
THE CONNECTOR



THE NEWSLETTER OF THE AEROGUIDANCE SOCIETY, INC.

Vol II Number 9

Editor: Bob Noll

January, 1971

ANNUAL MEETING: - Jerry Cole

This annual Meeting will be the first Annual Model Night. In addition to the election of officers and the Historian's Report, we are asking all our members to bring an R/C project to the meeting. Awards will be given for the best finished aircraft and a drawing will be held for a magazine subscription. To be eligible, you must have a project with you. So plan now to bring an aircraft, homemade radio system, etc., for all to see. It's all for fun, and a chance to find out what fellow members are doing.

THE PREZ SEZ: - Jerry Cole

As is the custom, I wish to thank my fellow AGS members for their support during the past year. My special award of appreciation to the other club officers for their extra effort, and to Myron Cary for his "voice of experience". It has been an honor to serve you, and I have really enjoyed it. Thanks.

NOMINATING COMMITTEE REPORT

The committee presents the following list of nominees:

For President - Dick Allen

for Vice President - Bob Jennings
Bill Johnson
Dave Reed

for Secretary - Terry Terrenoire

for Treasurer - Jack Hostetler

Each nominee for President has been asked for a brief platform for the coming term. The same previlage will be extended to those nominated from the floor on February 5th.

PLATFORM OF PRESIDENTIAL NOMINEE - Dick Allen

To The Aeroguidance Society:

I have been asked to state my position - as a Presidential nominee - on the goals I would seek in 1971.

I believe we should fly more together and make more effective use of the club field, despite its limitations. This could be accomplished by scheduling more informal get-togethers, such as a "Spring Opening," Father's Day Picnic, "Fall Closing," etc.

I would like to see us set up a flight training program - staffed with volunteers - to bring on the new flyers more quickly and less painfully.

I would attempt to streamline the business portion of our meetings by delegating more authority to special committees and the Executive Committee.

I would encourage the formation of groups within the AGS having specific interests (Formula Falcon, Gliders, R.O.W. Beginners' Club, etc.); but favor limiting the amount of club money spent on activities in which only a small percentage of the club participates.

I favor continuance of our club's flying and static demonstrations to maintain a favorable public image.

I believe our ultimate, long-range goal must be the establishment of an improved flying field with longer runways, more flying time, and perhaps some relaxation of muffler requirements. Having served over a year on the New Field Committee, however, I realize this goal will not be easily attained. We should continue to build up our New Field Fund so that we will be able to follow through when something really good is found.

1971 CONTEST DATES SET

At the January 8 meeting, the club voted to hold its 1971 contests on the following dates.

June 13 - Formula I and Formula II

August 14-15 - Classes A, B, C Novice, C Expert and Scale

THE FRONT PAGE FLAP -- HOW NOT TO GET IN THE HEADLINES

On Dec. 10 the Los Angeles Times had model aviation on the front page, including a fine picture of a model in flight. But the nature of the story was anything but helpful. It claimed that model flying was a peril to the airways.

The story originated from a reporter who had contacted many sources -- including AMA, FAA, Kraft RC, clubs -- to get background information for what he indicated was to be a general interest article to tell people what model flying is like these days.

As published, however, the story suggested that models fly typically at 200 mph and over 20,000 feet, thus posing a serious hazard to full scale aviation. To make matters worse the story was repeated in other newspapers around the country.

An immediate contact between AMA HQ and the FAA, within hours of the initial story printing, disclosed that the threat was greatly exaggerated. FAA people were interested but similarly bothered by the nature of the reporting - they had cooperated in providing information and also felt that the story had distorted the picture.

A copy of the article which appeared in an Ithaca newspaper will be put on the club bulletin board at George Brooks'. What will help is for us all to keep flying safely, especially if anywhere near the vicinity of full scale aircraft. Any one "incident" in the present atmosphere could get immediate and excessive attention from the press and FAA.

MID-HUDSON RADIO CONTROL SOCIETY, INC.

The IBM R/C Club of Poughkeepsie, New York, known for their WWI Rhinebeck contest, has made some changes. During a recent discussion with George Buso, past member of the AGS and now Contest Director for the Rhinebeck contest, it was learned that the Poughkeepsie club decided to break its ties as an IBM group, and as of January 1, 1971, they are known at the Mid-Hudson Radio Control Society, Inc.

