



ARCS News



San Antonio, Texas

Alamo Radio Control Society

www.alamorcs.org

AMA Charter 603

November, 2023

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

The next club meeting is scheduled for Tuesday, November 21, 2022, at 7 PM in the Acadiana Café, 1289 SW Loop 410. Monthly Fun Fly the following

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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

October Fun Fly

It was the Autumn Fun Fly and the graceful falling of leaves. Except at Harold Cannon Field. Instead, we watched falling bombs, falling landing gear, and falling airplanes.

Chris Freeman began the events with an early morning bomb run. This was followed by another run at midday. Flying his *Flight Line B-25J Mitchell* low over the runway, Chris released his bomb load, then punctuated the success of the run with a victorious celebratory low pass. The mission was flawless. However, recovering the bombs proved to be challenging. Thankfully, none were swallowed by the deep fissures in the runway created by the dry summer.



Mateo, the newest ARCS pilot crashed his *DuraFly Tundra* in the north field. Under the watchful eye of Rich Sanders and using a buddy box Mateo's plane crashed on his third flight. His parents were no less proud of him at his progress. Undaunted, Mateo vowed to rebuild his plane. Rich advised him to approach the task as if he was building a jigsaw puzzle. Possessing a keen interest and determination to fly, no doubt Mateo will one day become a skilled pilot.

Jim Branaum celebrated Autumn by dropping his landing gear one-by-one. All seemed to be flying well. Then the *Piper Cub* dropped one landing gear in the pond and the second into the grass. Shutting down the engine, Jim made a soft landing in the grass. The gear in the pond was clearly visible but out of reach. Knowing water moccasin snakes are known to reside in the pond, retrieving the gear was postponed indefinitely. The *Cub* will fly



again, no doubt with more solidly attached landing gear. Lastly, Jim Keck experienced an onboard fire when a faulty ESC sparked a fire on his *Sr. Telemaster*. Seeming to be unfazed by the situation Jim calmly said, "I think I have a fire here." His words blithely spoken, belayed the potential disaster as smoke and flame emanated from the plane's fuselage. It was the quick dousing with an extinguisher that saved the airplane from catastrophe.

Finally, with four youngsters becoming club members, it may be said that the myth that ARCS is an "old men's club" is falling too.
Jim Witthauer

Don't forget, Christmas Party December 5 at Acadiana, see the web page to sign up.

Minutes, ARCS Meeting October 13, 2023

The meeting was called to order October 23rd at 7:08 p.m. The reading of the September 2023 minutes were approved as published in the Newsletter. Treasurer's Report was read. A motion was made to accept the Treasurer's Report. Approved.

Guests:

George, Machel, Carmen, Laurie, Charles

**ANNOUNCEMENTS:**

The **Fun Fly** is **October 22nd** from 10 am to 2 pm. Bring snacks (donuts etc.) for the pilots and food for the Food Bank.

If you want a club shirt, check with Eric Amundsen, he will take your order. Shirts are about \$20. Extended sizes are slightly higher. There is no minimum order. If you want a shirt, call Eric. Hats are \$15. Name Tags are \$6. New members, hats and name tags are free but you need to tell Eric if you want a nametag. Email Eric at cam@clevelandnet.com if you want a nametag. Name tags will be attached to the board in the pavilion. New members check the board for your name tag if you ordered one from Eric.

Jim Witthauer was not at the meeting so we will need to get an update on Foodbank Donations in November. Thanks to all who donated. **Keep up the good work, folks!** Just put the food in the "Fun Fly Barrel".

FIELD CONDITIONS:

We will be bringing in sand for runway crack repairs and parking are low spot repairs. Thanks to our landlord Joe for finding a cheap source of sand and the hauling and dumping it for us for free.

Field camera running and working great. Data usage is below our annual paid usage rate so good work following the rules.

NEW BUSINESS:

Christmas party will be December 5th at Acadiana. We will be having the usual gift exchange and big raffle. I will send out an e-mail when then menu and pricing is updated on the website so you can place your orders.

