



the official newsletter of the

## Radio Control Club of Rochester

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December 1998  
January 1999



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 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

The Tuesday evening (4:30 pm til sunset) training has ended for this season.  
Student pilots should make arrangements with their instructor for training flights.

FOR THE LATEST INFO, CHECK THE

RCCR HOTLINE: FIX-RCCR 349-7227

PLEASE NOTICE THAT THIS IS  
THE DECEMBER AND JANUARY AIRFLOW.  
THE FEBRUARY AIRFLOW IS SCHEDULED  
TO BE MAILED JANUARY 30, 1999.

### EVENTS SCHEDULE

- Wed Dec 9 RCCR Meeting 7:30 pm  
at the Salem Church, 60 Bittner St.,  
just east of Inner loop exit at St. Paul St.
- Wed Dec 23 RCCR No Meeting - Merry Christmas
- Fri Jan 1 RCCR Frost Bite Fun & Chili Contest  
9 am at Bolling Field
- Fri Jan 1 AGS New Year's Day Fly  
at Moore Park, Vestal, NY
- Fri Jan 1 RAMS Annual Freeze-in Macedon Field
- Wed Jan 13 RCCR Meeting 7:30 pm  
at the Salem Church, 60 Bittner St.,  
just east of Inner loop exit at St. Paul St
- Sat Jan 23 AGS 16th Annual Oakdale Mall Show
- Sun Jan 24
- Wed Jan 27 RCCR Meeting 7:30 pm  
at the Salem Church, 60 Bittner St.,  
just east of Inner loop exit at St. Paul St.
- Sat Feb 13 RCCR Mid-Winter Party and Roast  
at Waver's Party House.



TUESDAY SUNSET  
Brockport, NY  
Longitude W77.9  
Latitude N43.2

12/01/98	4:38 PM
12/08/98	4:36 PM
12/15/98	4:37 PM
12/22/98	4:40 PM
12/29/98	4:44 PM



Trevor Ewell

# Notes from the Prez

November 11, 1998

Mr. Allen Cassidy, Parks Director  
171 Reservoir Avenue  
Rochester, New York 14620

Dear Mr. Cassidy,

## MODEL AIRCRAFT SAFETY RULES

As you requested at our November 5 meeting, here are the safety rules that the Radio Control Club of Rochester (RCCR) and the Rochester Area Flying Club (RAFC) follow and enforce at the Northampton model flying site.

Our absolute rule is that we will give right of way to full scale aircraft, and will not fly in proximity to them. To ensure this condition, we put the following practices in force:

1. We fly in accordance to the Academy of Model Aeronautics (AMA) national model aircraft Safety Code (copy attached).
2. We will not fly our models higher than approximately 400 feet, as stated in the code.
3. We will only fly north of the model runway and east of the flag on the west park boundary road.
4. The AMA Safety Code is posted at the field, as are the field's boundaries and the clubs' flying rules.
5. During model flying, we will post an observer whose sole function will be to look for, and warn model flyers of, the approach and direction of full scale aircraft. This person will wear an orange armband as an identifier. This enforcement is posted at the field.
6. We will train all flyers known to us to be using the site, about these rules. We use a range finder during training to help us recognize a 400 foot ceiling.
7. We reinforce these rules in our newsletters to all members. Our membership application forms contain these rules, and they are discussed at club meetings.
8. We will report violations of these rules to Monroe County Parks personnel for enforcement as needed.
9. As has been our policy, we will continue to review safety rules with the Parks Department to assure flying safety.
10. We will give all club members a copy of these rules.

Sincerely,

Trevor Ewell  
President, RCCR

Rita Wilson  
President, RAFC

Note: the Academy of Model Aeronautics (AMA) national model aircraft Safety Code is sent to members of the AMA every month in the Model Aviation magazine, and all members are encouraged to review it.

### RCCR MEETING MINUTES : 10/28/98 At Salem Church

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

First Time Visitors: Gus (from the RAFC)

Second time Visitors: None

Membership Update: 128

Treasurers Report: Read and accepted

Old Business: Proposals on Bolling field runway options were shown on maps with overlay stencils with charted costs and rated advantages/disadvantages.

New Business: Northampton field has been closed until further notice.

