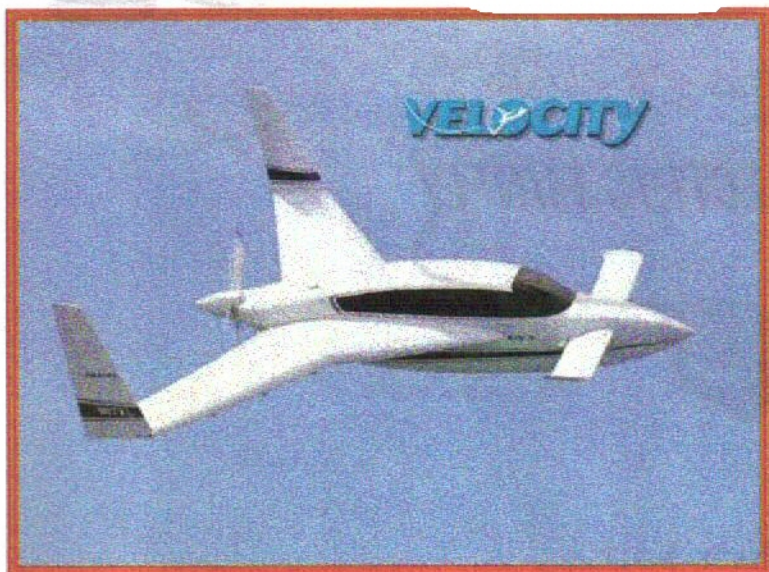
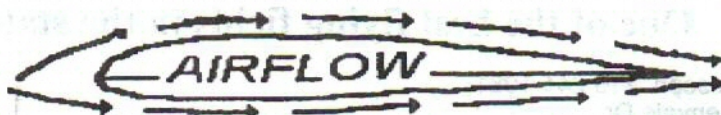


RCCR Airflow
6315 Mill Pond Rd
Byron NY 14422



**August
1999**



the official newsletter of the

Radio Control Club of Rochester

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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 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, August 11, 7:30 PM, will be at the Salem Church, 60 Bittner St., just east of Inner loop exit at St. Paul St.
Meeting Wednesday, August 25, 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

RCCR HOTLINE: FIX-RCCR 349-7227
RCCR WEB PAGE: <http://fly.to/rccr>

AUGUST SCHEDULE check the AMA Calendar in Model Aviation for details

- 8/17 Selkirk NY Warbirds Over New York.
- 8/17-18 Hamburg NY Scale Rally THE FLYING KNIGHTS OF HAMBURG
- 8/18 Flushing NY Big Apple Summer Challenge FLUSHING CONTROL LINE ASSN
- 8/14-15 Chenango Bridge NY Binghamton Aeros Giant Scale Fly-In BINGHAMTON AEROS
- 8/14-15 Eastport NY Long Island Scale Masters Qualifier LONG ISLAND SKYHAWKS
- 8/21 Brockport NY The Great Electric Fun Fly RADIO CONTROL CLUB OF ROCHESTER
- 8/21 Lockport NY WWII Combat. NIAGARA COUNTY RC MODEL FLYING CLUB
- 8/21-22 Hammondsport NY Glenn Curtiss Museum Fun Fly CORNING TRI-RIVERS RC MODELERS/GLENN CURTISS MUSEUM
- 8/21-22 Plattsburgh NY Thunder In the Adirondacks PLATTSBURGH RADIO AEROMODELERS
- 8/21-22 Johnstown NY Adirondack Giant Scale Sport Fly-In LAZY EIGHT RC INC
- 8/21-22 Glen NY 8th Annual Pattern Contest SCREAMIN EAGLES RC CLUB
- 8/27-29 Geneseo NY Empire State FF Champs WESTERN NEW YORK FREE FLIGHT SOCIETY
- 8/28 Ontario NY RAMS Annual Fun Fly RAMS
- 8/28-29 Rochester NY (FULL SCALE) Rochester International, The Blue Angels
- 8/29 Seaford NY Scale Contest MEROKE RC CLUB
- 9/4-6 Toronto (FULL SCALE) airshow The Snowbirds
- 9/5 Phoenix NY STARS 19th Annual Air Show. SYRACUSE THUNDERBIRDS
- 9/5 Phelps NY Interclub Fun Fly Picnic SKYROVERS - GVAM - RCCR - RAMS
- 9/10-12 Monticello NY IAC (FULL SCALE) The 1999 Syracuse International

