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Ton Franken

Antenna

February 2010 Edition 2



Pennsylvania Avenue Radio Control Society

Letter from the President

Members:

I hope I am not forgetting how to fly as it has been well over a month since I last flew. It has been very cold outside and there is little flying going on, except for maybe a day or two that I heard a couple of prop engines off in the distance from where I work. I am using this down time to go over my fleet and working on a couple of planes for the upcoming season. I guess you are all doing the same. Anyway I hope everybody is doing well and staying healthy. For those who are not I wish you a speedy recovery.

The January meeting went off without a hitch, the budget was presented, voted on and accepted and most important was geared on what you as members want from your club. Scott, Envall and Fred, our Bylaw committee, worked hard and did an outstanding job to "clean up" the Bylaws. And you, the members, sat patiently as the Bylaws were read line by line, section by section and when a motion was put on the floor all members present accepted unanimously the updated and current version of the Bylaws (see website).

Our next General meeting will be on Tuesday February 9, 2010 @ 7PM at Fort Hamilton. Topics to be discussed: Results of a meeting I had with Gateway and some changes to Floyd Bennett Field that may affect us. Field safety as presented to me by the Superintendent from Gateway (Vehicular, Pedestrian). Also, in order to acquire permits we also need to give Gateway dates for our upcoming events for 2010. Additional issues: Minutes of the meetings, FAA/NOTAM's and repairing pot holes need help.

The WRAM Show is just around the corner starting Friday February 19, 2010 at 10:00 AM. This is the perfect opportunity for you to get that special part or that plane you always wanted but know you really don't have the room for it, but hey, we are flyers and what's another plane added to the fleet. If work allows me I hope to see you there.

Please visit our website www.flyparcs.com for up to the minute information on the club or call our field phone (718-951-8327) for an up to date recording on upcoming meetings and important dates and current information.

Until next month, STAY WARM and as always watch those props and hands.

Mike Casey

Club Meeting

The next general meeting will be held on Tuesday, February 9 at 7:00PM in the Bowling Center at Ft. Hamilton Army Station in Bay Ridge Brooklyn.

Uncle Carmine informed us that he will bring his laminator and will laminate PARCS and AMA cards for all members present.

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.

New on our Web Site! For Sale -Wanted Page
**If you are interested in selling or looking for an item
 visit our web-site www.flyparcs.com**
 contact Webmaster Scott Schultz

2010 Club donation

	Received before January 31, 2010	After January 31, 2010 add \$20 late fee to your payment.
Open 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 in your payment along with a copy of your current 2010 AMA Card and a self addressed envelope to the club treasurer:
 PARCS c/o Envall Morgan
 1098 East 73rd Street
 Brooklyn, NY 11234
 Phone: (718) 968-9731

In order to keep the club roster up to date please also include your phone number and e-mail address

WRAM SHOW

FEBRUARY 19-21, 2010
 Friday 10:00am-4:30pm
 Saturday 10:00am-5:00pm
 Sunday 10:00am-4:00pm

*Westchester County Center
 198 Central Avenue
 White Plains, NY 10606*



Fly Like a Bird?

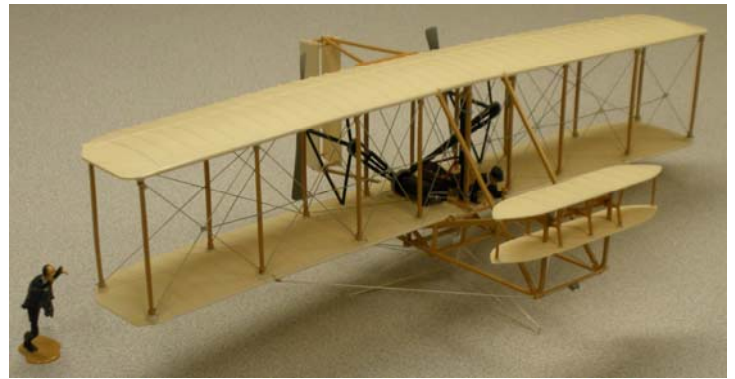
Being interested in the history of aviation, about ten years ago, my wife and I visited the Wright Brothers National Memorial at Kitty Hawk, NC. There, I bought a kit of a small model of the Wright Flyer. I put the model on a nice spot on one of the shelves of my bookcase. Just looking at it the other day made me think of an interesting article I recently read. It talked about men's desire to fly as birds do.

The brothers Wilbur and Orville Wright had wanted to fly ever since they learned to fly kites as boys. They realized that the key challenge of flight was to design a craft that could be controlled. A plane that cannot be balanced in the air is useless. Wilbur watched pigeons in flight and noticed that they bank into a turn, as a cyclist does. He concluded that birds turn and keep balance by twisting their wing tips. He hit upon the idea of building a wing that would twist.

In 1900, Wilbur and Orville built an aircraft with twistable wings. They flew it first as a kite and then as a piloted glider. They discovered that it needed three basic controls to adjust pitch, roll, and side-to-side movement. However, they were disappointed that the wings did not produce enough lift, so they built a wind tunnel and experimented with hundreds of wing shapes until they found the ideal shape, size, and angle. In 1902, with a new aircraft, they mastered the art of balancing the craft on the wind.

But a man does not have the muscles powerful enough to lift his own weight into the air. In 1781, James Watt invented a steam engine that produced rotary power. In 1876 Nikolaus Otto furthered the idea and built an internal-combustion engine that had the potential to power a flying machine. Based on this invention the Wright brothers were able to build their own engine.

Also with the knowledge gained from the wind tunnel, they solved the complex problem of designing a propeller. Finally, on December 17, 1903, they started the engine and the craft lifted off into an icy wind. "We had accomplished the ambition that stirred us as boys," said Orville. "We had learned to fly." But how did they manage to power themselves into the air? Nature played the part. How so?



Everything about birds appears to be designed for flight. For example, the shafts of wing feathers must support a bird's entire weight during flight. If you cut through the shaft of a feather, you may see why the wings be so light yet so strong. It resembles what is called a foam-sandwich beam. It has a pithy interior and a rough exterior. Engineers have studied feather shafts, and now foam-sandwich beams are used in aircraft.

The bones of birds are also unique. Most are hollow, and some may be strengthened by internal struts in a form engineers call the Warren girder. Interestingly, a similar design is used in the wings of the space shuttle.

A modern aircraft is balanced by adjusting a few flaps on the wings and tail. But a bird uses some 48 muscles in its wing and shoulder to change the configuration and motion of its wings and individual feathers, doing so several times a second.

Flight, especially takeoff, consumes a lot of energy. So birds need a powerful, fast burning "engine." A bird's heart beats faster than that of a similar-size mammal and is usually larger and more powerful. Also, a bird's lungs have a different, one-way-flow design that is more efficient than a mammal's.

How efficient is a bird's "engine"? A measure of an aircraft's efficiency is whether it can take off carrying sufficient fuel. When a Boeing 747 takes off for a ten-hour flight, roughly a third of its weight is fuel. Similarly, a migrating thrush may lose almost half of its body weight on a ten-hour flight. When a bar-tailed godwit takes off from Alaska heading for New Zealand, over half its body weight is fat. Astonishingly, it flies for about 190 hours (eight days) nonstop. No commercial aircraft can do that. → (Contributed by Ton Franken)

Our Picture Gallery

If you have pictures of you and your plane(s) or your latest building project that you would like to share, please send a copy to frankenton@gmail.com



Vice President: Vinny Caratozzolo
(in his new 'model' airplane?)



Working on my winter project;
repairing the wings of my
Waco Biplane (Ton Franken)



Vinny and Mike



Robert & Bruce