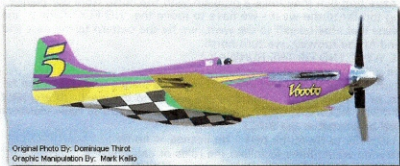


RCCR Airflow
6315 Mill Pond Rd.
Byron, NY 14422



Original Photo By: Dominique Tharot
Graphic Manipulation By: Mark Kello

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the official newsletter of the

Radio Control Club of Rochester

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Editor BOB MCCLURE 716-548-2248



June
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.

Meeting Wednesday, June 9, 7:30 PM, will be at the Salem Church, 60 Bittner St., just east of Inner loop exit at St. Paul St.
Meeting Wednesday, June 23, 7:30 PM, will be at Bolling Field, behind 2295 Redman Rd. Flying before and after meeting.

Every Tuesday evening (4:30 pm til sunset) training has priority at the flying fields.
Be there and make safety your choice.

FOR THE LATEST INFO, CHECK THE

RCCR HOTLINE: **FIX-RCCR 349-7227**

JUNE SCHEDULE

check the AMA Calendar in Model Aviation for details

Fri JUN 4 Northampton Field Fun Fly Set-Up day.

Join the party, help set-up, bring a plane & fly with other members

Sat JUN 5 - 6 Brockport, NY Ray Edmunds Memorial Fun Fly

Sun JUN 6 Wantagh, NY Meroke 7th Annual Fun Fly

Wed JUN 9 RCCR Meeting 7:30 pm at the Salem Church,

60 Bittner St., just east of Inner loop exit at St. Paul St.

Fri JUN 11 - 13 Elmira, NY Elmira Aerotow

Sat JUN 12 - 13 Caughdenoy, NY 13th Annual SAM 58

Sat JUN 12 - 13 Bath, NY Fun Fly.BARKS

Sat JUN 19 Syosset, NY 22nd Annual Empire State Soaring

Sat JUN 19 - 20 Hamburg, NY Buffalo Pattern Contest

Sat JUN 19 - 20 Shoreham, NY Long Island Open Pylon

Sat. JUN 20 Syosset, NY 22nd Annual Empire State Soaring

Wed JUN 23 RCCR Meeting 7:30 pm at at Bolling Field,

behind 2295 Redman Rd. Flying before and after meeting.

Wed JUN 23 - 27 Kirkwood, NY 1st Annual Warbird Scale

Sat JUN 26 Brockport, NY WWII Scale Combat, Bolling Field RCCR

Sat JUN 26 Syosset, NY ESL F3J for 456(JSO).

Sun JUN 27 Syosset, NY ESL F3J for 456(JSO)

Sat JUL 3 - 4 Westport NY, Big Bird,

Sat JUL 3 - 5 Syosset, NY (FAI Team Selection)

TUESDAY SUNSET
BROCKPORT, MONROE COUNTY, NEW YORK
Longitude W77.9 Latitude N43.2

JUNE 1 8:45
8 8:50
15 8:53
22 8:55
29 8:56

The Bottom of the Barrel



JERRY JOSEPH



If it doesn't rain, it pours !

Northampton Park - Trevor Ewell and I met with the Parks people, and Lance Kepler (who complained about noise from the planes), and Norm Wright - town councilman of the town of Sweden. Mr. Kepler said he didn't want us out of the park, but we have to do something to keep the noise level down and not fly over the road by his house on Sweden-Walker Road. He also said people on Colby Road have told him they have a problem with the noise from our planes !

To keep planes from flying too far to the west - we have to move the "NO FLY" flags to the west end of the runway. This means that after takeoff to the west, we fly the pattern to the east and when a plane is over the west end of the runway, we turn north.

NO MORE FLYING BEYOND THE WEST END OF THE RUNWAY !

If we keep flying to the west, we will lose the field.

Also, moving the flight stations more to the east will help keep the planes from flying too far to the west. When spotting for a pilot, you have to tell him, or anyone flying, when they are too far to the west. (If any pilot fails to heed your warnings, contact Parks Department 637-2345, RCCR 349-7227, Russ Sciolino 293-1795 to have violators evicted from the park. Hopefully these phone numbers will be posted at the field.)

