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Antenna

January 2010 Edition 1



Pennsylvania Avenue Radio Control Society

Letter from the President

Members:

Happy New Year to you and your families. The Holiday Party was nice and the food was good. Thanks to Benny, Ray and Kevin for putting it together with little time to spare. Scott posted some the pictures on the website www.flyparcs.com

The new year is here and it is 2010, wow! Time sure does fly, as it seems like yesterday when I joined this club in 2000.

This years focus will be on field safety and we need to give Carmin and Joe our full support in trying and implementing new ideas for our flying environment.

The January general meeting will be held on Tuesday 01/12/2010 and our 2010 budget will be discussed and implemented so if you have any events you would like to have PARCS host, please attend the meeting.

Remember this is your club. Be part of it and try to get involved. We all have one thing in common and that's flying and this alone should be the underlying factor to keep PARCS up and running smoothly now and into the future.

I know, I always say watch those props and hands, but PLEASE really when your engine is running keep your HANDS away from that prop! We had several members this year receive stitches due to deep cuts and one member lost a portion of a finger. Police each other and communicate around a airplane that is running. SAFETY IS OF PARAMOUNT.

Let's make 2010 our best year at PARCS, fly as much as possible and enjoy each others company.

Mike Casey

Club Meeting

The next general meeting will be held on Tuesday, January 12 at 7:00PM in the Bowling Center at Ft. Hamilton Army Station in Bay Ridge Brooklyn.

At this meeting the Annual Budget will be reviewed and voted on

Additional information of meeting place: The main entrance of the Army Station is at the corner of Ft. Hamilton Parkway and 101st Street. After going through the main entrance, make a left at the 2nd stop sign onto Wainwright Drive. Then make the 1st left into the parking lot (Address of Bowling Center: 124 Wainwright Drive). You will NOT be allowed onto the base unless you are a CURRENT PARCS member. Base security has a copy of the current roster. Please have your driver's license available for security. They might also ask for your membership card and/or your car registration and insurance.

2010 Club donation

	Received before January 31, 2010	After January 31, 2010 add \$20 late fee to your payment.
General Members (Age 18-61)	\$ 70	
Senior Members (Age 62 or older)	\$ 40	
Junior Members (under 18 years of age)	\$ 25	
New Members (incl. initiation contribution)	\$ 145	

Send your check, a copy of your 2010 AMA Card and a self addressed envelope to:
PARCS c/o Envall Morgan
1098 East 73rd Street
Brooklyn, NY 11234
Phone: (718) 968-9731

To help us update the club roster please also include your phone number and e-mail address

Time to winterize

By Scott Schultz

Days like this, when it's 20 degrees outside with a 30 mph north wind in the end of December, you kind of hope for a little global warming. Until we get a little warmth, and for me that means no wind and at least 50 degrees outside, we need to winterize our gear. Here are a few tips and tricks to help keep your equipment up to specs.

Fuel Tanks and Lines: Probably the most neglected piece of equipment on your plane, whether glow or gas, ALL your fuel lines from the tank to the engine need to be checked and replaced. The key piece is inside the tank. There have been many times where people can't start their engines, or their planes go dead stick either halfway through the flight or when flying inverted. While you have the tank apart to change the pickup line, check the fuel stopper for cracks and wear. The glow stoppers tend to expand and soften from the nitro in the fuel, and the gas stoppers dry out and harden. Also consider that the higher the nitro content you use, the quicker the fuel lines break down. Don't forget the vent and overflow lines.

Glow Engines: Whether 2 stroke or 4 stroke, the procedure is the same (except for YS engines). Stay away from the temptation of using WD-40 for long term storage. Using WD-40 longer than a few days can actually CAUSE damage. The only thing that it does is displace the nitro methane in the fuel. That is what causes rust on the bearing journals. Instead, use marvel mystery oil or automatic transmission fluid, either a few drops in the carb or in the top of the head where the glow plug sits. For YS engines, use the recommended YS after run oil. The oil won't affect the silicone diaphragms inside the fuel regulator. A few drops into the tapping for the back plate or into the carburetor will protect the bearings.

