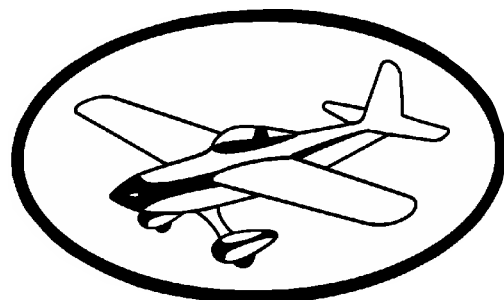


NEWS ARCS

February 1995 Edition

*ARCS Club
Meeting.....
At Walt's Hobby,
February 10th
7:00 PM
This Means You!*



Aero Radio Club of Syracuse

*Official Publication of the Aero
Radio Club of
Syracuse
February 95' edition*

CNYMAA Symposium

The Central New York Model Aircraft Association held its 19th Annual Symposium and Model Show at the New York State Fairgrounds on Saturday, January 21st. This year's show was a big improvement over last year's in a number of areas. Attendance was way up, and the number and quality of the models in the static display was far better. AMA was represented this year by newly elected District II Vice President John Grigg. John manned the AMA show booth all day and held a district meeting in the afternoon to outline his plan and ideas for the next three years. Ed Byrnes gave an excellent program on foam core vacuum bagging as did Bob Clemens from Rochester on rubber power free flight.

One of the big highlights of the Symposium, especially for the kids, was the Delta Dart building program. Manned by ARCS members Ed Zobel, Rich Settembre, Mark DeFilippo, Rocco Mangano, Phil Artese, Cecil Carrier, and Dave Mathewson, there were over 250 Delta Darts built and flown during the day. Walt Throne donated all the building supplies, glue, CA, pins, knives, etc. needed to complete the models.

Once again this year we fell just a bit short in the club booth voting, coming in second to the STARS. Overall we had a good looking booth thanks to the efforts of booth chairman Phil Artese and his committee.

I'd have to say the show was a winner. It looks like it made a small profit, compared to a big lose last year. Comments from those in attendance were generally good and it now looks like the Association may try to continue the show next year although no decision has been made regarding that. For those that were there Ed, Walt, and Paul will be looking for comments at our next meeting to take back to the Association. So if you have a suggestion or comment, good or bad, about this year's effort, Friday's the time to let them know your thoughts.



**AMA Special
Report**

**From The President
(Dictionaries Available on Request)**

Well hello! I can't believe that another month has just passed us by. I can't remember a winter like this in Syracuse (I grew up in Connecticut and there they are all like this) and quite honestly I like it. With all the time saved not shoveling snow I hope that the last month was a fruitful one with regards to your winter projects. It has been mentioned to me that it may be a good idea if we could list our building endeavors from time to time in the newsletter. I like the idea. If we do this you may see someone is building a plane that you are familiar with and you can then contact them and let them know of any pitfalls to watch for or otherwise give them the benefit of your experience. I am in the process of putting together an Ultra Sport 60, with Dave Brown retracts. This is proving to be quite a learning process for me as I've never installed retracts before. I know that Rocco is working on a Midwest Cherokee and what may be an E - Z paper weight, while Gerd is starting a CG Cub, Bill Volcko is completing a Pica Fock Wulf, and Mr. Mathewson is completing 2 or 3 planes for Mr. Gosson (and I say why not he flies them anyway). If you think this idea has merit let either Dave or Mike know what is stuck to your building board so that they can let the rest of us know . Another item I should mention is the Symposium. First of all I need to extend a big "hooray" and thank you to Phil and his committee for all their efforts . The booth represented the ARCS well and drew favorable comments from visitors. NICE JOB! Falling into the *Things that Worked Category* are, the static display exhibited many fine models. I think that it was and always is enjoyed equally as much by modelers and non-modelers alike. As is evidenced by the coverage the media gives it each year. The Delta Dart program was a big success and was in my estimation, one of the highlights of the show. The MAG LEV demonstration was a nice addition and drew additional attendees. However, I would like to evoke the " POWER TO PONTIFICATE" rule that I am duly entitled to. Why? Because I'm the President and I have a column. Item 1) The relative paucity of clubs with tables is disheartening. I for one enjoyed the displays from the other areas of modeling (boats, cars, rockets...) and looked forward to them. They were missed. Item 2) The similar scarcity of manufacturers booths was missed. We all like to pick up a real deal now and then. Item 3) The Best Booth SHAM, and that is what it was a Sham , irritates the h@** out of me. What was the idea of having a theme for the show and then awarding the ribbon to a booth that has changed less in the past three years than the Lincoln Memorial or the quality of water in Onondaga lake, and had about as much to do with the theme as the computer show next door!? All in all, however, I think that it would be a real shame if this in fact was the last show. More on this in the future.

