



ARCS News



San Antonio, Texas

Alamo Radio Control Society

www.alamorcs.org

AMA Charter 603

June

2022

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

The next club meeting is scheduled for Tuesday, June 21, 2022, at 7 PM in the Acadiana Café, 1289 SW Loop

ARCS OFFICERS

President

Bill Ponseigo

(210) 394-8976(Mob)

president@

alamoradiocontrol.club

Vice President

Buck Murray

(210) 884-8445(Mob)

webmaster@

alamoradiocontrol.club

Secretary

Richard Sanders

832-233-3956

1173 Pebble Beach Road

Lake Hills, TX 78063

secretary@

alamoradiocontrol.club

Treasurer

Juan Galvez

1907 Green Ash

San Antonio, TX, 78227

760) 470-6096)

treasurer@

alamoradiocontrol.club

Support Staff

Newsletter Editor

Jimmie Neff

(210) 563-2121

arcseditor@

alamoradiocontrol.club

Hats and Nametags

Eric Amundsen

hatsandtags@

alamoradiocontrol.club

Chief Photographer

Jim Witthauer

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

May 2022 Fun Fly That Wasn't

The morning broke hot and extremely windy. The wind, from the south, looked like it would blow the wind sock off the pole. So, the Fun Fly was a bust. No one came out. In lieu of fun fly photos from last month (there weren't any), we found a set of photos from 2004.

Those photos are from the old field near highway 90 and 211. The pavilion looks familiar as it should. Bill Ponseigo says our present pavilion is a copy of that one, except that we have more walls around the south and east sides. Except for that, it could be today, with one more difference...no electric planes and no jets.

Ah, the smell of burning nitro fuel! The 2004 airplanes are somewhat familiar. The antennas on the transmitters are long and have flags. There is a transmitter impound shelf in the pavilion. We don't have that now, although we still have the frequency flag pins somewhere. Some changes to the hobby are for the better. We don't worry about interference and crashing someone else's airplane because someone accidentally turned on a transmitter on the same frequency. Our transmitters are marvels of computerized control that can control up to a 150 or more airplanes and with spread-spectrum technology we could have over a hundred planes in the air at one time. Could, but probably won't. Around the turn of the century (sound's old, doesn't it?) I recall there were some of our modern features like servo reversing and some mixing, etc. Nitro engines are almost the same except I now think they are a bit more powerful for their size than my old Enyas and Super Tigers. I still have some of those, I'll have to mount one on a plane just to find out.

I remember model fuel, we didn't call it "nitro" fuel, always being expensive. When I was flying regularly in the '70s and '80s, we tried to cut the costs. The Oklahoma club I flew with pooled our money and ordered a whole 55 gallon drum of model fuel. That cut the cost by about a third as I recall. Of course you had to have your own containers. Four cycle engines were rare. Gasoline engines were even rarer. Guys were just starting to experiment with jets and ducted fan planes powered by really hot nitro engines.

A machinist in Pennsylvania I think it was put out a line of two-cylinder engines called the "Ross Twin 60." Somewhere I have an early version of one of those. I bought it used, cheap. It had something wrong with the carburetor mount and I had to order a new one. The replacement did not fit. Sadly I wrote a scathing letter back, and they sent me the proper part for my older-style engine with a really nice letter apologizing. I felt bad about that letter I sent. I was wrong. It ran great and was reliable with its Perry carb. (Remember those?).



I admit that the electric-powered foam planes are convenient and fly great. But the old 2004 photos brought back some fond memories

Jim Neff

Minutes of May 2022 Meeting

President Bill Ponseigo called the meeting to order at 7:00 starting with the pledge of allegiance.

Secretary: Minutes approved as published in the newsletter.

Treasurer, Juan Galvez. Club treasury is healthy.

Income: Dues and fees from new members, raffle

Expenses:

Porta-potty monthly fee

Funds for new live camera service at the field

Repairs for lawnmower. Thanks to Bill G for his work replacing bearings on the mower.

Photos and Food Bank Project: Jim Witthauer

Yearly total food to date: 322+ pounds.

Newsletter: Jim Neff absent. Published Monday evening. Always looking for input from members.

Web Site: Buck Murray

Photos and newsletter were uploaded, but sometimes it takes more time for updates to be posted by the system. As of the meeting updates done Monday had not been posted.

There are three galleries for photos. The first is for the most recent fun fly, second for the fun fly before that and third the one before that.

Buck is working on improvements to the site but is not ready to go live with them as yet.

Caps and Shirts: Eric Amundsen

Eric: backorder on new caps. Apparently the current supply chain issues are affecting availability.

NEW BUSINESS: None

President Bill Ponseigo auctioned off an ARF kit donated to the club. Jim Neff, who arrived late, won the auction, but J. T. Smith made him an offer he couldn't refuse and bought the ARF from the club for Jim Neff's bid plus \$5.

Bill Ponseigo showed a high-quality camera drone was donated to the club and will be auctioned at the next meeting.

Meeting was adjourned at approximately 8 PM.

Pavilion Camera

The internet camera installed in the pavilion with donation from Mike Azar has had a mixed response from the membership. Some find it a welcome feature, others aren't so sure. Having the camera there has been a long time proposal from club members who want to check field conditions before making a long drive, especially given today's high gas prices. Thanks to Mike Azar, it is a reality.

First, some basic etiquette as your editor understands it. The camera, and microphone, are not for casual viewing of, or eavesdropping on, the folks in the pavilion. The intent is to both get a quick idea of field conditions and see who is there. Some find that a "long stare" by the camera is a troublesome intrusion, like someone butting into your conversation uninvited. It is a 2-way connection. If not interrupting, you can ask a question or ID yourself. Then you return the camera to the windsock view, ring off and let someone else use it.

Leaving the camera on for a long time can slow the internet at Mike's business, eats into his bandwidth. He is providing us the link. We don't want to adversely affect his operations. . It may be possible to put a timer on the camera to return it to the general view after 2 minutes or so cutting off remote control.

Another factor is that the camera is not, repeat not, available to the general public. It is limited to club member use. So whoever is checking us out is a fellow club member. Camera use is restricted like the gate code. Only members, please

Well, that's the gist of it. This topic will be discussed at the next meeting. The camera's a neat thing, but misused it can seem like "Big Brother." I suggest it is a matter of etiquette. We just need to consider our fellow flyers and respect their concerns.

Jim Neff

Blast from the Past, Photos From 2004 Fun Fly















