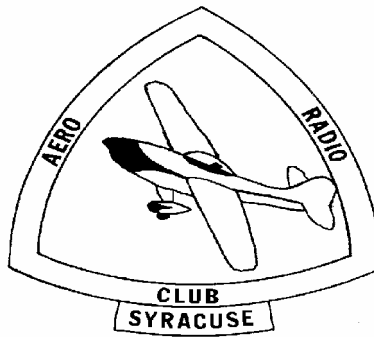


# ARCS



## *AERO RADIO CLUB of SYRACUSE*

VOLUME IV

NOVEMBER 93

On October 9th Mike Mele quit. Landings

### **Remember...**

**Our monthly club meeting is Nov 19th  
Not Nov 12th**

### **Camporee ???**

volunteered a few of us to assist him with about 450 scouts at Oneida Shores park. The object was to introduce the scouts to some form of aviation, i.e., radio controlled models. Mike Mele, Dave Mathewson, Gerd Wirickx, Jeremy Mosher, Walt Throne and I were part of the day. The show got off the ground at 9:00 am, Mike Mele would introduce the scouts to the basics of the airplane and Walt talked about the principals of his helicopter. At each session there were approximately 30-60 scouts. After each presentation one of us would give a demonstration of our planes. That's when the fun began, the field was completely surrounded by trees (and tall ones I might add) the wind was blowing anywhere from 5-20 mph. Takeoffs were relatively easy, providing your engine didn't

on the other hand were a different matter (just ask Gerd, he WHACKED a tree, although he probably could have avoided it, had he not try to land after completing a Split S) After the initial wave of introduction we began to let the kids have a crack at flying. Dave supplied his Kadet with a MicroPro transmitter and a buddy box. Each scout was given the opportunity to fly the plane for a few minutes. This little session lasted from 12:30 - 6:00 p.m.! we must have gone through over 150 kids in that time period, but, it was well worth the effort. I wonder if Gerd thinks so ???

### **Takeoff Speed...**

How do you figure out takeoff speed with a model plane, if I know the area of the wing and the weight of the plane?

A model with a one pound per square foot wing loading would take off about 20 to 25 mph. With a 2 pound loading, figure 28 to 35 mph. Basically if you double the wing loading, the speed will go up 41%. This assumes you are talking about a typical sport plane. A trainer could be a bit slower, and flaps

#### **ARCS CLUB OFFICERS**

##### ***President***

Mike Gosson - 488-6123

##### ***Vice President***

Dave Mathewson- 487-5998

##### ***Secretary***

Fritz Ceratt- 689-6329

##### ***Treasurer***

Paul Fleig- 673-1566

##### ***Newsletter Editors***

Mike Gosson / Dave Mathewson

# Modelnet

As previously mentioned in the June 93 newsletter, I brought up the forum on CompuServe, **Modelnet**.

Anyone in the club who is interested in ModelNet, can call 800-848-8199 and ask for Representative 169. That'll get you a free Intropak coded for ModelNet. An Intropak gets you online with a free month and a \$15 credit toward the non-basic services, so you can check out the system. (This offer goes for anyone else who wants an Intropak, too!)

ModelNet is nearly ten years old. We get about 1100-1400 logins a week, which makes us one of the healthiest non-computerhead products on the system. I came up with the idea for this place, and checked out all the online services at the time...especially The Source, which was only a few miles from my home. I wound up with CompuServe because they had the most to offer, and I've never regretted it. In fact, since April of this year, Sysopping has been my full time job (I do two other Forums besides ModelNet, and have some other CIS projects under development). Our goal is to be a combination club meeting, trade show and bull session.

Whenever someone asks a question here, our cadre of experienced Assistant Sysops will jump in with an answer. We work to make sure that everyone who posts a message gets an answer, even if it's "sorry, I dunno!" So, we truly are an information service. Add to that the amount of hangar flying that takes place, and you have a fun place to hang out. Our Libraries have all sorts of stuff. I hope that newsletter editors can find lots of interesting things to reprint by browsing around. Lately we've gotten a lot of great technical information (way over MY head!) and some nifty software written by members. Some companies, notably Ace RC, NE Sailplane Products, and several rocket outfits hang out here regularly; there are several smaller companies with exciting products, like Andy Low's battery testing gadget and Martin Euredjian's speed controllers. I've even been known to plug one of my books or talk up some of the rocket goodies I'm developing through my own little company. All in all, I'm proud to say that ModelNet is a fun place to be. I'm sure not taking all the credit; maybe I can read 400 messages a day, but I couldn't write 'em! In fact, I seldom get the chance to be the first to greet a newcomer; our great bunch of regular fellas will always beat me to it, and do a better job of helping with the questions, too. I look on my role as part magazine editor, part show