9/11-12 Rhinebeck NY Jamboree Fly-In. MID-HUDSON R/C SOCIETY.
The 33rd Annual Mid-Hudson Radio Control Society Model Meet.
Once again, as they do every year, radio controlled models of vintage aircraft from World War One and the Golden Age will visit the Aerodrome. These precision model aircraft will be flying before and after our Saturday show, and before our Sunday show. The model aircraft flights will begin at 8:00 AM both days. There will not be any biplane rides available on this weekend. If you'd like to fly down to this meet, check with Mr. Fred Ely (716) 494-1574.

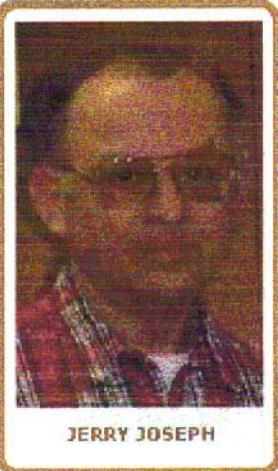
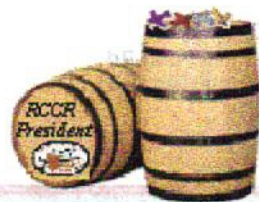
TUESDAY SUNSET Brockport NY Longitude W77.3 Latitude N43.2

AUGUST 03	8:41
10	8:22
17	8:12
24	8:01
31	7:49



The newsletter is available to non-members for a \$12 donation for 12 issues

The Bottom of the Barrel



JERRY JOSEPH

Radio Control Club of Rochester
presents

THE GREAT ELECTRIC FUNFLY



AMA sanction 91246

Brockport, New York

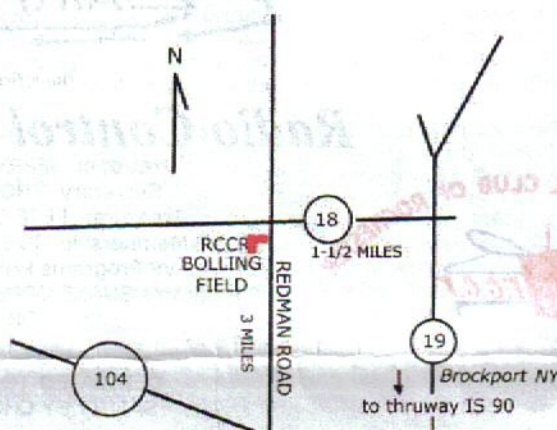
Saturday August 21, 1999 9:00 AM to 4:30 PM

**Have fun, meet other electric modelers, and see what electric flying is all about.
One of the best flying fields in the state**

Contest director: Jerry Joseph 716 244-1981
50 Greenvale Dr
Rochester NY 14618



Electric flyers get a charge from their hobby



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

SCROLL SAW FOR SALE MIKE HAUSNER 716-293-1186

AMT 18" throat, accepts pin or plain end blades, extra blades and blade holder included, mounted on isolation pads for quiet running. Every model builder should have one of these saws. The saw was \$160 in 1994, I'll sell it for \$125

1/12 SCALE WARBIRDS FOR SALE MIKE HAUSNER 716-293-1186

P51A MUSTANG I A36 APACHE
Modified Precision Aero kit to the outlines of the P51 A I A36 Monokote covered, with glass motor mount for an OS 15 FP and a HAYES 4oz fuel tank. \$125 Could be ready to fly in 30 minutes.

ZIGGS FW190
All glass covered except tail feathers which are built up balsa and Monokote covered to reduce weight, special "enhanced" wing with carbon fiber strips and reinforced L.E., controls set up for S80 servos. The model comes with a 4 oz Hayes fuel tank, a glass reinforced motor mount and a NEW Enya SS15 with prop and spinner. \$200 Although this plane has never been flown, it could be ready to fly in less than an hour.