*Note: Don't be cheap and reuse the same glow plug from the season before. The last thing you need is the plug coil breaking loose into the top of the cylinder and destroying the piston and sleeve.

Gas Engines: One of the great things about running gas engines (other than paying less than \$ 3.00 a gallon for fuel!!!!), is there is less wear and tear on the engines. They run slower and don't have

moisture issues with the fuel affecting the bearings. Most of the newer carburetor diaphragms are more resistant to the ethanol in today's gas blends. The only thing that needs to be checked is the spark plug and vent lines from the crankcase to the carb (if provided). If you run a 32/1 to 50/1 mix, check the color of the carbon buildup on the plug. Carbon on the tip and insulator parts of the plug are normal, and should be light to medium brown in color. If it is black, you're running too rich and need to adjust your fuel mix accordingly. If it's clean and white, you're running too lean and are burning up the engine. I'm a big fan of Amzoil lubricants. I run a 100/1 mix of Amzoil Saber synthetic 2 stroke oil with great results. I can squeeze another 200 rpm from the engine and the bottom of the fuselage is nice and clean. The plugs look like the day I put them in, and they can stay in for years before needing replacement.

*Note: If you have removed your prop for your gas engine more than once, and you have a multi-bolt hub, you should replace the bolts. Even after one usage, you can stretch out the threads on the bolt. Also replace the lock washers if provided, and as added insurance, use BLUE loctite. A good friend of mine used red loctite and had to use a torch to get the bolts loose.

Batteries: whether Ni-Cd or Ni-MH, both should be stored fully charged. As the winter dredges on, the batteries will slowly self-discharge. You want to make sure that there's enough energy left in the pack so you don't ruin one of the cells. Also make sure that you disconnect the batteries from any switches or regulators. The voltage through the switch could corrode the contacts or the wiring, oxidizing the wires and eventually causing a failure. As a rule of thumb, I replace my batteries every 2-3 years, regardless of how well they cycle. It's a wear and tear item that needs periodic replacement.

A123's are a special breed. The batteries should be charged to at least 50% of total charge. The only good thing is if your A123 pack runs down, you can easily recover the pack with no damage to the cells. Make sure that you disconnect the pack(s) from switches and regulators to prevent running down the batteries.

Li-po's are more sensitive to heat and cold, as well as low voltage (3.0v per cell). Li-po's need to be charged to at least 3.85v per cell or 50% of total charge. Most of the new li-po chargers have a 'storage charge' setting that will charge the packs to 50% of total charge. New li-po's should not be stored where it's below freezing, as the cold can cause damage to the cells. Cells that have been broken in can be stored and used in the cold. Just keep an eye on the voltage of the packs, as the cold will drain 10%-15% off the top of the packs. As with all other batteries, make sure you disconnect the packs from the regulators or switches.

Transmitters and Receivers: Both Tx,'s and Rx's never get the due they deserve. They both take the abuse of our flying and keep on going. However, they too need occasional maintenance. If you run 72mhz, it's a good idea to send in your receivers every season for testing. Since 72mhz uses a ceramic filter and has to be 'tuned' to your specific frequency, more than likely the tuning changes over the course of a season. Although your receiver might function correctly, bear in mind that the difference in frequency between channels is 2/100 of a Hz. For the \$ 5-10 in shipping, it's well worth the cost than several hundred dollars for a new plane. I don't have any information about the 2.4 GHz receivers, however since Futaba 2.4ghz receivers do not require to be wrapped in foam, it would suggest that they are not susceptible to vibration as 72mhz receivers.

Transmitters should be sent in every 3-5 years for testing. The older programmable transmitters have a lithium battery to help backup the data on the Tx. That battery is good for 5 years under normal use. It needs to be changed periodically. The tx module needs to be tested for accuracy as well as the transmitter antenna and switches. And don't forget about the battery. That needs to be disconnected and charged before being stored as well. You can store the tx in cold weather, but for safe keeping, I would find a nice cool, dry spot in your house or apartment for safe keeping.