Show & Tell: Don Ogren brought in his scratch built profile Helicat powered by a .40 Rossi. Bob Horn brought in egg crate foam that he uses to hold small engine parts from rolling away on his work bench. Tod Sheehan brought in his extremely fast electric Limit FIB. A JR radio controls the model. Power comes from a brushless Avoxx motor that turns a 14x7.5 prop at 7500rpm!

50/50 Raffle: ?

### RCCR MEETING MINUTES: 11/11/98 At Salem Church submitted by Stan Teachman

Officers Present: Trevor Ewell, Phil Slater, Pete Durante, and Jerry Joseph

First Time Visitors: ?

Second time Visitors: ?

Membership Update: ?

Treasurers Report: Read and accepted.

Old Business: The Club received a letter from J. Doyle at the County office thanking us for the donation to Black Creek Park. Trevor spoke of the meeting he attended, and read letters concerning Northampton Park from AOPA. A future meeting is planned with the Monroe County Parks and FAA. A discussion began on nonmembers and unsafe flying practices.

New Business: George Hartman talked about problems at Bolling Field. Damage has occurred to the field by automobile tracks and the PVC plane holders were damaged.

Show & Tell: Scott Mykins showed Gullwings kits of rubber powered aircraft.

50/50 Raffle: ?

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RCCR WEB PAGE <http://www.frontiernet.net/~airflow>  
Mattland <http://studies.dwc.edu/mmair/>

AMA District II Web Site <http://www.amadistrictii.org>

**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	B/C Video Magazine Volume 6	1988
Attack Carrier Trilogy	NA 6	B/C/R Scale Rally A Fun Fly	
Aviation Heritage, Part I	NE 683	S-T-A-R-S Meet 7/1/92	
Aviation Heritage, Part II	NA 290	Shoot to Live Raaf Gunner	BA 18
B-52 A Plane for a Mission	NA 290	Story of Naval Aviation, Attack Carrier	BA 27
Battle of Britain		Striking Back, Byron Al Show	
Battle of Britain Speedy Bee - Lazy Bee		Ballast Tommy	
Down to the Wire Wings of Eagles/Gold	NA 34	The Navy Flies On	NA57
Flying the Air-Gs Cobra Gunship	1995	Threshold The Blue Angels	
Flying the Air-Gs Cobra Gunship & Combat	CB 12	Vintage Wings	
Garnikaze		Warbird Checkout Series	05 6
Naval Aviation Action, Part 1&2		Warbird Checkout Series	05 7
Prudent Flying, Volume 1		Warbird Checkout Series B 17	05 10
Prudent Flying, Volume 2		Warbird Checkout Series B 17	05 17
B/C Video Magazine Volume 3		Warbird Checkout Series T-8/SNJ	05 15
B/C Video Magazine Volume 4		Warbird Checkout Series T-8/SNJ	05 15
B/C Video Magazine Volume 5		Wide World of Flying	



# STRAIGHTEN UP AND FLY RIGHT

Safety Contemplations by Stormin' Norman Marasco

02092

Safety is a frame of mind. Take a case in point; where a sunbather was relaxing on a beach, a storm developed ten miles away. A bolt of lightning, jumping from cloud to cloud killed him. A bullet fired in the confines of a rifle range killed a spectator, at a basketball game. After analyzing the path the bullet took, they concluded it had ricocheted off of three objects before it penetrated the wall his chair was resting against. Obviously, these two victims of freak accidents had no control over their fate, but you do. -- Your primary protection is common sense, which somehow doesn't seem to be that common.--

**PLEASE**  
**Straiten up and Fly Right --> exercise common sense to the limit.**

Not only will common sense serve you well; it may someday save you from serious injury.

Many crackups may have been prevented by better pre-flight inspections. One reason for a failed pre-flight is distraction. It is correct etiquette to let a pilot know that you're there to help with the inspection in any way possible,

maybe by pointing out some discrepancy, or holding the plane. In other words, the time that the pilot is putting together, and checking out, fueling up, and starting, - is probably not a good time to distract him - but is a good time to assist him if you see the opportunity. After the flight and debriefing, pilots seek out distraction, sometimes to excess, so

**Straiten up and Fly Right --> assist the pilot with pre-flight inspections, but don't interfere.**

AMA Safety code #7 - I will not fly my model unless it is identified with my name and address or AMA number on, or in, the model.

