & Permits
Open year-round from 6 am to 11 pm. There are no park entrance fees. A permit is required for access to shelters and lodges. Call the reservations office at (716)256-4951 to obtain a permit.

Park Facilities, Attractions & Activities

At Northampton Park you'll enjoy hiking, bridle and cross-country ski trails, a downhill ski slope, sledding hill with warming shelter, 2 lodges, playgrounds, 2 softball fields* and a special permit group camping area.

* Softball fields are available on a first come, first serve basis if the field is not in league use. Special features of this park include a downhill ski hill with rope tow, model airplane field, the Pulver House Museum of the Ogdenville Historical Society and Springdale Farm.

Downhill Ski Program

The Monroe County Parks Department has contracted with Bristol Mountain ski resort to operate a downhill ski school at Northampton Park. For more information on this program, call (716)637-2345.

Springdale Farm

This working demonstration farm is open year round from 9 am to 4 pm weekdays and from 10 am to 5 pm on weekends and holidays. Admission is free and group tours can be scheduled. Call (716)352-5320 for more information.

Shelters & Lodges

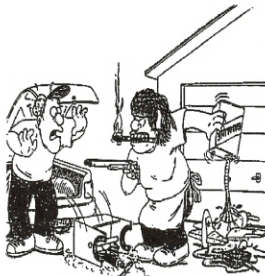
Shelters and lodges are rented from 10:00 am to 10:45 pm. The earliest a park patron may enter the shelter is 10:00am. A park guard will visit shelters to check on permit holders.

Park Rules

Northampton Park has a Carry In-Carry Out rule, which means you must take all your garbage with you for disposal when leaving the park. Glass is not allowed in the park. Keg beer is permitted when your Lodge Reservation permit is stamped. (County Parks employees will call the authorities if laws regarding alcohol consumption are broken.) Horseshoe playing is not allowed.

Stearmans at War

Stearman enthusiasts ("Back to the Basics," Oct./Nov. 1994) can now combine a joyride in the aircraft with "the thrills of open cockpit warfare...using World War I tactics," courtesy of Classic Dogfights. The Hemet, California company offers a "full combat air package"—briefings, aerial combat session with replica machine guns and smoke systems, and videotape of the flight—for \$399. A non-combat ride is \$199. Call (909) 858-1116.



Making It Stick

NASA's laminar flow experiments with its supersonic delta-wing F-16XL have produced "terrific results," says Jeffrey Lavell, project manager of the Supersonic Laminar Flow Control program at the Langley Research Center in Virginia. ("Go With the Flow," June/July 1995). A large titanium panel with 10 million laser-cut holes was applied to the upper surface of the aircraft's left wing. Suction pulled the surface layer of air through the perforated panel, achieving a "significant amount of laminar flow," says Lavell. The aircraft made some 40 Mach 2 test flights.

Air & Space January 1997

"I guess this means that I missed supper again, huh?"