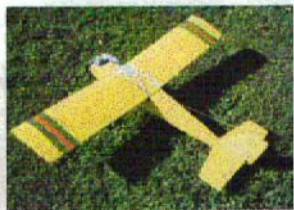
Top Quality Airplanes, built by Bob James

PRICES SLASHED

All planes are in excellent, ready-to fly condition, including servos, and can be purchased with or without the motor.
Call Bob James at 586-6785 for details.



Live Wire .010
3-Channel Trainer
O.S. .20 FP 2-stroke,
48' span, 3 servos.
~~(\$150/200)~~
\$110
\$150 with motor



Great Planes PT 20
Trainer
O.S. .32 2-Stroke
52" span, 4 servos.
~~(\$160/250)~~
\$130
\$195 with motor



Riser 100 Sailplane
Spoilers
100' span, 3 servos
launch cord.
~~(\$175)~~
\$125



Great Lakes Special
Biplane
K&B .65
Sportster 2-stroke
53" span, 4 servos.
~~(\$350/400)~~
\$195
\$240 with motor



Great Planes Sportster
90/120
O.S. .91
Surpass 4-stroke
72" span, 6 servos.
~~(\$300/480)~~
\$225
\$375 with motor

At The Fields



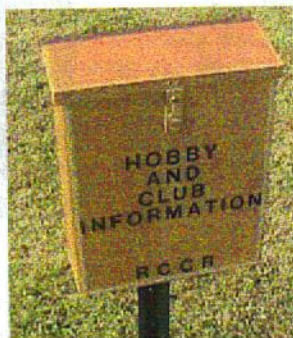
7/13/99 Northampton Park - Tuesday Training



7/20/99 Northampton Park - Tuesday Training



7/13/99 Northampton Park
Craig Bellaire is having Scott Miller help him fly his Hobbico Avistar 40. He has had a second plane in his basement for 4 years.



new mail box for passing info to visitors



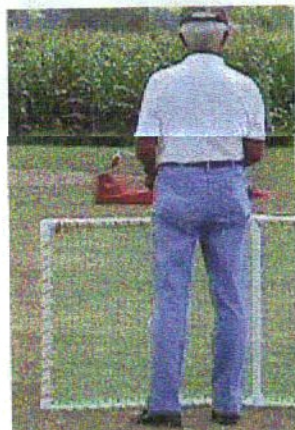
6/29/99 Northampton Park
Douglas A. Rath is learning to fly his US AirCore on channel 34. His grandfather, Al Englebert, is his favorite crewchief.



6/23/99 Meeting at Bolling Field



flying prior to meeting 7/28 Bolling Field



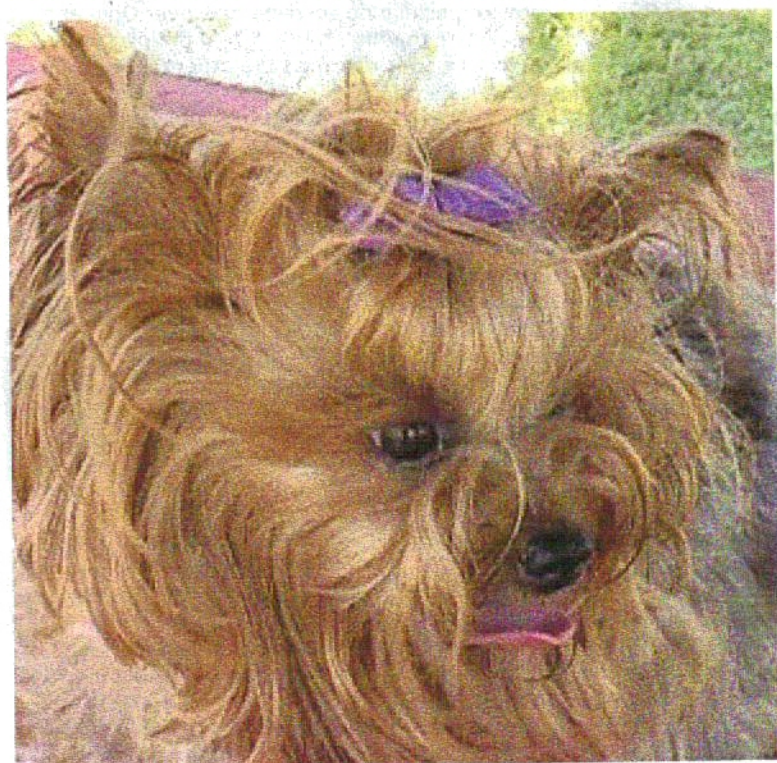
7/23 Bolling Field
Bob Horn finds the groove