And finally, please attend the next club meeting . Walt will be giving a detailed and comprehensive review of covering materials, servos and adhesives. I think this will have something to offer to all who attend. Thanks, and see you soon. Mark D.

AMA headquarters has recently received a number of inquiries about our insurance program. It appears these questions have been prompted by statements contained in advertising circulated by the Sport Flyers Association (SFA); advertising that questions the adequacy of our insurance coverage and advertising that clearly seeks to portray that coverage as inferior to their own competing insurance product. While it is generally considered fair for a competitor to highlight any deficiency in a competing product or service, the thrust of the SFA advertising is sufficiently confusing to require the following Special Report in order to put this matter in a reasonable perspective for our members. In 1992, Sport Flyers Association (SFA), a for-profit company competing with AMA, filed a lawsuit against AMA and several of its officials. The suit alleges AMA slandered SFA and tried to keep them becoming a successful venture. The AMA has consistently and vigorously denied these allegations.

Since the last update in the December, 1993, edition of MODEL AVIATION MAGAZINE, several events have occurred. In particular:

(AMA Continued on page 6)

Who's Building What

All right, it's time to fess up and own up to the truth folks!... I think it's high time to come forward with and don't be bashful of your "New Found Hangar Queen." Are you building or rebuilding a plane for the upcoming flying season? Well, tell me about it so I can "Spread the Word" about your new Whiz Bang Ship.

This much I can tell you. Mark (our beloved President) is currently under way with a slew of planes for the next season (if you've seen Mark you'll know what I'm talking about) He's building a Great Planes Ultra Sport 60 with an Enya 60 and Dave Brown retracts. Mark is even contemplating installing a tuned pipe, possibly a Hatori.Rocco's completed his new Goldberg Cub, covered with 21st century fabric and he added some scale markings to the plane. It's a sharp looking plane in case you haven't seen it.Tom Brennan was last seen at Grossmans lumber yard buying 2x4's to complete his latest..... I guess there isn't enough balsa left in the US to complete his "Cloud Cruiser". Yup, believe it or not, Dave Mathewson has actually completed a plane this CENTURY! and I can vouch for him cause I've seen it. He's not only completing one plane, but TWO, that's right folks I said TWO airplanes!.... Imagine that... If I can only get him to finish that Goldberg Extra 300... "News at 6:00" Dean Monticelli has been spotted at Radio Shack carrying 35 pounds of Solder to complete his Proctor SE-5. I guess he's looking for a solid connection somewhere. Seriously,,, Dean's soldering all the necessary flying wires for his new kit. He tells me the stock linkages aren't suitable for "True Scale Appearance". So he decided to make his own.Okay last but not certainly not least. I'm burning

Aero Radio Club of Syracuse

Application for Membership

Name - _____

Address - _____

City, St., Zip - _____

Telephone No. - _____ AMA No. - _____

Amount Paid - \$ _____ Date Pd. - _____

Radio Frequency - _____

*- Annual dues are \$35.00 per year for Regular members, \$10.00 per year for Junior members , and \$15.00 per year for senior members (using AMA guidelines). In addition a \$5.00 initiation fee is charged for your first year. Applications and dues can be sent to : ARCS, c/o Byron Monday 223 Heman St. East Syracuse, NY 13057

up Exacto blades and UltraCote like I've never done before. So far I've completed a "RevLution" quickie airplane with a Black Jett and a LA-1 pattern plane with a YS -61 (okay so I didn't do all the work). My latest project (with a LOT of Dave 's help) is a Top Gun Aircraft F-15 Eagle ducted fan. Powered with an O.S. 91 and a Byro Jet fan and pipe. In case any of you folks don't know what a ducted fan plane is I'll tell ya. As opposed to having a prop hung on the front of the plane it uses a 7" diameter fan and rotor mounted inside the fuselage and draws air through a pair of intakes to create approximately 13 lb. of thrust discharged out the rear of the plane via two exhaust nozzles. Expect to see it fly sometime in April, I hope... Hey maybe I could get a test flight in early morning on April 29th..... before my wedding ceremony... Help me out here guys will ya. I think together we can convince Cora put off the ceremony a bit... *(Cora says that if you get a test flight in on the 29th you'll have the rest of the day free to fine tune your new model 'cause you won't have anything else to do!*

