

## *The RAMS HORN*

Dedicated to the safe pursuit and advancement of model aviation.

**October 1997, Volume 15, Issue 10**

*Time & Date of this month's meeting:*

**Thursday, October 30, 1997**

**MEETING: 7:00 P.M.**

PROGRAM: **PBY Scratch Model Building**

### **October 30<sup>th</sup> Program –**

This month Bob McMillan will be bringing in his PBY Catalina model that he is scratch building. The wing span is 108 inches. He will talk about the PBY as a scale model, engine selection, weight considerations, waterproofing and more.

We also will be having a "Cracker Barrel" discussion around the topic ["What you want to do as an R/C Flyer and what you want to know about flying."](#) Questions that come up occasionally include:

"What causes ground loops?"

"What control differences do you need to learn to fly a 'Tail dragger'?"

"How do you do a snap roll?"

"How do you get out of a flat spin?"

"What's the best trainer to buy?"

"Is it best to buy a preowned airplane, an ARF kit, scratch build from plans, or build a kit?"

"What plane kits should be avoided?"

"What radios are the best?"

"Who teaches advanced flying skills?"

"What is a good second airplane?"

"What's unique about building and flying biplanes ?"

"What about helicopters?"



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## PRESIDENT'S MESSAGE

Jim Prindle

If you have been to the Macedon field in the last few days, you may have noticed an area to the south west of the runway being developed for R/C trucks. We can thank Rod Curtis for the activity. At this time the activity is for RAM members and is just for fun.

The warm weather flying season is coming to a close and the building season is starting. Time to get the snow skis and winter gear out. We have our **Annual Freeze In** coming up on January 1<sup>st</sup>. If you need advise about what kind of plane flies well off snow, ask Bob Nilsen.

Think about a project for next years air show. The flying lawnmower at this years air show was a crowd pleaser. I have also seen plans for a stop sign and flying saucer that could be fun. Uncovered aircraft attract attention in the display area, so even if your project isn't completed, bring it to our activities.

We will be accepting nominations for club officers for 1998 during the October meeting. Feel free to nominate any club member, even yourself. If you are not sure what holding a particular office entails, please ask any of the current club officers. The duties of the officers are in the club bylaws, which are posted on our web site (<http://www.swiftservices.com/rams/>) and was mailed to every member in the January newsletter.

The 1998 budget will be presented to the club members during the November meeting, and

voted on during the December meeting. This is in keeping with the dates defined in our bylaws.

I want to thank the BOD members for their effort at the last meeting in developing the budget for 1998.

Good flying,

*Jim*

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## **RAMS** Regular Business Meeting

**September 25, 1997**

The September regular meeting of **RAMS** was called to order by President **Jim Prindle** at 7:12 P.M. Jim introduced the Club Officers and welcomed everyone to the meeting. Visitors were **Dennis Edwards, Adam Kreiss, John Hoffkins, Marian Hoffkins, Ralph Mullin, and Adam Mullin**. Dennis Edwards and Adam Kreiss were voted in as members.

The minutes were approved as published.

The Treasurer's report indicated we are on budget.

**Bob O' Neil** reports we have 111 Senior members and 25 Junior members. **Kurt Hertzog** will make up new membership cards. Student *flying* certificates are being prepared.

**Bob Nilsen** requests that we keep plastics, cans, fuel containers, and other unburnables out of the trash containers. Please take them home with you.

**Len Kmiecik, Jr.** reports that Fordham Field is in good shape. The canopy is down for the season.

**Dave Ottney** recommends that no one fly alone.

**Ken Scott** recommends making sure that your channel number is displayed on your radio. Also, if you go into the woods or the corn, let someone know where you are going.

**Ron Swift** reports that we have more photos of the Open House and Fun Fly on our Web site. Ron is looking for an assistant on the Newsletter with the thought of taking over this position.

**Len Kmiecik, Jr.** reports that during the Fun Fly there were 50 to 75 cars at times.

He talked to some prospective members. Everyone had a nice time. Profit was \$ 440. (after Ron Swift purchased the leftover meat ). Donations to Ronald McDonald House were \$47.00.

50 / 50 Raffle was won by **Sibby Romano**.

Coffee Host Award was won by **Rudy Steiner**.

Old Business: The masons declined to reduce our rent for the present meeting hall. Therefore, we will begin meeting at the Genesee Conservation League in Penfield, probably starting with the March meeting. Our lease at the Masonic Temple is reported to run through February 1998.