The Park people brought up the idea of having a LICENSE to fly at the park. No license = no fly !

They said the RCCR could administer this program so everyone would have to follow the rules or can't fly !

Bolling Field had a noise complaint. A letter was sent to the Hamlin Town authority, saying they should close down the flying field because of the constant noise; also, an ordinance on noise level should be enforced ! Gene Pareschi and I met with Charlie Hungerford, who received the letter and is the noise abatement officer for the town of Hamlin. I told him we are setting up a new field layout with a diagonal north-south runway, so planes can only fly to the southeast or southwest and not north over by the people who live along Route 18. He thought that was a good idea and he wants us to meet with the town supervisor and the people who are complaining, and tell them what we are doing to keep our planes from flying over them and to keep the noise level down.

The bottom line to all of this is - if we keep doing the same things we are doing, we will lose both fields. We have to get our engines more quiet by using different props and better mufflers.

Remember our Fun Fly, June 5 & 6. We can use help for the hot stand and on the field - See you there !

P.S. The northeast corner of the corn field at Bolling has been cut for the new runway.

Here's looking at you from The Bottom of the Barrel - *Jerry*

RCCR Meeting Minutes 5/12/99 Salem Church

Meeting Opened at 7:30 PM by President Jerry Joseph

Vice President Evans, Somers and Treasurer Durante present along with 28 regular members and 2 guests.

Introduction of Guests

1. Michael Quagliata

2. Cliff Jenny

Mr. Quagliata and Mr. Jenny subsequently elected to membership.

Treasurer's Report Acceptance of report moved by Paul Weigand and seconded by Immediate Past President Ewell.

Secretary's Report None

Membership Vice President Somers - 107 paid members as of this date. Discussion held on non paid existing members, some will be contacted to see if they wish to continue in the RCCR.

Old Business

1. Jim Wagner has tent and tent hardware to replace material stolen winter of 98-99. One will be erected at Bolling on a permanent basis.

2. President has recently contacted Mrs. Bolling and the farmer renting the land adjacent to our site. Both have give permission to go ahead with the modified field layout.

3. Signs (no flying without observer) are up at Northampton

4. Ewell reported on noise measurements made at Bolling field in late April. Two-way radio and Scott Miller flew his Extra with OS 70 Surpass at various locations and altitudes convinced that neighbors has a legitimate noise complaint. Especially if any flight made North of the East-West runway.

New Business

1. Discussion followed Bolling site noise measurements. Based on discussion the board adopted a new site regulation for Bolling Field. All members using the Bolling Field site will limit flight operations to the area South of the North side of the East-West runway. Landing approaches from the North with power-down are able to abide by the previous guide line established (the centerline of the East-West portion of the entrance road)

2. Ewell gave a report on the meeting of the New Field Investigation Committee held at his home on May 5th.

3. President Joseph made suggestion that Bob Kesel be considered for Life Member Status. Don Steeb made the motion to grant Bob Kesel Life Membership, Paul Weigand seconded. Motion carried.

4. Vice President-Programs Evans indicated that the program for the second meeting in June, which will be held at Bolling field will be noise measurement. All members are encouraged to bring a model or two to get an idea how noisy we are on the dB meter. Still working on the FAA tower tour, have been told twice by FAA officials they will call back to set up date. To date nothing has happened.

5. Vice President Evans authorized by Board to procure new sign for Northampton field (No flying before 10am)

Show/Tell

Don Steeb - brought in a Thunder Tiger 45 he found at the Northampton field that was buried in the mud for a year or so.

He is looking for the owner.

Mike Rotherforth - showed us his Ziggy Spitfire Combat unit.

Trevor Ewell - brought in his Japanese Toni, and made a very thorough presentation.

50/50 Raffle Vice President Somers scored

Program President Jerry Joseph presented my great slides of the recent Top Gun event which he attended recently.

Respectfully submitted Acting Secretary Evans

PROGRAMS by Phil Evans, VP

During June the Programs department is going to be focusing on "maintaining flying sites". (as in not loosing) We seem to be embroiled with our neighbors recent complaints at both our sites. In that regard, the **June 9th** meeting will feature a AMA video " Model Airplane Flying Sites In State Parks" (7 minutes) and a presentation from our Board on how to deal with a complaint should one of our members be confronted at the site.