**"Wing Tips" edited by
Rocco Mangano**

Congratulations again to Rich Settembre for having one of the many tips he submitted for publication picked as the best "Wing Tip" of 1994. For his efforts, Rich received a free 1995 ARCS membership. Thanks again, also, to everyone else who submitted an idea.

To recap what I wrote last month; this year, I would like to try something different, which will hopefully increase participation. Anyone who submits an idea or product review will have their name drawn at random at the end of the year for the free membership. (Sorry, Rich, that's more or less how I picked this year's winner.) Everyone still gets an ARCS screwdriver for each idea. Please send me your ideas or product reviews (4309 Cleveland Rd., Syracuse 13215; fax 471-5759; phone 469-7217) or see me at a meeting or the field.

Here's a tip to help in finding the location for drilling holes in wings for holdown bolts when the blocks have been drilled and mounted in the fuselage. This method works well when repairing a wing, building a new wing for an old fuse, or for new construction.

. If this is new construction, glue the rear wing holdown blocks into place and allow to dry. After the cement has cured, locate a point in the center of the block and drill and tap for a 1/4-20 bolt. Place the wing on the fuse and measure to make sure that the wing is centered. This includes measuring from the fuse centerline to the tip of the wing on each side, as well as measuring from a point on the centerline of the fuse at the nose and tail to a point on the tip of each wing panel. When you are satisfied that the wing is centered on the fuse, mark guidelines on each part. Remove the wing and set it aside. If the plans call for dowels to be mounted in the wing at the leading edge that run to a bulkhead in the fuse we'll assume that these have already been located and installed. Next take 2 1/4-20 steel or aluminum bolts that are about 1 or 1 1/2 inch long and sharpen the end to a point. Cut the heads off each bolt and clean up the threads by running the remainder portion of the bolt through a nut. Thread one bolt into each holdown block so that the pointed end protrudes slightly beyond the wing saddle. Place the wing back on the fuse using the guidelines drawn earlier for alignment. Press down on the wing so it is up against the saddle. The sharpened end of the steel or aluminum bolt will leave marks on the wing at the exact location the holes should be drilled. Remove the wing and drill 1/4 inch holes in the wing where the marks are. Remember to drill the holes at the same angle as the holes are drilled into the holdown blocks.

**Guelph Pattern
Symposium**

Okay gang, you ask what's a Guelph?. Well, let me tell you what it's all about. First off, Guelph is a city in Ontario, Canada that hosts a "Fun-N-Fellowship" Pattern Symposium. Originally started by Ivan Kristensen (if you have to ask who Ivan is, you might consider taking up the game of golf) This event is particularly geared toward the pattern flyer, although this is not an exclusive event. As in previous years the Guelph event often conflicts with the CNYMAA annual symposium (I guess you figured out by now I didn't make it this year). *(huh! didn't notice! DM)*

I decided to make a pilgrimage up to Guelph just to see what it had to offer. When I arrived early Saturday morning of January 21st I was amazed at the level of participation from the attendees. Fellow flyers brought along their pattern planes whether finished or in bare bones stage. Some folks simply brought along plans of aircraft under construction. I was quite

(Guelph Continued on page 5)

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Newsletter Editors

Mike Gosson / Dave Mathewson

(Guelph Continued from page 4)

impressed with the hospitality given from fellow modelers in attendance.

The day started off with an introductory session of what's offered for the day and then down to business. The symposium was held in one large banquet facility and was subdivided into several groups. Each area of the facility is designated for interactive sessions that run concurrently until 4:00 PM.