New Business: **Tex Mantel** requested that the Genesee Valley Aero Modelers be permitted to fly at the Macedon field during the winter. A motion to allow this use was made and carried. **Rod Curtiss** requested permission to construct a track for R / C cars to the West of the parking lot. He was asked to present his plans to the Field Development Committee for their approval. A show of hands indicated a fair amount of interest. There was no opposition. **Ron Swift** moved to spend up to \$ 900. from Budget Funds for extending the storage shed at the Macedon field. After discussion, the motion was carried. **Ken Scott** requested permission to put down chalk lines for pattern flying at both fields. Permission was given.

**Bob Nilsen** reports that probably the corn will be cut and runway extension can be started about the middle of October.

The meeting was adjourned at 8:07 P.M. and followed by Show and Tell and the Program.

.Show and Tell: **Dave Ottney** brought his *Lysander*, a short takeoff and landing plane similar to the *Fieschler Storch*. The plane played a large role for the British during World War II. The entire plane is foam covered with Obechi. It has an OS 90 4 stroke engine, weighs about 10 pounds. Covered in Monocote and Solartex. A beautiful airplane.

Program: Ron Swift showed a large number of all types of engines large, small, 2 stroke, 4 stroke, glow, electric, and gasoline. He discussed the engines in detail. A good show.

Respectfully submitted, **RAMS** Secretary Carl Van Voorhis

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## **RAMS** - Board Of Directors Meeting

**October 16, 1997**

Attending: **Bob O' Neil, Ron Swift, Ron Monroe, Jim Prindle, Bud Seaberg, Len Kmiecik, Jr., Bob Nilsen, and Carl Van Voorhis.**

Absent:: **Ken Scott and Dave Ottney.**

The October **RAMS** Board of Directors Meeting was called to order at 7:15 P.M. at Carl Van Voorhis' house.

**Bob O'Neil** reports that final membership for 1997 is 111 Senior members and 25 Junior members.

**Ron Swift** reports that the Annual Auction plans are progressing. Posters are out. Volunteers are needed. Ron proposed that we run a 98 Fun Fly at Fordham Field at the end of August. Ron volunteered to run it if the Club decides to stage it.

**Ron Monroe** gave his ideas for programs in the future. He has in mind more programs suited to a beginner's needs, i.e. choice of planes, engines, and radios. Possibly we could split into several sections with a different topic in each section. Also, maybe we could have seasonal programs such as winterizing your equipment, winter flying, and spring preparation.

**Bob Nilsen** has a new lock for the Macedon field-- same key. Pavilion has been enclosed. Runway extension will start when corn has been cut.

**Bud Seaberg** reports that we are on budget. Bud presented his suggested budget for 1998. After much discussion, it was agreed that we should offer to the membership two budgets to choose from at the October business meeting.

The BOD meeting was adjourned at 11:40 P.M.

Respectfully submitted, **RAMS** Secretary, **Carl Van Voorhis**

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## **Membership News** by Bob O'Neil

Hey, its that time of year again! By now, all of you should have received your AMA renewal (as well as a second 1997 AMA Election Ballot) . The AMA membership is due in November.

As soon as your AMA renewal card comes in, please renew your RAMS membership. A new 1998 membership application form is contained on the last page of this newsletter. Please fill out the application, bring your new AMA card, along with a check or cash for renewing. If renewing my mail, please be sure to mail a copy of your 1998 AMA membership along with your check and application form.

When filling out the application, please print the information and date it

1997 was a good year with 111 Senior members and 25 juniors. Let's make 1998 an even better year. Tell your friends and acquaintances about our club and the benefits of having two excellent flying fields.

The membership cards for 1998 are being processed this month. A special thanks to ***Kurt Herzog*** for his continued excellent work.

Our pilot training program is being revitalized under the care of Ron Monroe, and the club has a really good training program. As always, any member who is willing and capable of helping others to learn to build and fly safely are welcome to volunteer. We are updating our Building and Flying Instructor list for the 1998 season.

Happy Flying,

Bob

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## **RAMS ANNUAL AUCTION – Saturday, November 29, 1997**

We need some members to volunteer as auctioneers, auctioneer's helpers, welcome desk attendants, raffle ticket managers, donation coordinators, advertisement agents, and concession stand manager/operators. These highly sought after positions can be yours, but sign up soon to get the best shift.