Note: This does not apply to models flown indoors.

**Straiten up and Fly Right --> put your name or AMA number on, or in, your model.**



## How Buzzard Got His Feathers

A long time ago the birds had no clothing. They spoke like people, but they were shy and hid from sight. One day they decided to hold a great council. "We must go to Creator and ask him for clothing," said Eagle. So it was decided. But who would carry the message?

Many birds volunteered. But finally they chose Buzzard. He could fly great distances because of his long wings, and he could soar higher than any of the other birds and so come more easily to the sun-place, where Creator lived. All of the birds burned tobacco and sent their prayers up to Creator, and then Buzzard set out on his way.

It was a long journey. Buzzard flew and flew. He ate the food he had carried with him and still he was far from the place of Creator. He became hungry, so hungry that he stopped and ate some dead fish washed up on the shore below him. They were rotten and smelled bad. But his hunger was great, and he did not notice.

He continued on his way. Now he was close to the sun-place; he went higher and higher. It grew fiery hot from the sun, but still he flew up and up. The skin on top of his naked head burned red in the sun's heat, but at last he came to the place of Creator.

"I have been waiting for you," Creator said, "because I have heard the prayers of the birds. I will give you clothes made of fine feathers to take back." Then he showed Buzzard the clothing he had prepared. It was fine indeed. There were as many colors in the feathers as there are in the rainbow snake that arches across the sky after a rain, and the feathers shone so brightly that Buzzard had to turn his eyes away from them.

"Now," Creator said, "I know how hard it was for you to fly to me. You may have the first choice of all these suits of feathers. Remember, though, you may try on each suit only once."

Buzzard was very pleased. "I must choose the finest feathers," he said to himself. "Then everyone will see them and always remember it was I who brought back clothing for the birds."

He tried on a suit of bright blue and white feathers with a jaunty cap. "No," he said, taking it off, "not bright

enough." And so that suit went to Blue Jay.

He tried on another suit of brilliant red and black with a tall crest. "No," he said, "I do not look good in red." And so that suit went to Cardinal.

He tried on another suit of gray and black with a scarlet vest. Again he was not satisfied, and that suit went to Robin.

He put on a suit as yellow as the sun with handsome dark markings. "Too much black on this one," he said, and that suit went to Goldfinch.

Creator patiently watched Buzzard trying on one suit after another. None of them were right. Sometimes the feathers were too long. Sometimes they were not long enough. Some were too dark. Others too light. None of them seemed to be just right for the messenger of all the birds.

Finally Buzzard put on a suit of clothes that was too small for him. Although all of the other clothes had grown larger or smaller to fit whatever bird chose them, this last suit of feathers was very tight. Buzzard pulled and strained. Finally he got it on. It left his legs and his neck bare; the red skin of his bald head remained uncovered. He looked at the suit. Not fine. Not fine at all. The feathers hardly had any color--just a dirty brown. They were not shiny and neat like the others. Buzzard was not pleased, "This is the worst of all," he said. Creator smiled. "Buzzard," he said, "it is the only suit left. Now it will have to be yours."

And so to this day you can see Buzzard wearing the suit that he earned for himself. He still eats things long dead because of what he ate on his journey to the place of Creator. And though some make fun of the way he looks, Buzzard still remembers that he was the only one who could make that long journey.

Even in his suit of dirty feathers that fits him badly, even with his head burned scarlet from the heat of the sun, he remembers that he was chosen to be the messenger for all the birds. When he circles high in the sky, he is close to Creator. Then, even in his ill fitting suit of feathers, he is proud.