7/23 Bolling field
Paul Hanlon with a great flying Chipmunk
Bob Horn has power & speed on his FourStar



7/23 Bolling Field
Robert Knyrim with Hanger 9 Cub
also known as "Shorty" because of frequent refusals to lengthen his landing approach



Come out and meet Ms. Knyrim
She will win your heart.

Fifteen minutes into the flight from Kansas City to Toronto, the captain announced, "Ladies and gentlemen, one of our engines has failed. There is nothing to worry about. Our flight will take an hour longer than scheduled, but we still have three engines left." Thirty minutes later the captain announced, "One more engine has failed and the flight will take an additional two hours. But don't worry . . . we can fly just fine on two engines." An hour later the captain announced, "One more engine has failed and our arrival will be delayed another three hours. But don't worry . . . we still have one engine left." A young blonde passenger turned to the man in the next seat and remarked, "If we lose one more engine, we'll be up here all day!"

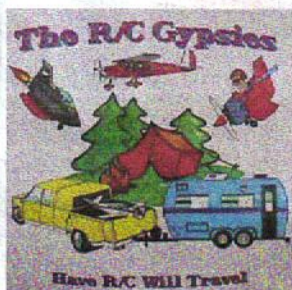
Engine Failure - A condition that occurs when all fuel tanks become filled with air.

Exceptional Flying Ability - Has equal number of takeoffs and landings.

Fast - Describes the speed of any high-performance aircraft. Lower-performance and training aircraft are described as "half-fast."



Saturday's turnout was pretty good, with lots of pilots and planes and fun. Among the many planes flying, there was a very nice looking P-38, a large red Super Cub, a nice flying model of the Boeing Peashooter, and a red and blue Taylorcraft. Several of RCCR members attended, and some of the Gypsies were there also. The Skyrovers will host the interclub picnic here on Sunday, September 5.



THUNDER OVER NIAGARA July 10, 1999



The Wing and Rotor Club of Western New York flew some R/C models at the beginning of the day's activities. The full scale show had lots of thunder and action with military jets and - The RED BARON STEARMAN SQUADRON, a fleet of thundering super Stearmans, barnstorming across the United States, performing at airshows and special events, captivated the audience with their formation and aerobatic artistry. Sponsored by RED BARON FROZEN PIZZA of Marshall, MN, the RED BARON STEARMAN SQUADRON has been making donations and participating in fund raising efforts to benefit children since its inception in 1979. The RED BARON STEARMAN SQUADRON PILOTS spend nine months out of every year in open cockpit Stearmans. It takes ten pilots to fly this demanding schedule. The magnificent men who fly the RED BARON STEARMAN BIPLANES are: John Bowman, Tom Womack, Travis Aukes, Bryan Regan, Steve Thompson, Steve Elm, Bob Johnston, Jim Keller, John McMurray, and Kurt Anderson.



