



ARCS News



Alamo Radio Control Society

www.alamorc.org

San Antonio, Texas

AMA Charter 603

April 2022

CLUB FLYING SITE Is located just west of Macdona at 10025 Shepard Road

The next club meeting is scheduled for April 19, 2022, at 7 PM in the Acadiana Café, 1289 SW Loop 410 Note: Topic for discussion is whether the date for dues should be moved to later in the year.

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Club Meeting:

Held the 3rd Tuesday of
each month (except Dec)

7:00 PM to 9:00 PM

Tuesday. Acadiana Café,
1289 SW Loop 410

The Winds are Coming!



The cloudless sky and brilliant sun on the morning of March 20th gave no hint to the drastic weather change that was about to happen. There was virtually no wind that morning giving pilots nearly ideal conditions for flying. Knowing the fair weather was about to change, many flew as often as possible. Eventually wind speeds went from 2-3 mph to an average 14 mph blowing from the south across the runway. The relaxed dangling wind sock began spinning vigorously and horizontally and never stopped. By 11:00 the 25+ pilots and observers of the early morning began to peel away leaving a handful to fly in spite of the challenging wind. Here are some highlights.



First of all, Jets were the dominate category of aircraft of the day. Bill Surratt flew a Blue Angels F-18 Super Hornet featuring reverse thrust giving an impressive view of Navy performance aircraft. Mike Motameni flew a Russian "Griffin" with thrust vectoring. The Griffin had a minor crash while Mike was using the feature to make a sharp turn. Andrew Obaya flew a 90 mm equipped Taft Viper with an 8-s 1500 controller on board making it the fastest jet of the day.

Other highlights include Jim Agnew and Bill Surrat forward programming of Jim's recently built Christmas Prize of years past equipped with a radio featuring AS3X technology. Little Charlotte flew a Snaptain SP350 drone when she wasn't giving moral support to her Daddy. And Juan Galvez welcomed new member Tracy who is on his return to model aviation after a long absence.



And finally, Joe Rohmer was on scene with auxiliary fuel tanks attached to the roof of his ATV.

The day ended early. But only after everyone got their fill of breakfast tacos while watching skilled pilots at their best. It was another spectacular ARCS Funfly.



Don't forget to bring food to the next Fun Fly Sunday April 24 to donate to the Food Bank!

Jim Witthauer

Minutes of Meeting February 15, 2022

Meeting called to order at 7:00 by President Bill Ponseigo

Secretary: Minutes of last meeting approved as published.

Treasurer: Report accepted as given. Club finances are in good shape.

Expenses:	Income:
Breakfast Tacos for Fun Fly	Dues
Items for Raffle	Raffle
Porta Potty	

Historian, Food Bank

Photos published in newsletter and on the web site. Jim takes a lot of photos, last Fun Fly he had to edit 500 snaps down to 90.

Food donations for February: No report as of the meeting. Jim will roll the numbers into the March figure for the next meeting.

Newsletter: Published and on web site

Hats, Pins, Shirts Members still need to pick up their name tags at the field.

Hats for new members up to date.

New members and those who have ordered hats need to contact Eric Amundsen to arrange for pickup.

Eric is down to 4 hats. Club approved ordering new hats with the club logo for new members and members who want to order a spare. Cost is \$15 each.

Web Page: Web site is up and running.

Items of discussion: Club approved by acclamation getting breakfast tacos for the next Fun Fly.

Executive Committee: Decided not to move the renewal date for dues. Annual club dues and field fee may be renewed starting in the fall of the year so it need not be a burden around Christmas and New Year's.

Crash of the Month: The February Fun Fly was a crash-a-thon, but no crashes were reported by members at the meeting.

Show and Tell Jim Neff showed his new E-Flite Conscondo motor sailplane.

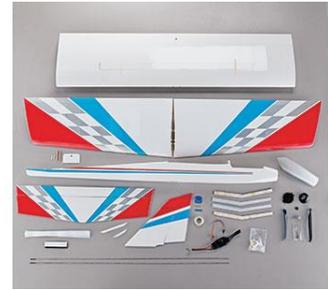
Raffle, Airplane Winner: Charlotte Azar (on her own lady's ticket, not Dad's.)



Meeting adjourned at approximately 8PM

ARFING IT

For a few newsletter issues I want to write about my experience with Almost Ready to Fly or ARF airplanes. I have several of them. The latest is a Tower Hobbies Vista Grande powered sailplane with a 100 inch wingspan. If all you've flown so far are foam planes, you may want to try an ARF. (Photos from Tower Hobbies web page.)



ARF planes are like the PNP foam planes, but require a few more extra parts. There is some assembly required involving glue. A bit of model building knowledge helps, but is not absolutely necessary. You have to provide your own power setup, electric or fuel, and like PNP, your own radio plus servos. The manual's instructions are usually pretty thorough and simple skills needed are usually learned from them. Assembly time can be as short as an evening or a weekend. Kits come in a wide variety of types and costs. The cost can range from the little Phoenix Sonic at \$89 up to giant scale planes costing over a thousand dollars. The average sport plane kit can cost from \$125 to \$250. Total cost, if one shops wisely for kit and parts, can approximate the cost of the same kind of foam plane. You can get good prices shopping Tower or Horizon's specials.

Do I have to use a Nitro engine? I hate the mess. Advertisements will tell you if the plane is designed for electric power. Most are either electric, nitro/gasoline powered, or both. The older models originally designed for 2-cycle gas engines can be tail heavy if electrified. To balance the Center of Gravity (CG) they need that chunk of metal up front. Electric motors weigh less than gas engines and sometimes you can't get a battery far enough forward to counter the weight of the tail and steel rod pushrods. The Vista Grande required 4 ounces of lead in the nose to get a proper balance with a 3200 MaH 4-cell battery. A 40-size, electric-powered Escapade required about 12 ounces of lead to balance at the specified center of gravity or CG. The lead weight was in addition to a heavy 4-cell 3600 battery in the nose. I've had a couple of foam planes that also required lead in the nose to get the proper CG. With all the ballast, the Escapade 40 still tips the scale within the manufacturer's expected weight range and should fly just fine. Check the manual (usually a free download) for the equipment the plane is meant to use before you buy. The best ARFs are designed to accommodate a range of radios, engines and motors. If a specific engine or motor is listed, you may have a challenge getting the power system installed and balanced if you use something different. Gas or electric, if the proper power system is installed the planes fly the same. You need to make sure of the correct CG.

An advantage of ARFs is they are not as susceptible to hanger rash as foam planes. Some are harder than foam when experiencing "...unexpected, unplanned meetings with the ground." Richard Sanders and Bill Ponseigo both have ARFs they've repaired several times and still fly. Rich's big green 30cc Stick has arisen from a bag of crashed parts at least twice (he says). Repairing an ARF may be easier than with foam. Most ARFs have spare parts available to buy just like the foam planes.

Next month I hope to write about one of the ARFs I have in my hanger. I'll try to mention what I think are challenges I've had to overcome based on how the kit is constructed.

**Fun Fly Photos
(Jim Witthauer)**