The doors at the Knights of Columbus will open at 10:00 A.M. on Saturday 29, for those bringing in items to be sold. The auction will officially begin at 12:00 P.M. Each item should have the owner's name and a brief description on it.

We're planning to have pizza and cold beverages available during the event. As before, there will be a \$3.00 per person/\$5.00 maximum per family cover charge to help defray the \$100.00 cost of the hall.

Its time to go through our R/C goodies and get stuff ready for the auction. Modelers from the surrounding areas including Buffalo and

Syracuse are planning to attend this event as buyers and sellers. Traditionally there have been great deals for those beginning R/C, especially beginning modelers. We are planning for an even bigger event this year.

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# Hobby Shop News

By Tom McCoy

Welcome to HSN. Lots of new stuff to report, so let's get started..

New planes:

**Goldberg Staudacher GS-300** is a nice looking aerobatic plane with a 60" wing span for a .45-.61 CI two stroke engine, 48" long at about 6-1/2 to 7-1/2 lbs. **Morris Hobbies** has a new prop jet called the *Tomahawk*. Sharp looking (like a T-38) with 54" wing span, .40-.50 engine, 4 (or 5 channel with retracts) radio. 120+ MPH performance. **Direct Connection** has a new *Hawker Sea Fury* which uses a .61 engine. No other details available at this time. **US Aircore** has a new F-16 prop plane with a 43" wingspan for a .40-.46 two stroke.. Should fly as well as the F117 that was at the air show. **Dyna-Flite** has a new giant called *The Fly Baby*. It looks like a *Spacewalker* with an 84" wing span, .75 - .90 2 stroke. **Sure Flite** has a new *Spitfire* with 57" wing span for a .40 - .50 2 cycle engine.

**Other Stuff:** **Fox** has a new cold series of glow plugs in standard and R/C Long. **Dubro** has new spinner nuts that are cone shaped to fit starter cones better. They also have a new adjustable motor mount to fit .25 to .50 engines. Well, that's all for this month's edition. Tom

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## Retrieve It or Rot

Ed Van Wagner

I did a lot of sailplane flying in the early days, and eventually wound up building a "Cirrus" with a 10 ft. wing span. Designed a little power pod mounted over the wing with an 0.049 bolted to it. Not much poop, but just enough to lazily get the "Cirrus" up before the fuel ran out. I eventually lost it in a powerful thermal over Hegedorn's in Webster, but that's another story. . .

During the 70's, we flew from a small field on the Caster-Spink property located across from the Webster town hall on the old Rt.104. To the East was Pitt's Pontiac and next to that was the Webster Rural Cemetery.

One Sunday afternoon in November, I got the "Cirrus" up for probably the fourth time. I got four in because there was no lift that day and flight times were short. Of course it was that "last flight" for the day when my radio would no longer respond and the "Cirrus" decided to fly by itself for a

while. I hopelessly watched it glide over Pitt's Pontiac, and land in a tree at the West edge of the cemetery. It was lodged about 40 ft. or more from the ground. Although I went home and got a 36 ft. extension ladder and a 10 ft. aluminum pole to retrieve the "Cirrus", I couldn't reach it. I gave up, and went over to police headquarters across the street and informed them that I had a sailplane in a tree in the cemetery. I asked that if any one should find it later and report it to them, that I'd like it back. The officer at the desk asked me how much it was worth. I told him about 300 bucks. He said "Just a minute" and he made a phone call. After hanging up, he informed me that the **Chief of the Webster Fire Dept.** would meet me in the cemetery, and I was to wait there for him. The chief came over about 15 minutes later in a red squad car, and I showed him the situation. He said " What we need is a longer ladder", and he told me to wait there as he would be right back. It was about 6:00 P.M. now and it was beginning to get dark.

When the chief had gone, I noticed a station wagon over In the corner of the cemetery with a couple in it. They probably assumed that no one would bother them in this place.

Another 15 minutes went by when I noticed a big fire truck coming down the road with all its lights flashing. It was a 'Hook and Ladder' about a mile long.

I wondered,"How were they ever going to get that thing down these little winding cemetery dirt roads without knocking over some gravestones?" I had forgotten that the rear wheels steer, but it still looked dangerous to me.