**SPINNER** - Critical part of landing gear.

**AUTOROTATION** - What your car does on icy roads.

**FIREWALL** - Removable part of fuselage. Comes off on landing.

**CRASH** - Quick method of removing radio and engine from a model to fit them in your new one.

**THERMAL** - Mythical occurrence of rising air - usually where one's sailplane is not.

**SINK** - Non-mythical meteorological event stimulated by RC soaring contests

**DEAD STICK** - Two of these can be found on your transmitter after failing to properly charge your batteries.

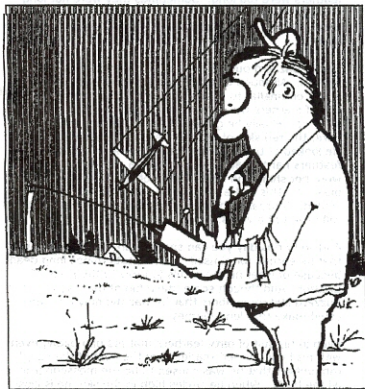


## Seasons Greetings



## HOW TO COOK A TURKEY from some galloping gourmet

- Step 1: Go buy a turkey
- Step 2: Take a drink of whiskey (scotch) or JD
- Step 3: Put turkey in the oven
- Step 4: Take another 2 drinks of whiskey
- Step 5: Set the degree at 375 ovens
- Step 6: Take 3 more whiskeys of drink
- Step 7: Turn oven the on
- Step 8: Take 4 whisks of drinky
- Step 9: Turk the bastey
- Step 10: Whiskey another bottle of get
- Step 11: Stick a turkey in the thermometer
- Step 12: Glass yourself a pour of whiskey
- Step 13: Bake the whiskey for 4 hours
- Step 14: Take the oven out of the turkey
- Step 15: Take the oven out of the turkey
- Step 16: Floor the turkey up off of the pick
- Step 17: Turk the carvey
- Step 18: Get yourself another scottle of botch
- Step 19: Tet the sable and pour yourself a glass of turkey
- Step 20: Bless the saying, pass and eat out



... And then, Bob had that sick feeling: Was it left stick, was it up, or down.... his forehead broke out in a cold sweat.....

Controller to aircraft that just landed: "Bear right, next intersection"

Pilot: "Roger, we have him in sight"



Free Fall -- Tochiuzuma sails over grand champion Takahonaha yesterday during their bout at Fukuoka, Japan. Takahonaha lost the bout, his second in a row in the 15-day sumo tournament. Both wrestlers are now 1-2.



Other standings in this historic contest:

Kumo vs. Alien tied at 1-1. The Alien was featured in last month's *Airflow*.

Kumo vs. Freeloader 1-0.

The Freeloader, after ravaging a local Rochester restaurant, Mr. Dominics, was caught by the camera with his lovely damsels who helped him carry his latest pillage.



Freeloader was later reported to be RC flying, in the company of Kumo, in a recent sailplane meet in Visalia, California.



The pilot of the light aircraft called ground control for taxi instructions. When he set his altimeter it showed his aircraft to be several feet below the surface! He immediately informed the tower, (thinking, I've got you this time, Ha.), the quick thinking ground controller responded, without hesitation, "Roger, up periscope and continue taxiing!"

The pilot of an airliner requested a clearance from 25,000 feet to cruise altitude of 31,000 feet. The conversation went something like this:

**United 402:** "United 402 requesting climb to flight level 310

**ATC:** "United 402 maintain flight level 250 for noise abatement".

**United 402:** "What do you mean maintain 250 'for noise abatement'?"

**ATC:** "If you climb and hit the traffic at 270, there will be a big noise.."

Stumpy Grinder and his wife Martha were from Portland, Maine. Every year they went to the Portland Fair, and every year Stumpy said "Ya know Mahtha, I'd like ta get a ride in that theah aihplane." and every year Martha would say "I know Stumpy, but that ihplane ride costs ten dollahs.... and ten dollahs is ten dollahs." So Stumpy says "By Jeebers Mahtha, I'm 71 yeahs old, if I don't go this time I may nevah go." Martha replies "Stumpy, that there aihplane ride is ten dollahs...and ten dollahs is ten dollahs."

So the pilot overhears them and says "Folks, I'll make you a deal, I'll take you both up for a ride, if you can stay quiet for the entire ride and not say ONE word, I won't charge you, but just one word and it's ten dollahs."

They agree and up they go.... the pilot does all kinds of twists and turns, rolls and dives, but not a word is heard, he does it one more time, still nothing... so he lands.

He turns to Stumpy as they come to a stop and says "By golly, I did everything I could think of to get you to holler out, but you didn't."

And Stumpy replies " Well, I was gonna say something when Mahtha fell out...but ten dollahs is ten dollahs!

Dear Santa, please check this list twice.



Fully Functional Control Cockpit!!  
Introducing the Interactive Flight Console, the first fully integrated remote flight cockpit, utilizing today's most popular brands of RC transmitters. This portable, state of the art flight console provides the ultimate in realistic flight control, without ever leaving the ground!