## More Goodies...

Have you seen the latest gadget from Tejera Microsystems?. It's a **smoke** contained **system** for your plane. The unit consists of a compact SonicTronics pump and internal electronics to control the system. All you need is an extra channel and a battery to operate the unit, simply plug the pump into your spare channel and go. No extra servos required, no smoke valve, no one way valve and you don't need 75' of tubing to plumb it. This unit was introduced sometime in September and I believe the list price is under fifty dollars. Not a bad deal when you consider the cost of a servo, a smoke valve and related items.



## *Pattern Everyone..*

This is your lucky day! Right here in front of me is the latest K-Factor and they are having a membership drive. To get K-Factor all you have to do is join the NSRCA, National Society or Radio Controlled Aerobatics. The issues come out monthly, the last one was 32 pages. All the articles and adds are pattern oriented. If you want to join send \$20 to the treasurer:

Suzi Frohreich  
P.O. Box 41310  
Phoenix, AZ 85080

Include name address etc., AMA number and class you fly if any. If you have any interest in pattern, it's excellent.

(From Modelnet, Sept 20th)

# More AMA stuff

## AMA OFFICIAL ANNOUNCEMENT

### AMA, Quality Service?

AMA - Where 'quality' is just a word we use, and 'service' is a technical term from the cattle industry.

I thought the AMA had SFA on the ropes. A new desire to see that the wishes of the members were met. Seeking input from leader members. New levels of support for the clubs. Unfortunately, its all come for naught. "Those pesky members, they actually thought we were going to listen to them!" I am totally fed up after the problems my club, the San Antonio Prop Busters, have had with their 'Gold Leader' Club program. We met every criteria required for '92 and sent in our paperwork. We waited, and waited,... and waited. After a while we inquired and they said they did not have it. We requested replacement forms - no go. We asked for help from our AVP - no go. Finally, a committee of Leader members was appointed to take the point. My colleague, who had the time to call during the day, got a resolution for AMA. The answer was "Though! We lost your paperwork - too bad. We're not replacing it and your club will not be awarded any leader status for '92. And, by the way, all you can qualify for this year is silver because - YOUR CLUB DOES NOT HAVE A MANDATORY 90db AT 9ft RULE." The last proviso really ticked me off. I know that such a rule is necessary in some locations, but not everywhere. We have a noise control rule that is appropriate for our situation. This is nothing but pandering to Howard Crispin's ravings about noise and his attempt to force this down everyone's throat. It is particularly clay-footed coming from a group that will not even make all competition events adopt mufflers, much less a noise limit. (I was afraid to ask, but there is probably an exemption for C/L and FF clubs.) While getting it off my chest, here are some more amazing AMA feats: Appointing Bob Underwood as Executive Director - being an ex high school teacher did not qualify him to be Technical Director, it certainly is not a qualification for ED. It's about like GM appointing an auto-shop teacher to run Chevrolet. The ED should have a professional management background. (And the Tech. Dir. should be an engineer!) The amazing officer nomination process of which the old Kremlin would be proud. (Chip Hydesky? Who is he? He has never flown controllinesky or freeflighsky. He is not important to be EC! Nyet!) I was told that Randy Randolph was dismissed as Dist. VIII contest coordinator because he had the audacity to not sanction a big bird meet in Dallas the same week-end as the big North Texas rally - which was widely advertised. The very idea putting that club's fiscal well-being ahead of AMA sensibilities! Taking all the input from the Leader members, synopsising it for Model Aviation, and then ignoring it and the Leader. In the decade of fraud, why should I be surprised by another victory for symbolism over substance. I thought AMA was going to make a turn around, but it looks like I was wrong. The appeal of the 'way things were' is too strong.

On Saturday, October 23, 1993, at approximately 9:45 A.M. a person was killed instantly while working a Warbird Pylon Racing event in Phoenix, Arizona. The man was working as a pylon Judge and was protected by a fully enclosed wire chain link cage. The model, a twin F-82 Mustang, apparently went out of control and hit the cage. It appears the decedent was standing in the back of the cage very near the chain link fencing. The spinner of the plane struck the back of the decedent's head. We have offered our sincere condolences to the family.