Well, as soon as the fire truck started to enter the main gate, the couple in the corner making out decided to get out, and took off with wheels spinning and gravel flying. They pulled out just in time. How the fire truck driver managed to get that machine around the corners of the cemetery was a sight to behold. They finally stopped under the tree, and put the search lights on the sailplane. The plane being white, lit up like a huge cross at a religious convention, and traffic along 104 began to stop.

Up went the extension ladder and up went a fireman to dislodge the "Cirrus". I was not only nervous, but totally embarrassed by all the attention this was causing. I sure hoped that it wouldn't make the evening headlines. After I got the aircraft back I told the men how much I was indebted to them and for probably interrupting a football game they may have been watching on TV. I felt that I owed them, but the chief said that since I donated to the Webster Volunteer Fireman's Fund, I didn't owe them a thing. The fire chief said that this was nothing compared to last week when they had to remove two dead horses from the middle of the road in Penfield.



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## R/C Frequency Interference – Dave Ottney

The following is some input that Dave Ottney got through the Internet concerning radio interference.

Ron, I heard about a possible interference problem that Tex had talked about

and did a query on the R/C newsgroup. Here's some of the info I received. You might want to include this info in a newsletter. It speaks to staying on the flying pads and maybe looking into what "used" equipment people are buying and selling.

Dave Ottney

Question:

>*There's a rumor floating around our club that a frequency 23 channels apart can cause radio interference. What's the scoop?*

**Response #1** yes, definitely...the way it works is this... any two radios operating at the same time 23 channels apart create interference for any and all other **single conversion** (usually AM) radios being used at the same time.

This happens when the operators of the two sets 23 frequencies apart are in close proximity to each other. I've seen it happen as one pilot walks close to another. Single conversion radios fall out of the sky.

FM dual conversion radios are not affected. There are some, but not many AM radios which are dual conversion. These are also not affected.

However all single conversion radios, whether AM or FM will be shot down.

Cheers, al

**Response #2** It's not a rumor.

However, it only applies to those still using single conversion receivers.

Those receivers use an intermediate frequency (IF) of 455 kHz. (1 MHz = 1000 kHz)

In your example, channel 33 is on 72.450 MHz.

Adding .455 MHz gives you 72.905 MHz (Rc 56 is 72.910). Subtracting .455 MHz results in 71.995 MHz (R/C Channel 11 is 72.010, there is no channel 10 in the 72 MHz band and channel 9 is in the 50 MHz amateur band) Since the IF filters will pass any signal of 455 kHz, it will pass the sum or difference of any channels 23 apart.

Dual conversion receivers have a first IF of 10.7 MHz and then pass the signal to a second IF filter of 455 kHz. The first filter would knock out the unwanted signal. If your flying site requires narrow band, dual conversion (or ABC&W for JR ) equipment, don't worry about it. If it doesn't, or you don't know, then it could be a problem, depending upon the spacing and distance of the transmitter(s) in question, and the relative distance your receiver is from your transmitter and the interfering pair.

D Anderson

**Response #3** I wrote an article on 2OIM (Second Order Inter Modulation) and other R/C interference about 5 years ago.

See:

[Http://www.peinet.pe.ca/ECMC/docurnent/techri.html](http://www.peinet.pe.ca/ECMC/docurnent/techri.html)

The type of interference you are referring to affects single conversion receivers, some of which are still being sold for example the Futaba *Attack series*.

*Regards, Max*

## **Special Engine Program at RCCR, Wednesday November 12**

RCCR program director, **Jerry Joseph**, has extended a special invitation to the RAMS to attend the RCCR meeting that will feature glow engine specialist, **Dave Gierke**. Dave is also recognized for the research he has done and is an author of books and magazine articles about glow engines.

The meeting will be held at the Salem United Church of Christ, 60 Bittner St., in Rochester. Parking is available across the street from the church.

### **November Meeting Program** by Ron Monroe

Back by popular demand will be our "Cracker Barrel" discussion. The discussion will be focused on the auction. Questions, suggestions, concerns, etc. Anything to help make this the most successful auction ever. You know... All the good stuff you ever wanted for a fair price

Because it is a cracker barrel, the discussion will continue to cover many aspects of Radio Control building and flying.

We are considering having a "Giant Day" where models that meet the IMAA standards will be shown off and special building considerations and tricks will be highlighted.

If you have an idea for a program or can do a presentation about some aspect of the hobby, let me know.