

THE ANTENNA

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The Presidents Corner

I'm writing this on President's Day. Hopefully we had the last significant snowfall of the season yesterday. The Wram Show starts Friday, the Chief Field Controller has scheduled the first clean up day and field controllers meeting, so spring must be just around the corner. The reality is that the 2005 PARCS flying season started on January 1st. There has been a group of diehard members flying all winter. I have heard that there was at least one plane set up with a pair of ski, flying before the runway was cleared of snow.

Our February meeting featured an informative talk by Larry Katona of Precision Cut Kits. It was very nice of Larry and his wife to drive two hours each way to speak to us. I'm sure even the old timers learned something new. It will be interesting to see if there will be an increase in kit built planes showing up at the field this year. At the very least, we should see better repairs on our ARF's.

Scott Schultz will demo an electric at the March meeting and Steve Anthony of NOBS Batteries will field all our battery related questions at our April meeting.

Regarding guest speakers or demos at our meetings, I would appreciate some feedback from the membership. Is this good or bad? What subjects would interest you? Who should we invite to speak at future meetings? Does anyone want to do 10 to 30 minutes at a meeting? Also, what happened to the model of the month? Surely some members must have something they want to show off. Please let me know what you want (reddog076@aol.com or 718 232-2181).

Last month, Carmine Bianco addressed the membership urging us to be creative in finding ways to increase revenue. If anyone has any ideas please share them with us.

Ben Sepe, chairman of the door prize committee came up with an innovative way to increase funding of the monthly door prize. The 2005 club budget includes \$100 per month for door prizes. Traditionally, each member attending a meeting receives one ticket for the drawing held at the conclusion of every meeting. Ben is selling additional tickets (2 for \$5) with the proceeds rolled into next month's prize. Ben collected an additional \$30 in February so there will be prizes worth \$130 in March.

I have created a photo album of pictures from PARCS on a web site. This site is run by Kodak and it is free to view the pictures. If you want a print, they charge starting at 19 cents a print. To get access you need to send me your e-mail address.

In conclusion, we will be reaching out to Boy Scouts and other groups, inviting them to the flying field to learn about model aviation. Anyone interested in helping to develop a program for these groups and/or coordinate an outing should let me know as soon as possible.

Have a good month, hope to see you soon
Mike Palumbo

IMPORTANT DATES

3/8	General Meeting – Balsa Lecture
4/1-3	Toledo Show
4/12	General Meeting – Batteries Lecture
5/10	General Meeting
6/12	Our 1 st Event – PARCS Pattern Primer

Dues Renewal Information

A motion was passed at the September 2004 General meeting for a **\$ 25.00 Assessment** in addition to our normal dues. This was due in part to higher operating costs and a large drop in new membership. **When you send in your dues, please include the additional \$ 25.00 assessment, or your membership will not be renewed.** For further information, please contact our Treasurer Luther Farmer at (718) 712-4276

Good and Welfare

Our condolences go out to John Bewley on the passing of his father on February 19th, 2005

Congratulations to Jacek Jezewski on the birth of his son Jack Jr. on February 4th, 2005. 8 Lbs. 13 Oz. + 21" long.

TIPS & TECHNIQUES

Convenient clean up

Want a nice, neat, convenient way to clean up that airplane? Use baby wipes, those soft wipe tissues that come under various brand names and are packaged in handy plastic boxes. The wipes must contain some kind of cleaning agent because they remove oil very well, and the lanolin in them acts like a polish.

Glasses and paint

Do you wear glasses? Do you spray paint your models? The next time you do both at the same time, try this. Stretch a piece of Saran Wrap over the glasses using some Scotch tape to hold it in place. Now when you finished painting, simply peel off the Saran Wrap and you'll have glasses you can still see through.

Trimming MonoKote

Do you have the same problem I had—wondering how to trim off the excess MonoKote from your airplane? It is especially hard to trim around those corners. Here's an idea that's as simple as 1, 2, 3. Take a piece of scrap plywood and cut it into strips about 1 1/2-inch wide and four inches long. Next, place a single-edge razor blade at a 30 degree angle on each side of the piece of plywood. Put one drop of medium CyA in the center of the razor blade (there is a small hole in the center of the blade). Now you can trim off your excess MonoKote and have a clean cut line. You also can determine your trim size by the thickness of the plywood you use.

Safety for new pilots

get rid of that plastic spinner that came with your Almost-Ready-to-Fly. Yes, I know you all think they look so cool, but they are really a safety hazard. I realized this a few years ago. One Sunday, when I was instructing, three propellers came flying off three different students' airplanes. They all had spinners. Now, I always insist that the student remove the spinner, and we check the prop nut before the first flight of each day. It's a real nuisance. Make it easy on yourself and get an aluminum nut. Also, don't use wooden props. If you nick them, they can split and become a safety hazard. The best props for new pilots are the black, Master Airscrew props. Paint the tips white so you can see them when they are spinning.