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Known as the Worlds Fastest Piston Engine Driven Aircraft. Since it was constructed in the early 1970's, the Lyle Shelton RareBear has been awe inspiring and the crowd favorite at nearly every race that it attends, namely the RENO AIR RACES.



## IMPORTANT MEETING

Wednesday, December 9, 1998 RCCR Officer elections

will take place during the 7:30 PM meeting at Salem Church.

It is important that you attend and help RCCR organization with your vote.

There will be no meeting December 23.

### PLAN AHEAD

Sat	Feb 13	RCCR Mid-Winter Party and Roast at Waver's Party House.
Sat	Mar 27	Chiefs auction at Canandaigua Middle School
Sat	May 22	Saturday, Empire State Indoor Championships, WNYFFS, at the Buffalo Billis fieldhouse near Orchard park, NY.
Sat	May 29	GVAM Float Fly
Sat	Jul 24	RAMS Combat Meet
Sat	Jul 31	RAMS Annual Open House
Sun	Aug 1	
Sat	Aug 28	RAMS Annual Fun Fly
Sun	Sep 5	3 Club Fun Fly Picnic
Sat	Nov 27	RAMS Annual Auction

### WW II Scale Combat by George Hartman

With the year coming to an end the WWII Combat flyers want to offer special thanks and appreciation to all the volunteers that supported the four contests that were held at Bolling Field in 1998. It is difficult to list all who helped but I will try to remember as many as I can right now. Bud Kelly, Jim Wagner, John Floyd, Norm Marasco, Jerry Joseph and others made sure the field was carefully manicured before each meet. Phil Slater and his crew which included the Luddington family, Al Sertl and others always had the food ready and waiting when the hungry pilots returned from their missions. Jim Wagner, Bud Kelly and Fran Boatman organized the many people who served as judges and score keepers and their participation was essential and appreciated.

We had a good season with as 40 to 60 people attending as pilots, helpers and spectators for a "home field event". Though the CD's "feared volunteer burn out" we always had enough people to do all the jobs.

Next year we will only have two Combat Meets at Bolling. We will host the June and September meets, the RAMS will host the May and July meets and NRCMFC (Lockport) will host the August meet. As of this time, these meets will all be on the last Saturday of the month. These should be good meets with the number of pilots participating in the area growing each year. Plan on attending and cheering on your favorite fighter pilot. Or better yet, build a couple combat planes and join the fun.

In other news, the American Scale Dogfighters Association has been recognized by the AMA as the Special Interest Group (SIG) for RC Combat. The organization promptly changed it's name to the Radio Control Combat Association to encompass all RC combat. This was done on the recommendation of AMA as they wanted to interface with only one group for RC combat. Non scale RC combat is very popular in the south and west so the membership will probably start to grow. There is a new dues structure with Associate Membership at \$15 and Executive Membership at \$30 which includes a subscription to the new magazine "RC Excellence" which will carry the RCCA news and articles.

I will serve another year as the North Eastern District Commander and member of the Board of Directors of RCCA. Jim Warner has been appointed the Area Representative for the State of New York.

Again, thanks so much to those who helped make it all possible, our loyal volunteers.

George Hartman

### From the RAMS Horn Ron Swift, President

"Trying new things. Seems like it takes more effort from each of us to tackle things in a way that is different from the past. I had the opportunity to talk to Trevor Ewell (of RCCR) and we discussed our club event calendars. He extended an invitation for the RAMS to participate in a joint Fun Fly on the Sunday of Labor Day, 1999. The Sky Rovers (Phelps), RCCR and Honeoye Falls Flying Club have a get together each year at this time. I have talked to Richard Shearer of the Sky Rovers and we have been invited by the clubs to attend the 1999 event in Phelps. It was suggested that the RAMS consider hosting the event in 2000. I think this is a great idea. The topic will be discussed during our next club meeting.

We have already undertaken hosting two Combat 704 events in 1999, and will have three other events scheduled. This proposed joint Fun Fly will be the sixth scheduled flying event for the RAMS in 1999. It is nice to have an active R/C club with two quality flying fields and members willing to share with the general public. To some, the number and quality of the events are an indication of the health of the club."

Merry Christmas  
Happy New Year 1999

Bolling Field November 28 - after the RAMS auction.