The meeting scheduled for **June 23rd at Bolling Field** will have Noise Measuring as the program. Trevor Ewell will help coordinate the static testing of model aircraft brought to the meeting by members.

Looking ahead to September, we have a tentative date for a tour of the FAA Tower at the Monroe County Airport. My best guess it that it will fall on the September 22nd. meeting, but could be on the September 8th. The date will be firm just prior to August 1st. The Tower facilities are undergoing HVAC installation and the staff wants to avoid commitments during July and August.

Radio Control Club of Rochester

May 13, 1999

Robert Kesel
3649 Socha Way
Port Orange FL 32119

Dear Mr. Kesel

Due to the fact that the members of the RCCR have to put up with the constant hassle caused by your distant relative, Greg, they have decided to inform you that they feel it to be a circumstance for which there can be only one and necessary response.

The RCCR has voted May 12, 1999, to condemn you to

Honorary Lifetime Membership.

We ask you to honor our humble apologies that such a drastic ruling has materialized, and we beg you to accept our best wishes and hopes that you and yours may live long and prosper.

On behalf of the club's officers and members, we respectfully submit this for your scrutiny and possible acceptance,

absolutely yours,



Airflow
6315 Mill Pond Rd
Byron NY 14422

To: The Radio Control Club of Rochester, Inc. 5/19/99
6315 Mill Pond Road
Rochester, NY 14422

Dear RCCR Members:

Thank you for your letter of May 13th.

I will feel greatly honored to accept Honorary Lifetime Membership in the RCCR. I have many great memories of my years of membership and look forward to more and I value the many friendships I have enjoyed over the years. Thank you all very much.

I must also say that I regret the constant hassle caused by my relative, Greg, and intend to do something about it. Accordingly, as a punitive measure, I have altered my will to prevent him from inheriting my R/C radio equipment. This may do little to restrain him, however, because he never was able to master single stick transmitters.

Gratefully yours:

Bob Kesel

May 18, 1999

Tuesday afternoon

Every Tuesday evening (4:30 PM til sunset) training has priority at the flying fields.
Be there and make safety your choice.



Dan Brasley
assisted by
Richard Brook
Hobbico Superstar
O.S.40
Futaba Skysport
on channel 58



Terry Holland Jr.
The PT-40's
are 13 years old:
One has a
new O.S. FX46
The other has
an O.S.40:



Wayne Wispeleare
assisted by
Trevor Ewell
Easy2 with O.S. FX46
HiTec radio on channel 14



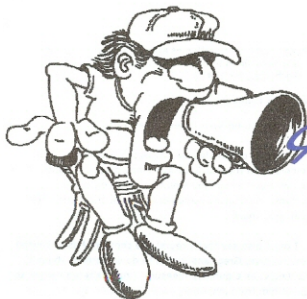
Students = 2 Instructors = 4

Despite the surrounding rain clouds, R/C fun was in evidence May 18 at Northampton Field. Four instructors were available, and many successful flights were accomplished. Dan Brasley was pleased to see the maiden flight of his Superstar, which flew very well. Terry Holland began break-in of his new FX46 engine. In addition to a lesson in loss-of-control, Trevor assigned Wayne some homework after an accidental shutdown of the transmitter, during the last of his several flights. Terry treated the gang with some pizza - thanks, Terry.

Noise \Noise\, n. [F. noise noisy strife, quarrel, brawl], fr. L. nausea seasickness, sickness, disgust. See Nausea. | 1. Sound of any kind
The heavens turn about in a most rapid motion without noise to us perceived. -- Bacon

Sound \Sound\, n. [OE. souh, OF. sou, sup. F. son, fr. L. sonus akin to Skr. svana sound, svan to sound, and perh. to E. swan. Cf. Assonant, Consonant, Person, Sonata, Sonnet, Sonorous, Swan, | 1. The perceived object occasioned by the impulse or vibration of a material substance affecting the ear; a sensation or perception of the mind received through the ear, and produced by the impulse or vibration of the air or other medium with which the ear is in contact; the effect of an impression made on the organs of hearing by an impulse or vibration of the air caused by a collision of bodies, or by other means; noise; report; as, the sound of a drum; the sound of the human voice; a horrid sound; a charming sound; a sharp, high, or shrill sound

