

President: open to be named

Vice Pres. Mike Casey

Treasurer: Mike Palumbo

Corres. Sec.: Dr. S Masyr

Recor. Sec.: Joe Di Raffaele

Appointed Assistant chief Field Controller : Open to be named later

Assistant **ELECTED** Chief Field Cont.: Rod Court

Safety Officer: C. Ciccone

Sgt @ Arms: Vinny Caratozzolo

Sgt @ Arms: Howard Jackson

Webmaster: Scott Schultz



# **PARCS-Antenna**

**ELECTION RESULTS FOR 2008:** The only contested offices were for Vice President (Mike Casey) and Assistant Chief Field Controller (Rod Court). All others were appointed or not opposed. (See list –left) Due to health issues, Jim Peterkin has resigned. **We appreciate the job he did during his tenure & hope he will feel better.** As prescribed in the bylaws, Mike Casey will appoint people to fill any empty positions. This will happen at the Jan. ,2008 meeting.

***WE WISH OUR NEW OFFICERS SUCCESS & GOOD LUCK IN THEIR NEW ENDEAVORS ON OUR BEHALF!!!! WE ALSO THANK THEM FOR THEIR HARD WORK!!***



## **HOLIDAY PARTY INFORMATION**

PLEASE JOIN US FOR OUR HOLIDAY PARTY ON SATURDAY Jan 12, 2008 @ 5:30 (to 8:30) IN THE RYAN CENTER. **NO CHARGE FOR CLUB MEMBERS BUT \$25.00 PER PERSON FOR ANY NON- MEMBER GUESTS.**

***Happy Holidays to All !!!!!***

## **Parcs Meeting Schedule 2008:** **(in the Ryan Center**

Tuesday, January 08, 2008	Flying characteristics of low wing vs. high wing airplane
Tuesday, February 12, 2008	Setting of air/fuel mixture on glow engine
Tuesday, March 11, 2008	Glow fuels
Tuesday, April 08, 2008	Difference between Turbine engine and Gas piston engine
Tuesday, May 13, 2008	Nicad or Nimh batteries?
Tuesday, June 10, 2008	How to get involved in r/c flying
Tuesday, July 08, 2008	Why a buddy box while learning to fly r/c aircraft
Tuesday, August 12, 2008	Difference between 2 & 4 stroke engines
Tuesday, September 09, 2008	Difference between 72mhz and 2.4 ghz
Tuesday, October 14, 2008	Difference between FM and PCM transmission
Tuesday, November 11, 2008	What is thrust to weigh ratio and why it is important?
Tuesday, December 09, 2008	Flight line safety

**\*\*January 8, 2008 meeting is when the budget gets approved. Anyone who wants to get something in the budget should present it for approval at the meeting.**



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## ***“Good Guy Award”***

This month's Good Guy award goes to 2 people!!!!!!

***Ray Alberghini and Mike Sally !!!!***

Ray and Mike have spent much of their flying time (which can be hard to find) helping other people at the field. A lot of people help out as well, but these 2 ***“Good Guys”*** have been doing more than their share and deserve a “pat on the back.”

***Mike & Ray We Salute You Both!!!!!!!***

### **Letter from the Editor:**

Dear Members,

I am trying to make the newsletter interesting, informative & fun so that everyone will look forward to receiving it. To do this, I need for the membership to submit columns, photos or ads (items for sale etc.). Please send anything you would like to have in the newsletter to [tonybock@msn.com](mailto:tonybock@msn.com). I especially would like to publish photos taken at the field.

This newsletter will be sent via e-mail only. For those of you who do not have a computer, I will bring copies to the field. If there are not too many people without computers, who would like to receive this via snail mail, I will see what I can do.

So start sending me items to include in the newsletter ASAP. The newsletter (with the exception of this one) will go out on the first of every month. So please make sure I receive any submissions by the 25<sup>th</sup> of the month

Tony Boccomino

### **From the Camarillo Flying Circus, Camarillo, California**

#### **Glow Plug Problems**

Today's glow plugs are well made products and they should give you good service. Although the life of a glow plug is unpredictable, you should reasonably expect a dozen or more flights out of one. It's always best to follow the manufacturer's specific glow plug recommendations, but if you have an engine that seems to eat glow plugs, the probability is that it is suffering from one of the following three causes:

##### **Overheating:**

A glow plug coil will melt if it gets too hot. Reasons why this happens vary. Sometimes the combination of running an engine wide open with a lean setting before you take the glow plug heater off is too much for the element. Quite often people use a power panel which has a built-in surge feature, which sometimes results in a momentary over-voltage to the plug when the power is first switched on. When a glow plug fails because of overheating, the end of the element wire has a tear drop shape at the break. Sometimes a microscope is needed to see this affect.

##### **Vibration:**

If the engine is soft mounted the element is shaken from side to side with tremendous force. This literally fatigues the metal until it breaks. When you look at the end of the element wire break through a microscope it has a jagged, rough type appearance. The only solution is to increase the rigidity of your engine mount.



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## Glow Plugs..continued from page 2

Shockwave: Most model engines use a steel or brass liner mounted on top of a cast aluminum case. As the engine gets older, the liner flange works its way down into the case and lowers the head with it. When the piston clearance gets too low the increase in compression forces air out of the squish band area with supersonic velocity and the action on the glow plug elements is like when a jet plane zooms over your house and knocks out the windows. The cure here is to raise the head with another head gasket.

Less often reasons why glow plugs sometime fail are:

Cranking the engine when it's flooded sprays raw fuel onto the plug and the droplets beat the element over to the side of the housing where it shorts out.

Another problem that occasionally occurs is that engines sometimes wear abnormally, causing a crankshaft to crack, bearings to fail, or a connecting rod to chew metal off the crank pin. Of course, when this metal goes up and deposits on the plug element, the plug burns out. Q

Submitted by:  
Mike Palumbo  
(Thank You Mike)

## 2008 Dues

<b>Received:</b>	<b>General Members</b>	<b>Senior Members (Age 65 or older)</b>	<b>Junior Members (under 18 yrs old)</b>
<b>before February 27</b>	<b>\$50</b>	<b>\$40</b>	<b>\$25</b>
<b>before March 30</b>	<b>\$60</b>	<b>\$48</b>	<b>\$30</b>
<b>before April 30</b>	<b>\$70</b>	<b>\$56</b>	<b>\$35</b>
<b>after April 30</b>	<b>\$90</b>	<b>\$76</b>	<b>\$55</b>

Send your check, a copy of your 2007 AMA Card and a self addressed envelope to:

**PARCS  
C/O Mike Palumbo  
1627 84 Street  
Brooklyn, NY 11214**

**(To help us update our club roster please also include your phone number and e-mail address)**