Hopefully this information will help you have a safe and enjoyable flying season. →

Safety Corner

By Joe Scimeca - Assistant Field Safety Officer

Hi All!

Well I'm happy to report it's been another safe month with no injuries or property damage! I thank all of you for making the Safety Officer's job as easy as possible. Unfortunately I had the never pleasant task of grounding someone for the day due to violating the minimum altitude requirement. This was someone who I truly like as a person and respect as a competent pilot making my task all the more difficult. However, I can see no other way of enforcing field rules.

After being in the hobby for 40 years, I, like many of you have witnessed the tremendous evolution that has taken place in model aircraft. In that time planes routinely now tip the scales at 30- 55+ lbs. and their speeds have increased into the 250+mph range. However, what I also have witnessed is that field safety has not evolved at the same rate that the model aircraft of today have.

When we think of field safety, we usually think of it in the terms of field rules, park regulations and club policy. How many of us (myself included) see the mechanical integrity of our planes as being the large part of field safety that it is? To be honest, when I check over my plane, be it at the field, or in my workshop it is usually in the "let's make sure everything is OK so I don't lose my plane" frame of mind, as opposed to "so no one gets hurt" frame of mind first!

Case in point: When at the field one recent beautiful Saturday afternoon, I noticed what looked like a bunch of guys chasing a chicken around in circles! (Or, maybe the chicken was chasing THEM in circles!)☺ In any case, I soon realized it was a group of pilots trying to stop a plane (a .60 size War bird) that had it's throttle stuck at high idle. Though the plane was just going around in circles, each circle was getting closer and closer to the jets and their pilots (who were trying to protect them) lined up in the pits. After a minute or two of chasing the plane it was finally stopped with no injuries or property damage caused. Now, if you will, please think about what could have happened if the throttle would have become stuck in the "WOT" position, or, even at half throttle in a pit full of planes and their pilots? I don't know about you, but it conjures up a pretty scary picture in my mind! Let's face it, many of our planes have become much more technologically advanced and a heck of a lot faster making it all the more important that our preflight range test includes the testing of each and every function on our planes.

I know that it may be a bit annoying, but for our own safety, the safety of others and the preservation of our field, isn't it worthwhile to check your engine shutoff BEFORE you put it on the ground? It only takes a few extra seconds to test your engine shutoff and restart your engine before your first flight of the day. I don't know about you guys but I hate flying wondering if I "should have checked something before I took off".

Case in point #2: A few weeks ago I was flying one of my favorite planes, a Morris Hobbies Balsa Nova 120. It was the third flight of the day. I truly enjoyed the first two flights and was looking forward to going up again. So, I started the plane, taxied out to the runway, checked my control surfaces and started my takeoff roll. Just at that point I realized that I did not check my batteries, but knowing it was a fully charged 2600 Mah pack that will give me an easy 6 flights before the charge drops to a questionable level I continued on with the flight. I took off to the South and began banking to the left when I got the terrible feeling that all pilots have experienced at one time or another. That totally helpless feeling of no longer having control of your airplane. All I could do was yell out "I DON'T HAVE IT!" and watch helplessly as my favorite plane shredded itself through the bare branches of the trees where it remains today. Would I still have it if I had checked my battery before that third and last flight? Personally, I don't think so, but I will never know for sure. But on the other hand, I'm certainly happy that whatever happened that caused the loss-of-control had taken place over the weeds, and not on approach in front of the flight line. I guess I'll just have to keep wondering if the loss of my favorite plane could have been avoided if I had checked the battery pack before that third and last flight? Or, did I miss something else? You tell me!



Until next time, be happy and fly safe! →

Joe Scimeca

Our Picture Gallery

In order to make you familiar with the 2010 Board Members we will print in this and next month's Picture Galleries some pictures of the Board.



President: Mike Casey
(new model airplane?)



Web Master:
Scott Schultz



Corr. Secretary:
Sam Masyr



Asst. Field Safety Officer:
Freddie Lazo



Sgt. @ Arms:
Villi Ferreira