FAA Testing New Air Traffic System By GLEN JOHNSON= Associated Press Writer= WILMINGTON, Ohio (AP) _ July 10
 The future of air traffic control got a flight test Saturday as more than a dozen planes with satellite-positioning systems flew over Ohio and Kentucky while monitors tracked the exact location of each aircraft. "November 40 confirms we see all the high traffic," said the pilot of a Federal Aviation Administration Boeing 727 as he flew 26,000 feet over the Ohio River Valley. While clouds obscured the other planes from the eye, an airborne monitor clearly displayed the other test aircraft, cargo planes owned by United Parcel Service, FedEx and Airborne Express. More accurate than radar and with a longer range than existing collision-avoidance systems, the "ADS-B" system simultaneously gave air traffic controllers and pilots an instant look at where the airplanes were and whether any were on conflicting courses. Both airlines and the FAA say such immediate, widespread, pinpoint information will be needed if they are to address worsening congestion in the sky. Such knowledge will let controllers allow planes to leave the existing system of aerial highways that crisscross the nation and fly more direct routes chosen by pilots, a concept called "free flight." "The present system requires everyone to go down the same tubes," said aviation analyst John Nance, a veteran airline pilot. "That limits the number of planes you can put in the sky." Added Phil Boyer, president of the Aircraft Owners & Pilots Association: "It's about the most exciting thing and the only exciting thing in general aviation in the last 10 years." General aviation refers to private planes and helicopters, which also could use ADS-B. Since cargo airlines are leading the developing of ADS-B, it also may address a lingering safety problem: the lack of collision-avoidance systems in the nation's burgeoning cargo fleet. Such equipment has been required in all but the smallest passenger planes since 1995, but cargo aircraft have been exempt. The National Transportation Safety Board has complained to the FAA for years. Cargo pilots renewed their demands in 1997 after a UPS jumbo jet flew about 1,000 feet above and three miles to the left of Air Force One as President Clinton flew to Europe. More than 600 million people fly through the United States each year. That figure is expected to top 1 billion by 2012, raising the possibility of massive delays. The government and private industry view free flight as a way to address the issue. But before it can take effect, a variety of technology must be developed or perfected. One element already in place is the Global Positioning System, which features a constellation of satellites circling the globe. The system gives pinpoint position information to everything from nuclear missiles to wilderness campers. A second critical part is a secure data link between the cockpit and the control tower. That will allow controllers and pilots to exchange messages via a type of e-mail, ensuring accurate transmissions and eliminating any language problems. A limited system will be deployed in Miami in 2002. A third element is the system that allows pilots, controllers and crews in other aircraft to know instantly the position of all airplanes in their area. The Cargo Airline Association, a trade group representing the nation's largest all-cargo carriers, has been working with the FAA and UPS Aviation Technologies on ADS-B, or **Automatic Dependent Surveillance-Broadcast**. ADS-B uses GPS signals to determine an airplane's speed, altitude and direction of travel. The information is updated several times a second, unlike the slower sweep of a radar scope. The information is supplied to any other airplane or ground station in a 200-mile radius that has a similar unit, providing all with the same eye in the sky. ADS-B units also can be placed on runways, airport terminals or airport vehicles, helping pilots avoid ground obstructions and controllers prevent runway collisions. "The skies are going to become more crowded and they're not making any more airspace," said Steve Alterman, president of the cargo association. "The trick is to manage it better, and this tool let's us do that."

This is the "Stars and Stripes" report from the second contest of five held this year in western New York. The "RAMS" of Webster, NY hosted the first in May and did a magnificent job (check their web page "http://www.rcplane.com" for a full report with pictures). We will also have this report and others on our own RCCR web page at "http://fly.to/rccr". At present we have a contest circuit in Western N.Y. with three clubs hosting events. We had visitors in from North Syracuse. They are thinking about RC combat themselves, and wanted to see it first hand. We would welcome another club that is so close and hope they will join in the fun.



We had entrants from all three clubs and our weather for the day was just a lite warm, otherwise perfect.

The grounds crew Bud Kelly and John Floyd had the field in fine shape. The event was catered by Phil Slator, and his partner Al Sertl. We all enjoyed the burgers, hots and pop. Dogfighting or watching a dog fight can make you very hungry. Jim Wagner and all the people that helped to keep score, we thank you. All volunteers who did not get their card signed for work credits please see me, and thank you all again for your help.

Round #1: (1 cut - 4 carrier landings - 1 midair)

Bob Wallace (from Avon, Conn.) started his combat career with a perfect first round. He managed a cut, a carrier landing, and brought back all 30 feet of his streamer in tact. Beginners luck ?????????????? This pushed him into an early lead with 225 points. Following close behind were Greg Kesel, George Hartman, & Corny McGuinness, who also flew their planes in for an exciting carrier landing.