AMA

01-Nov.-93

### Accident at Pylon race

I have CDed a number of these warbird races ( I am currently the acting director of the Scale Air Racing Association ) and I am familiar with this incident. The aircraft in question was coming out of a split S and was traveling well over 100MPH when it impacted the cage ( the cages were reported to be dog kennels ). There is some question as to whether it was pilot error or elevator servo failure. This risk will always be present and part of the solution is to place the pylon judges on the sidelines off of the course. This is how it is done at the Reno and Madera 1/4 scale pylon races and how we did it at the last warbird race I CDed. It works just as well and minimizes the risk to course workers. The aircraft must also be

*(Continued on page 4)*

(Continued from page 3)

subjected to safety inspection before flight and the pilots should be forced to qualify the aircraft before racing them to allow the contest officials the opportunity to see the aircraft and pilot fly in a non race environment before allow them to race in front of a crowd. Most of the current warbird rules allow a 400 sq. in. airplane to have a Nelson .40 and these planes are as fast as some Formula I's,

Michele Boland



The AMA announcement regarding the Pylon Accident was posted on Modelnet, Nov. 4th. In my judgment, that is the COLDEST response that I have ever read anywhere. To the best of my knowledge an accident hasn't occurred in several years. The AMA's public response to this accident shows no compassion whatsoever for the family members of the deceased party. I think the way AMA handled this one stinks

Mike Gosson

# Calendar of Events

Break A Ways

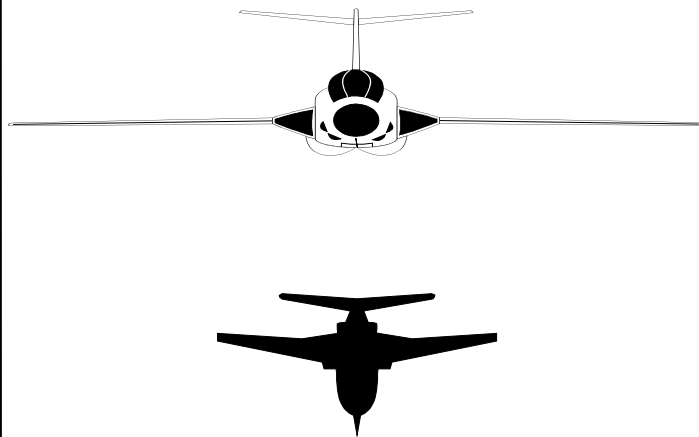
6th Annual Auction

Date: Saturday, November 20th

Place: Masonic Temple, Fulton

Time: Doors open at 6:00 pm, Auction begins at 7:00 pm

10% of all sales up to and including \$50.00 goes to the Break A Ways club  
Hobby related items only



## Rubber Duck

### R/C POWER DUCK

From: Manny Tau

! GOOD NEWS GOOD NEWS GOOD NEWS GOOD NEWS GOOD NEWS !

Adaptors for JR and upper line Futaba transmitters are now available for the R/C POWER DUCK rubber ducky antennas!

The JR/Futaba adaptors are machined out of aluminum stock, knurled, threaded, and include matching eyelet and nut for simple installation. Adaptors are an additional \$2.00. No adapter is necessary for Airtronics transmitters.

The R/C POWER DUCK is a hand tuned rubber ducky antenna for your 72 Mhz (also works on 6 meters with appropriate RF module) radio-control transmitter. A BNC connector is used to facilitate quick disconnect for storage in tx cases. The antennas are approximately 12" in height, and is available in black, blue, red, yellow, and pink colors. Each R/C POWER DUCK is individually hand tuned to ensure electronic efficiency with lowest SWR match and highest RF output. There is no problem with range, and the problems and dangers associated with a stock telescopic antenna are gone!

Antennas are \$23.95, JR/Futaba adaptors \$2.00, \$3.00 S&H, and California residents sales tax of 7.75%. Please specify radio and colors when ordering. Look for our photo ad in Radio Control Soaring Digest.