Sense and not sound . . . must be the principle. --Locke.



quiet please

by Bob McClure

Much has been written during the past decades about noise reduction. The RCCR is being smothered with information and new flying rules and regulations, new field layouts, and just a lot of what seems to be a hassle and tends to make flying less fun. However, we know that is not true, because we consider it a challenge, and the challenges of flying are what makes it fun. I would like to borrow some basic information from Dave Patrick's book - *Aerobatics for Everyone* and suggest to all members that it is worth studying:

"It's fairly obvious that the higher the rpm, the louder our engines/ props become. In fact, as you increase rpm, there's a point at which the rate of increase in volume is even more rapid. Reducing the sound level is simple - just reduce the rpm, and voila - things begin to quiet down."

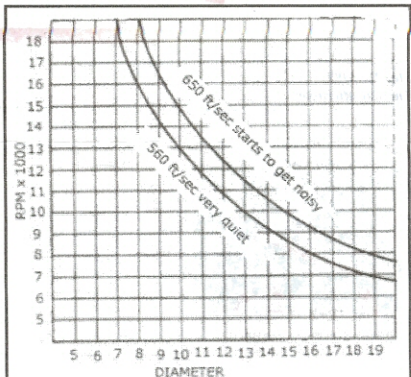
"We F3A guys discovered that what we really needed was to keep our propeller tip speed higher than 560 feet per second. For most sport flying, we shouldn't go over 650. This translates to a different rpm for different diameters to achieve the desired tip speed. (See the chart that illustrates the relationship between rpm and tip speed.)"

"To see how the chart works, let's assume we have a .60 2-stroke and the recommended prop diameter is 11 to 13 inches. Let's split the difference and try a 12-inch. The engine instructions suggest a 6-inch pitch, so we put a 12x6 on the engine and carefully measure the rpm. Looking at our chart, if rpm are over 12,500, it's going to be noisy. Rpm around 10,700 will be fairly quiet. With any lower rpm, you'll find that you don't gain much benefit in terms of further sound reduction, but you will noticeably lose horsepower (if rpm fall below 10,700, you should select a 12 inch prop with a lower pitch, which will bring the rpm up). If, on the other hand, you find that the prop turns at an rpm of 12,250 - and still quieter performance is important - go up in pitch to load the engine down to the relatively more "quiet" rpm of 10,700."

[note: it is interesting to compare the recommendations suggested here - in a pattern contest - with those of Ray Abadie and Denny Atkins in their series (July and August '93 issues of Model Airplane News) on quieting sport models. Using an O.S. .46, they increased propeller diameter (from 10 to 12 to 13 inches), but not pitch, until the rpm were reduced to approximately 55 percent of the manufacturer-recommended rpm for peak horsepower. They also used soft mounts and a quieting after-muffler. As it happens, their reported test results-which brought dB's (at 9 feet) from the low 90s to the mid and even low 80s - all fell within the tip-speed limits recommended by Dave Patrick. Dave notes that, in his experience, the broadest solution to the sound riddle must involve managing both rpm and tip speed."

"There are a lot of factors that will determine which prop is best for your engine/airplane, but the relationship between tip speed and noise is easy to figure and does not seem to vary."

Dave goes on to talk about other factors which reduce the noise. Using a soft mount will lower the level of vibration which reduces the noise of your plane. Consider a drum - a structure which has a tight skin stretched over it - it's made to make noise. A soft mount will soften the blows of vibration to our "drum." He also recommends using a prop which has high efficiency like the APC props. And, of course, a good muffler is necessary to reduce the noise from the engine combustion.



| 560 ft/sec | | 650 ft/sec | |
|--------------|--------|--------------|--------|
| Dia..... | RPM | Dia..... | RPM |
| 8 inch..... | 16,000 | 8 inch..... | 18,550 |
| 11 inch..... | 11,700 | 11 inch..... | 13,500 |
| 12 inch..... | 10,700 | 12 inch..... | 12,500 |
| 15 inch..... | 8,550 | 15 inch..... | 10,000 |
| 19 inch..... | 6,750 | 19 inch..... | 7,850 |

$$\text{formula } \frac{\text{Diam} \times 3.14285 \times \text{rpm}}{12 \div 60} = \text{feet/sec}$$

Dave sums it up:

"SHHHH: I'M FLYING - Bolt on a good muffler and the right prop, and use a soft mount, and you'll be a good neighbor, but your plane will also last longer and perform better."