Round #2: (5 cuts - 2 carrier landings - 1 midair)

The spectators were treated to heated action as Rodney Boatman got his first cut of the season. The joy was short lived though, for 30 seconds later he was involved in a midair with Bob Wallace, and was out of airplanes for the day. The round continued with fierce action producing another cut by Bob Wallace, a cut by Greg Kesel, and two cuts by George Hartman, who had the single highest score (300 points) for one round, moved into the lead. There were two carrier landings scored, one by Ernie Nikodem, and the other by Greg Kesel.

Round #3: Everyone was flying on a full stomach, no cuts, no carrier landings, but we all tried real hard.

The final round proved to be very worthwhile for Jim Warner, who got two cuts in that round and moved from 7th place into 3rd. There was a midair between Bill Eddy & Jim Warner, but neither plane was hurt, and they continued to fly. After the last cut, the paper wrapped around & around Jim's engine. This caused it to stop and he had to land early. There was not enough time to cut the paper off and relaunch. Greg Kesel made the final carrier landing and secured 2nd place for himself.

Standings: first seven of thirteen	cuts	c-landings	total pts.
1st- George Hartman	2	1	585
2nd - Greg Kesel	1	3	575
3rd- Jim Warner	2	0	540
4th- Bob Wallace	2	1	525
5th- Ernie Nikodem	0	1	425
6th- Joe Green	0	0	332
7th- Bill Eddy	0	0	312

No one was given points off for failure to engage the enemy, in any round. Congratulations to Bill Eddy, and Bob Wallace on their first rc combat contest They both said what we have all said "I'll be back".

Hard hats are now required for combat contests. The club was able to make enough money on the hot stand to pay for the 15 new hard hats we now have, and still turn in a profit. Many clubs are finding this event to be a good fund raiser, that doesn't take a lot of time, but is a lot of fun.

I want to thank each of you for your help, and wish to say that I had a great time serving as your CD for this meet.



First Place
George Hartman



Second Place
Greg Kesel



Fourth Place
Bob Wallace



George Hartman donated his first prize back to the club. The Warzone P-47 kit was given to Bob and Jason Golisono (father & son). They came to see what combat was all about and helped to score the meet. It seemed like the right thing to do. Greg Kesel won a P51 kit donated by Rodney Boatman.

I attended the show at Kirkwood NY, just south west of Binghamton, on June 26. To fly at this event, the plane had to be a model of a military aircraft, so Piper Cubs in military colors were acceptable. Most, though, were the war heroes we've all

come to admire, stretching from WWI through our modern F15, F16, and FA18. From earlier years were a number of biplanes, triplanes, and even a couple of planes that use a mechanism to warp the wings to affect a turn. One of these can be seen in the background of the picture of the blue Spad. But my favorites were the WWII planes. Among them were three B17's of different scales, about a half dozen P51's, three P38's, and an impressive Black Widow, which unfortunately wasn't flown while I was there. The pilot of the largest B17 flew very realistically - long, slow takeoffs, and wide, graceful turns. He also executed numerous full speed low passes, which seemed to be about 3



feet off the grass, the length of the runway. Two of the three P38's were about the same scale, roughly 8 foot wingspan. One, as can be seen in the picture, was in full military dress, the other was a bright silver finish. Both were very aggressive fliers, and put on an impressive show.



COMBAT JULY 24 ONTARIO NY

THANK YOU. RAMS CLUB.
FOR PHOTOS AND TEXT
<http://www.rcplane.com>



The event started out with a pilot's meeting and a judge's meeting. Andres Rodriguez was called out of town on business, so Dave Ottney was the event CD. Dave had just gotten his CD (contest director) from AMA. We had 13 pilots in this event, coming from as far away as Connecticut.



The pilots and some of the models flown during the event.



A view of the flight line later in the event. The event started with the wind coming from the Southeast at about 12 MPH and the sky was overcast. The temperature reached nearly 90 Degrees by 2:00 and the sun was out. Another good weekend for flying.



The event winners and CD Dave Ottney.

- First Place - Jim Warner with 580 points
- Second Place - Rod Boatman with 505 points
- Third Place - George Hartman with 500 points
- Fourth Place - Joe Green with 480 points