Please make all inquiries or orders through E-mail, or at: TauCom 2490 S. Ola Vista, #28 San Clemente, CA 92672 (714)492-9553; FAX: (714)586-8508 Manny Tau

# FCC Update

Date: October 26, 1993

From: AMA Headquarters  
From: Robert Underwood, Executive Director  
Re: Meeting with FCC - October 25, 1993

## SUMMARY OF FCC PRESENTATIONS

On October 25, 1993, representatives of the Academy of Model Aeronautics and Radio Control Manufacturers Association met with officials of the Federal Communications Commission. The purpose of the meeting was to discuss continuing concerns with the FCC's "spectrum refarming" proposals in PR Docket 92-235, from joint perspective of both the users and manufacturers in the radio control industry

### Who Was Present

For the Academy of Model Aeronautics:

Robert Underwood, Executive Director  
Bill Hershberger, Frequency Committee member  
Raymond A. Kowalski, Communications Legal Counsel

For the Radio Control Manufacturers Association:

Steve Helms, Futaba Corporation and R/CMA President  
Bob Renaud, Airtronics, Inc.  
Ellen Block, Communications Legal Counsel

For FCC Chairman James Quello:

Brian Fontes, Chief of Staff

For FCC Commissioner Ervin Duggan:

Randy Coleman, Legal Advisor

For the Private Radio Bureau:

Ralph A. Haller, Chief  
Beverly Baker, Deputy Chief  
Robert McNamara, Chief, Special Services Division  
John Johnston, Chief, Personal Radio Branch  
Doron Fertig, Staff economist  
Steve Sharkey, Staff engineer

### Meeting Summaries

#### Commissioner Duggan's Office:

The first meeting was in Commissioner Duggan's office. Mr. Coleman listened politely and took copious notes, promising that his Commissioner was interested these issues. We educated him as to the nature and scope of the industry and its participants. We made the point that, as the rules are now proposed, the industry would be severely and adversely impacted, especially by unreasonable technical standards that would result in interference by land mobile transmitters to R/C transmitters.

*(Continued on page 6)*

### Private Radio Bureau:

The second meeting was in the Private Radio Bureau. Since the Bureau is all well aware of the industry's concern, the meeting centered on the presentation on results of tests that were conducted to simulate the operating environment under proposed rules. Mr. Haller's questions demonstrated an interest in and concern interference that was documented in these tests. Mr. Haller noted that the publicity campaign and letters to Congress had be very effective in calling attention to the industry's concerns. He indicated the Bureau hoped to finish its work on the item in February, 1994. Mr. Haller hinted broadly that the industry would receive relief from its concerns.

### Chairman Quello's Office:

The last meeting was in Chairman Quello's office. Although Reed Hundt will probably be confirmed as the new chairman before the spectrum refarming matter is considered, the meeting with Brian Fontes was nevertheless extremely valuable, so Mr. Fontes will serve as a transition advisor to the new chairman. Mr. Fontes also remarked that the Congressional letter writing campaign had very effective in focusing attention on the concerns of the R/C industry. He was aware of the industry's issues and concerns and he, too, implied that the industry would benefit from the Commission's revised thinking. It is possible that some elevated status in the band and other protection for R/C channels may be in the offing, based on the implications of some of Mr. Fontes' statements.

### SUMMARY

The meetings were valuable because they served to reinforce awareness of the industry's positions with the bureau that will write the Report and Order in this docket and with the advisors who will evaluate the Report and Order for their commissioners and recommend how they should vote. The joint presentation by the manufacturers and users was positive in tone, suggesting ways in which the FCC's ultimate objective of spectrum efficiency in land mobile industry could be accomplished without undue impact on the R/C industry

The meetings were also valuable for the feedback from the agency. We learned for instance, that the Congressional letter writing campaign has been a key fact getting attention for an industry whose interests at the time of the rule propos been completely overlooked.



### *Special "While they last"*

Great Planes R/C Hardware sample pack...List \$5.00 Special \$.99...

Looking for a way to build up your club treasury? We've got a new plan for clubs. Refer a new customer to us. If they purchase a package deal, R/C plane, Heli, Boat or Car (Package includes kit, engine and radio), tell us your club sent them, we will issue a \$10.00 gift certificate to your club. We will issue a \$3.00 gift certificate for an R/C kit, engine or radio under the conditions stated above. Your club may use the gift certificates in 50-50 raffles or turn them in on merchandise (they are not cash redeemable). This program expires on 12-24-93 and applies to new customers only.

Don't forget to tell our clerks you belong to an R/C flying club to take advantage of our regular club discounts.