[note: Dave Patrick was one of only a few to receive a special citation for having the quietest aircraft at the 92 NATS pattern competition. His contribution to the discussion of sound reduction is based upon real world experience.]"



RAMS Combat
May 22, 1999
Ontario, New York



pilots and judges



Joe Somers



Warzone Models
 Larry Root



These are the event winners
Corney McGuiness, first place
Jim Warner, second
Ron Monroe and George Hartman
 tied for third place.



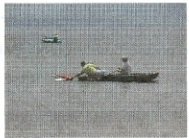
Sandy Bottom Float Fly
Honeoye, New York
May 22 - 23, 1999



This poster was authored by Dick Parshall for the 1974 fun fly.



Don Steeb and Paul Weigand relaxed during the flying on a beautiful Sunday afternoon



Northampton Park Model Airplane Field Meeting Minutes 5/25/99

Attendees: Lance Kepler, neighbor at 4875 Sweden - Walker Road, 63-3432, Norm Wright, Councilperson, Town Of Sweden, 637-2144, Jerry Joseph, 244-1981 and Trevor Ewell, 225-9530, RCCR clubmembers, 6315 Mill Pond Road, Byron New York, 14422., and Dave Rinaldo, Russ Sciolino, Allen Cassidy, staff of Monroe County Parks.

Minutes: The meeting started with introductions. Lance Kepler then explained the reasons that he circulated a petition against excessive model airplane noise last year and why he is continuing to complain this year. He stated that the planes fly *from morning to dark everyday and they are like flying chain saws. In the past they have even crashed near his residence.* He seemed to suggest that some with muffled motors are preferable to others that have a high pitched whining motor.

The members responded that the club, which has been in existence at the park for 32 years, does have a muffler requirement but that often the culprit of the noise could be the plane design, body vibration from mounts, propeller type and even engine sizing for different models. It was mentioned that a wind out of the east increased the noise drift toward residential. It was also discussed that non- members of the club are hard to control and that at times they may not pay as much attention to issued rules and that these users could be a source of isolated problems. They are working with their members to reduce noise in a number of ways.

The club has installed a set of flags at the west end (residential end) of the field and club members are required to fly with an observer and not to fly west of the line. It was discussed that it was difficult for flyers to determine the line due to poor depth perception from that distance. It was also suggested by the club members that they might be willing to move even further to the east and to require club members to make their west edge turn at the current starting point. This move would require some ditch work and earth moving to develop the easterly portion of the field for model airplane purposes. Norm Wright indicated that the Town of Sweden had an excellent operator that might be able to be of assistance in any such earth moving effort if it was decided to shift the field to the east.

Last year there was a noise survey team assembled that measured different types of noise and tried to determine the objectionable noises. It seems that another such survey group should be formed this year so that a good data base of information could be formed. Norm Wright, an RCCR member, Lance Kepler and a County Park representative would make up the survey crew. It is felt that more feedback through this group experience could focus on the specific problem so that solutions could be addressed.

The club members explained that they are actively attempting to share knowledge regarding noise reduction techniques such as softer mounts, reduced vibration in propellers (can sound like a drum) and correct engine sizing. They would continue to pass information along to members regarding new innovations.

Lance Kepler stated that he was not trying to drive the club out of the park. He is just trying to ask for cooperation with neighbors of the model airplane field. It was decided to adjourn the meeting. Everyone seemed to agree that excellent communication occurred and that the following action items were important results of our discussion.

Action Items:

- ◆ Norm Wright will look into possible operator to grade the area east of the present field
- ◆ RCCR will set up a survey team, invite members as indicated above and establish a data base
- ◆ David Rinaldo will develop the operator card program
- ◆ Al Cassidy will do the minutes and fax a copy of attendees to Norm Wright