Charles Strand, Jim Branaum, and George Wilson made a presentation telling us the Prop Busters is dissolving and they are offering to give ARCS and two other area clubs 1/3 of their assets to each club (approx. \$8000 now and approx. \$3000 early next year for each club). In exchange for the approx. \$11,000, ARCS will grant any of the 23 Prop Busters current members free membership in ARCS for 5 years. ARCS members voted and accepted the offer. Welcome to Prop Busters Members!

**SHOW AND TELL:**

Bob Golden brought in his 9' wingspan 3DHS 38% Extra 300 with a 130cc DLE twin. A truly beautiful aircraft. He is selling it if you have about six grand plus lying around....

Jimmy Neff had his new 21 cc twin Valley View gas engine, still in the box.



1 Bill Cody's House of Balsa AT-6

Bill Cody displayed his House Of Balsa AT-6 with 0.20 cu-in OS engine. Excellent covering job.

CRASH OF THE MONTH:

George Wilson- Ultra Stick lost to SAFE

Bob Golden- Wheel fell off new 30cc plane and broke a \$150 prop

George Wilson won (if you call that winning?)

Raffle:

The monthly raffles are designed to break even. Any excess monies are used for the Christmas Party Raffle. Our wives and guests receive a free raffle ticket for attending the meeting.

Jim Keck won the grand prize of a Eflite HABA 50 MM jet.

The meeting adjourned at 8:30 PM.



Jim Keck and the Habu

Bob Golden's 9' wingspan Extra 300 by Jim

I was impressed with the airplane Bob Golden showed at the October meeting. He originally intended it to be either auctioned or raffled off at the IMAC meet that was cancelled. Several manufacturers either donated or gave discounts for building the plane. It is much more than airframe, engine, radio and servos. The account in the meeting minutes does not do it justice.

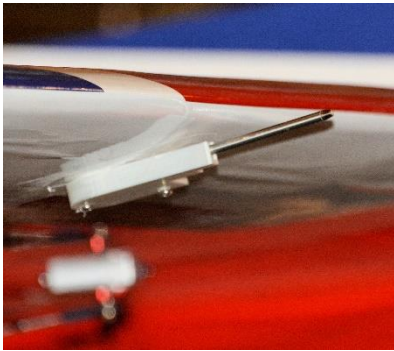


On the business end of the plane is a 130cc DLE twin. Bob says the propeller and spinner costs around \$300. You don't want to have a prop strike at that kind of money.

One advantage of the horizontal, 2-cylinder format is the opposing pistons tend to balance each other, reducing vibration. I have a Valley View 40cc twin on my Hanger 9 Van's RV-4 and I can vouch for the reduced vibration of the opposed twin design.

Guidance is provided by a top of the line X20S Fr SKY system. From their ad The TD dual-band RF system combines both the features and advantages of FrSky 900MHz and 2.4GHz RF together in one system. The TD features real simultaneous dual-band long-range control with telemetry that achieves reliable end-to-end 4ms latency while maintaining a robust and high-quality signal link. The entire range of TD, ACCESS & ACCST D16 receivers are supported. The built-in TANDEM RF System supports ACCESS and ACCST D16 protocols.

The airborne part of the system is designed to provide extensive redundancy for safety and preservation of the expensive plane. It features the FrSKY the RB-40 buss, featuring 2 or 3 receiver redundancy, gyro, telemetry and multiple sensor capability.



. While other telemetry systems rely on GPS for speed and location, this receiver can too, but gets airspeed from a real pitot tube under the right wing. The lineup of telemetry information is impressive. Additionally the system saves the flight data in a log so you can review it later.



Just what kind of data is available? Here's a partial list:

1. Airspeed
2. The system monitors fuel flow and reports fuel remaining
3. Altitude
4. Engine RPM
5. Cylinder head temperature.
6. There are dual servos on control surfaces. The system monitors servo health and will disable a bad servo if detected, and report it to the pilot.

With all that information, I'm not sure how you can pay attention to flying. But it is pretty amazing to have all that capability. That kind of information is typical of a full-scale airplane.



So just how does one transport a 9-foot wingspan airplane that is almost 7 feet long? It is a trick. I watched Bob load the plane into his mini-van. He said there is only room for the airplane and him, no riders.

The plane is for sale at a price lower than what a person could normally pay, due to the discounts Bob was able to get from the manufacturers. See Bob.



October 2023 Fun Fly Photos
Jim Withauer