BEARING MAINTENANCE - PT. 2

Your ball bearings can take a lot of stress and abuse as they battle against friction, dirt, and physical forces. Flat surfaces on the balls will eventually develop when smaller particles get inside the bearing. This gives you a "gritty" feel, and can cause damage to other moving parts, such as spur gears that don't spin true on shafts that are supported by damaged bearings. Steel shielded bearings are more prone to getting dirty inside than Boca Bearings Green Seal or Ultra Seal bearings, which are maintenance free and lubed for life.

The first step to cleaning your bearings is to just soak them overnight in a bath of paint thinner or brake fluid. This helps to dissolve and break down the grease that the manufacturer packed the bearings with. Then allow the bearings to air dry or you can even blow them out with compressed air to remove all traces of excess lube. Now place a small drop of oil on the shield and give the bearing a spin. If the bearing still feels gritty, repeat the above steps

If anyone wishes to receive the newsletter via e-mail, please let me know at sschultz@nyc.rr.com

The club is looking for volunteers to chair the committee for the club picnic this summer. Without your help, we will not hold the picnic.

Hole Marker

A few years ago, while attempting to mark center holes for drilling wing mounting bolts I made a discovery. If you have to drill a recessed hole and line it up with a hole that is over $\frac{3}{4}$ inch deep, you have to reach about $1\frac{1}{2}$ inches to mark the spot. If the hole you are marking through is only $\frac{3}{16}$ inch diameter, how do you mark it accurately?

An awl will work to make a dot, but it's better if you can cover the entire circle.

So, what I did was pull the felt center out of a black marker, put it into a piece of brass tubing, and viola (that's French), I had a six-inch long, $\frac{1}{8}$ inch diameter marker! It worked perfectly.

Cleaning Glow-Drivers

By Jerry Wino

Ever have your glow plug driver not really work well when you know the battery is fully charged? Maybe the contacts need cleaning. What you need is contact cleaner, which is available at electronics stores, and a cotton swab.

Spray some contact cleaner on the cotton swab and clean all interior surfaces. Keep spraying the cotton swab until all areas are free from oil and dirt.

If the battery is replicable, clean the threads of the top and base, too.

Now, get up and glow do it!

Pantyhose Air Filter

By Jerry Wino

Dirt and dust should be kept out of engines. This is especially true if you fly on dirt or grass fields. Try clipping small patches from a pair of panty hose. Next, go to the local hardware and pick up some "O" rings that will stretch over the carburetor intake. Hold the patch taut and roll the "O" ring down over the carburetor.

Voila! You have an instant air filter.

Up to three layers can be used with no noticeable loss of power.

Joining Balsa Sheets

When joining balsa sheets together with Cyanoacrylate (CyA) glue, join the sheets along their sides, then wick the CyA into the joint. While wet, sand immediately. The sawdust from sanding will fill in any gaps in the joint.

When joining balsa sheets with white glue, sand the edges so the butt joint is nearly perfect. Then, dust the pieces off and lay them flat on a bench. Now, tape (masking tape works well) the two sides together and lift from the bench. Gently fold open and run a bead of your favorite glue in the joint.

Now, lay the joined sheet back down on the bench with the taped side down and join with tape on the opposite side. Leave the sheets to dry, maybe slightly weighted. When dry, remove the tape and sand to a reasonable finish.



THE REAL STARS OF "THE AVIATOR"

DIRECTOR MARTIN SCORSESE is known for his gritty, realistic movies, but when trying to compress Howard Hughes' epic life into a mere movie, "The Aviator," he was faced with a formidable obstacle: he had to film credible aerial scenes that the flying public wouldn't hack to pieces à la their reaction to the recent "Pearl Harbor" computer-generated effects.

In an effort at realism, it was decided to use flying model aircraft that were so large that they blurred the line between models and real aircraft. Even Howard would have been impressed!

Special effects director Rob Legato turned to Joe Bock and his company, Aero Telemetry (Aero F/X), whose primary business is building UAVs and satellite telemetry systems for the government and defense contractors. They were given only three months to complete three aircraft. The final fruits of their labor were spectacular and included:



H-1B Hughes Racer. Constructed of composites and using a 360cc, two-stroke, two-cylinder, 50hp engine, the 450-pound movie racer was half scale and flew at 160mph! It actually spanned 18 feet, and its first time aloft was in front of the cameras because the filming schedule couldn't afford to have it crash during testing and miss the chance to film it.



H-4 Spruce Goose. Two hundred batteries were needed to provide 15 minutes of flight time for the electric-powered Spruce Goose. The aircraft was flown at Long Beach Harbor, which gave Scorsese an accurate background to play it against. At 375 pounds and with a 26-foot wingspan, the huge model had its own barge for tending and changing battery packs.



XF-11 Reconnaissance plane. The 24-foot span, 650-pound model, like the H-1B model, was flown in formation with a helicopter for eerily realistic air-to-air photography. Aero Telemetry equipped it with state-of-the-art downlink telemetry systems that let them monitor the aircraft's position and the health of the 275cc drone engines.

—Budd Davison

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