

## *First Fall Club Meeting..... At Walt's Hobby, October 14th 7:00pm*

### **C**alendar of Events

- October 14, First fall club meeting, 7:00 PM
- October 14, 15, 16, Explorer Troops outing, Marcellus International Airport!
- October 15, ARCS flight demonstrations for the Explorer Troops, 9:00 AM - ????. Expected turnout is between 200 - 250 scouts!. **DON'T MISS IT..**

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Radio Club of  
Syracuse  
October 94' edition*

### **E**lect John Grigg as AMA Vice President for District II

John Grigg has the experience needed to do the job. John was district II VP during 1979-80, and was the AMA President from 1981-86. His leadership brought the AMA from 74,000 to over 128,00 during his term in office, a growth rate not seen before nor seen since his stewardship.

John Grigg has been the modelers advocate to the AMA for many years. He first became a member of the AMA in 1947, nearly fifty years ago, and has seen the AMA grow, decline, grow and prosper into the largest membership type sport aviation body in the world. John knows that the average modeler is the backbone and strength of the academy, and it is this modeler who needs and deserves the support of AMA.

Communication from the District Vice President to the members of the district has

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been sadly lacking for the past few years. It is the responsibility of the VP to keep membership informed of the happenings within the AMA as well as the happenings within the district. We have not been kept informed of the voting record of our current VP. John Grigg pledges to keep the district membership informed through the VP column in Model Aviation magazine and through a district newsletter to be established when he is elected. John Grigg will communicate, so you can be better informed.

**VOTE FOR PROGRESS.....VOTE FOR A BETTER AMA**  
**vote for John Grigg District II Vice President**

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*A brief **editorial** from your friendly newsletter editor*

Why Yes Folks..... It's that time again. Time to cast your ballot for a NEW AMA District II Vice President. Now is your chance to make a difference. Lets toss out that VP in Jersey and elect some one who will really make a difference. We virtually get no recognition from downstate let alone Jersey and I think it's time for some new blood. In case you might have forgotten, just who our District II Vice President is, let me add, he's the guy who "Forgot to Publish it in Model Aviation" as well as the guy who **forgot** to send the "AMA's booth" for the symposium. The mans time has come to pack it in and retire.

I understand that a few of the club members couldn't care less about the AMA, let alone our district VP. But the fact still remains, we need strong leadership from within the organization we subscribe to. All to often I here some one crying about the AMA, and what a bunch of "Fat Cats" we have running the AMA. Quit your complaining and cast a vote.

**Better yet.... Bring your ballot to the club meeting this Friday and I'll mail it for you!**

In case you didn't know, the CNYMAA has agreed to support John Grigg for this years election.

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***Schnuerle Porting.....***

*OK guys, here's the definitive answer about the mystique surrounding "Schnuerle Ported" Engines*

Today, Schnuerle porting is almost a generic term used to describe multiple transfer passages through the cylinder sleeve. Originally, a German Dr. Schnuerle (a pre-WW II motorcycle-engine experimenter), proposed the use of two opposed main transfers aimed upward (toward the cylinder head) and away from the exhaust port between them. His original system has been supplemented with additional transfers and "boost ports" between the original transfers (opposite the exhaust) these ports are steeply angled upward, toward the cylinder head. Some modern engines have as many as seven or more ports, including the exhaust.

PDP (Perry Directional Porting) consists of small angled ports added to the sleeve of conventional "Cross-Flow Scavenged Engines" These were designed to supplement and direct the gas flow from the systems original, single transfer port. First developed in Italy, PDP is seldom used today because most manufacturers have switched to more efficient multiple-port Schnuerle technique.

# Power Duck

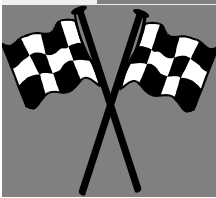
I'm excited to announce the availability of the R/C POWER DUCK. This is a rubber ducky antenna that replaces your existing telescopic antenna on your R/C transmitter. No longer will you have to deal with bent antennas, antenna crowding, and dangerous winch lines. The R/C POWER DUCK quickly disconnects from your transmitter via a BNC mount, allowing ease of transport in a case. What makes these rubber ducky antennas a step above the others, is that each antenna is individually hand-tuned to 72MHz to ensure the closest SWR match and highest RF output. A comparison with a competitor's rubber ducky antenna revealed almost twice the RF output with the R/C POWER DUCK, indicating that hand-tuning the antennas surpasses those made through mass production utilizing only approximation formulas.

Some are concerned about the range of the rubber ducks in general, but a recent range test (February, 1994) of approximately 4,500 feet from hilltop to hilltop utilizing the R/C POWER DUCK, yielded positive controls. Various transmitter and receiver directions were experimented with, including the worse case combination of having the receiver antenna pointing straight at the transmitter, and the transmitter antenna pointing directly away from the model containing the receiver. We even had positive control when the rubber ducky antenna was removed, and replaced with a house key making contact with the active pin of the BNC connector, and the person holding the key acting as a ground plane. The antennas are approximately 12 inches in height, varying due to the individual tuning each one receives. The R/C POWER DUCK comes in 5 colors: black, blue, red, pink, and yellow. The BNC/chassis mount easily screws into the transmitter's antenna opening, and a pre-mounted wire is screwed to the internal antenna plate. Installation takes about 10 minutes, and mounts for Airtronics (Vanguard and newer) radios are offered. JR and Futaba radio adapters are also available.