Bob Noll from Aeroguidance Society in Binghamton conducted several sessions on building and construction techniques (an excellent presentation in my mind). Bob's topics ranged from finding the centerline on a leading edge surface to installation of Pull-Pull cables

used in a rudder. Colin Cambell (who flies for the Canadian world team) covered the necessities of setting up an airplane as well as weight and balance. Although many of his suggestions might have sounded redundant, his points covered made a lot of sense. Colin made a strong point about the need to set-up your airplane on the bench "Before You Fly It" and not in the air. It was nothing short of measuring the amount of EQUAL throw of each of the control surfaces with something as simple as a ruler... Makes a lot of sense. Peter Woo (yup, just like it sounds) went through the proper method of painting your airplane from something as simple as a "Spray Can to a Professional Gun". This session really went into great detail regarding the various methods of painting your airplane and I'm not about to cover it in this little column. However, if anyone is at all interested in a unique approach to painting your airplane with a professional outcome, give me a call and I'll do what I can to explain it.

Dave Patrick from Carl Goldberg Models gave a presentation about covering your airplane with UltraCote. I can't say that I learned anything from this session that I didn't get from Coverite's video tape. However, I did get a chance to have a nice chat with Dave and he gave me a soft sell of his new book "Precision Aerobatics"(excellent book by the way). We chatted about various topics ranging from Goldberg models to Quickie racing and at that point we began to DISAGREE. You see, he's like every other "Big Shot," he thinks you need a Nelson engine to compete in Quickie racing. Well, I had to stand up for my buddy Dub Jett and take my usual defensive posture. Needless to say "I put Dave in his place" (he won't forget me for a while, I can assure you of that)! At the tail end of the festivities there was a very nice dinner commencing at 6:00 PM. Prior to the dinner Dave VonLinsowe (that's pronounced Von Linsoway for you interested parties) gave a half hour presentation of "What It Takes To Make it to the T.O.C. (and if you don't know what the T.O.C. is, you must be into Rubber Powered Planes.) Dave's presentation was truly OUTSTANDING!. He went into great detail of his personal experiences in getting prepared for the T.O.C. He constructed a slide presentation with photos of his airplane, shop, flying sight, design and drafting facilities. Dave also brought along his 45 lb. Extra 300! for all of us to see. A truly SPECTACULAR piece of hardware. The detail and workmanship of his plane is breathtaking, from the spinner all the way to the cockpit. The photos you see in the magazine don't do this plane justice.

I highly recommend the "Fun-N-Fellowship" pattern symposium for anyone interested in the finer art of modeling aircraft. I give it an A++++ for content and interactive sessions. I truly believe the CNYMAA could benefit from the program sponsored in Guelph. This is what a symposium is supposed to be and I'm sure I'll ruffle someone's feathers with that remark, right Walt?. This is my opinion only, but from the past three years I've attended the CNYMAA symposium it's never had the content that makes it a "True Symposium". I think the CNYMAA

Guelph Pattern Symposium (Con't)

**AMA Special
Report (Con't)**

(AMA Continued from page 2)

(1) After a series of court rulings against it, SFA has abandoned pursuit of any claim for injunctive relief.

(2) The court dismissed SFA's claims against DAVE BROWN, HOWARD CRISPIN, CARL MARONEY, AND GEOFFREY STYLES.

(3) An attempt at mediation failed, and AMA has been obligated to continue its defense against the SFA accusations.

THE REAL TRUTH - DOES IT MATTER? — You Bet It Does!!!

The SFA recently published an article, "The Real Truth - Does It Matter." The article contains seriously misleading statements about the Academy's liability insurance program.

By selectively interpreting the terms of the AMA's insurance program, the SFA incorrectly portrays the \$250,000 retention feature of the policy. In reality, this feature presents no risk to those insured under this arrangement. Like any retention feature (or deductible), the AMA pays the first \$250,000 for any insured party. After that, the insurance company pays the balance of any judgment or settlement. The AMA provides legal counsel to each insured and does this from dollar one. In short, this is a straightforward and legally binding arrangement between the AMA and all who are insured under the AMA policy. This feature is no different than prior insurance arrangements where the AMA has assumed a "deductible" obligation. In the history of our insurance program, the AMA has never failed to honor that obligation nor will we in the future. It is unreasonable to presume that the AMA would put in place a system which would transfer this burden to its members. The only "deductible" that applies to our insured members, chartered clubs, or flying site owners is the \$250 deductible applicable to property damage claims.

We just wanted you to know.

ARCS News
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Syracuse, NY