Price is \$23.95, \$2.00 for JR/Futaba adapter, \$3.00 S&H.

For orders or questions, contact

Manny Tau at  
(714) 492-9553



## Pylon Racing

Well, we finally did it...

On September 25th the ARCS held the first pylon race of the season. Although the turnout was lite (probably because no one has anything left to fly) the action was great. We had a total of six competitors, Bill & Bob Volcko, Tom Brennan, Frank Knosp, Ed McChain and myself. However, by the end of the race we had only 4 1/2 planes left. How do you end up with 4 1/2 you ask, simple, Bob Volcko and Ed McChain's planes decided to kiss one another as they entered the second pylon and Ed's plane didn't fair as well as Bob's. You can imagine the look on Ed's face when Bob flew right into his right wing! and continued to fly (not very well I might add). Tom Brennan on the other hand, had to deal with a "Persnickety K&B" (Doc Schwarz's word) but, he finally got off the ground with a little coaxing. Frank Knosp managed to make it around the course with no difficulties, until the latter part of the race when he had to depart (I swear, I heard someone calling his name). Now that leaves us with Bill Volcko and myself, Hmm... what can I say. You will probably see Volcko flying a V-Tail next year, because that conventional design just doesn't cut it, or maybe Bill just needs more practice.

# Wing Tips

by Rocco Mangano

*Sorry folks, the "Wing Tips" column is empty this*

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## Presidents Column



WOW, the summer really flew by ( ya I know I just couldn't resist ) . This is the time of year when we look back at the past season and realize that we all improved in our own way .For many of us that meant that we had to rekit some planes in the process, but then again no one said that this was going to be an inexpensive hobby. Some of us will be looking forward to taking advantage of what ever Indian summer( or is the P C term native American summer ) opportunities may present themselves.

It is also a time of year when we consider our winter building projects. I think that we all have our strengths and weaknesses in this hobby. If we don't have the best building skills we may find our selves building a plane that is less challenging than the plane that we would really like to tackle. Or we go ahead and build that kit and when it's done we find our selves with a project that either isn't airworthy or is a sore for sighted eyes. If you can identify with any of this I have a way that you may be able to avoid this kind of expensive disappointment - the winter ARCS meeting! The winter meetings are a perfect opportunity to get some good advice from other modelers, whether it's a " how do I do this" or " what do I use " or "has any one else built this or that kit and if so do you have any hints or good advice" . I would like to encourage more of you to attend the meetings. In the past we have a healthy core of the membership attend but there has always been room for more. I would also like to ask every one who plans to attend the meetings to think of any topics that they would like to see covered by a presentation. For example, in the past we have had sessions that covered battery management, and basic aerodynamics. I also would like to see some of us offer to give a presentation .You don't have to be the worlds leading authority on the topic, you only need to be familiar enough with the topic to be able to bring a better level of understanding of that topic to those in attendance. I am looking forward to the winter sessions and I hope to see many of you at the meetings

Mark DeFilippo

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## ARCS Picnic..

Yup.. We finally had one. It started off a little shaky but, your fellow club members did manage to pull it off. Namely, Byron Monday and Gerd Wirickx put it all together. Without their help, we wouldn't have had a picnic this year. I'm sorry to say "I think it's a sad state of affairs when the club has over 90 members on the roster and the best we can do is two members to put it on".

I'd like to extend a special **Thank You** for efforts put forth for the annual event.

***Thanks Byron and Gerd, you two did a GREAT job!  
Thanks....***

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**ARCS CLUB OFFICERS**

**President**

Mark DeFilippo - 469-5639

**Vice President**

Gerd Wirickx- 673-1167

**Secretary**

Bill Volcko- 685-3034

**Treasurer**

Byron Monday- 437-3829

**Newsletter Editors**

## Do these things really happen???

- Can you believe it... Fritz ditched another one... Rumor has it, he invested heavily in South America (A balsa plantation I believe)
- Volcko... You'll do less damage to your airplane if you land into the wind.
- Congratulations to Mark DeFilippo who finally managed to hit the field, now if only he could get the nose up and slow down to less than 100.

- To: Don Perricone & Cecil Carrier.  
It's a known fact that two models cannot occupy the same airspace at the same time...
- By the way Walt, the Pylon Race **was** on September 25th...
- Thanks to Pete Riehl for cooking dogs and burgers at the picnic, although it's the first time I've ever seen "Buddy Box" tongs
- To: Rocco "It's OK I've got it" Mangano. No you don't!!
- Hey Rich Settembre... How many times you gonna HIT that Pylon Pole???
- Dave Kennedy... Do you figure those "Struts" on that GP Cub are functional or what??
- Mike Mele..... \$50 for a SoundMaster Muffler, 2 flights, Lets see... That's \$25. per flight. **That's VALUE!!**
- Tom Brennan, how do you check **DECALAGE** when the fuse is on the ground and the tail is in your hand?
- So Pete Himpler, that **CHROME** monocote doesn't bounce well does it?
- So Tony Sagneri...well that's another story all in itself..



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