DID YOU KNOW

That after 4 years of service representing District II on the R/C Contest Board, Bob Noll has resigned. The new representative is Adam Sattler, 29 Waldorf Place, Schenectady, New York 12307

I Wing

1. Area same as Jr. Falcon.
2. Airfoil same as Jr. Falcon.
3. Swept or tapered wings not allowed.

II Empenage

1. Area same as Jr. Falcon.
2. Horizontal stab section may be flat or airfoil.
3. Fin/Rudder shape optional.

III Fuselage

1. Min. Height, including canopy if used, 3.50 inches.
2. Min. Width 2.25 inches.
3. Pilot figure and/or landing gear not required, ~~but encouraged for better appearance.~~

IV Power Package

1. Any .049 cu.in. engine, no rework or pressure allowed.
2. Maximum fuel tank capacity 1.0 oz., ~~unless a positive~~ in-flight fuel cut-off is provided.

I Identification

1. Racing numbers (obtain from AGS Activities Chairman, or use NMPRA number) must be displayed predominately on the top left and bottom right wing, as well as on both sides of the fuselage or vertical fin.
2. The use of frequency colors in the aircraft color scheme is suggested to avoid confusion during races.

VI Races

1. Course of 2 pylons 200 to 300 feet apart, with the start-finish line mid-way between.
2. Starting time limit 2 minutes.
3. Simultaneous hand launch start.
4. Race duration 10 laps.
5. One flagman at each pylon to flag cut pylons only.
6. Circle cut pylons.
7. Re-starts during the race not allowed.

VII Scoring

Each meet winner will receive the same number of points as the number of entrants for that meet. Second place one less than that number, third place two less, etc., such that each entrant will receive at least one point. All ties will be flown off, except in case of frequency conflicts. Duplicate points awarded in case of ties. The Formula Falcon Champion will be the flyer with the greatest number of total points.

FINISHING (Part II) - Feature Article by Hank Farrell
Continued from Vol.II No.7

The first three or four coats of clear dope should be highly thinned in order to prevent thick globs from building up on the surface. After this, successively heavier coats can be used until all pores are filled and the structure is completely fuel proofed. If in doubt about the fuel proof quality of the job at any time, add one or two more coats. Clear dope does not add excessive weight to a plane. Never let the dope get too thick for brushing or brush marks will be left in the surface. This applies to the color dope too. The plane is now ready for color doping, but this will be deferred until after we bring the paper covered plane to this level.

On a paper covered plane brush on four or five coats of lightly thinned dope and allow to dry thoroughly. At this time, the paper is reasonably well plasticized and can be sanded very smooth. Sand smooth with 4-0 paper being careful not to tear through the surface. (If you do, apply dope to the torn area.) Next, apply two coats of the talc mix and sand with a very fine grit paper. Finally, add one more coat of clear, and the paper covered plane is ready for paint.

On the application of color dope there is little to be said. On about half of my planes I spray on the color, the other half I brush it on. If done properly, it is difficult or even impossible to tell the difference. The secret is simply to keep the dope thinned so that brush marks don't show.

Color dopes start adding weight to the plane so only apply enough coats as necessary to obtain a good cover. The most visible colors are red, orange and yellow, but they are also the most transparent and will require more coats for a good finish. A good trick here is to paint the plane white first before using one of these colors.

Visibility can be enhanced by the use of color contrast. That is, by the use of dark and light colors in combinations where each are plainly visible from the ground. Use masking tape for a sharp dividing line between colors. Seal the tape by pressing the edge with your thumb nail, then coat the edge with clear dope. This will prevent the color dope from being drawn under the tape by capillary action. Always remove masking tape by pulling it back over itself.

My personal experiences with finishes include acrylic lacquer and most dopes manufactured. These include Sig, Testors, Kample and Aerogloss. Acrylic lacquer is one of the easiest of all finishing materials to use. It also costs about 50% less than any of the rest. It requires fewer coats for good coverage, it can be brushed or sprayed and hundreds of colors are available, including bright silver, gold, bronze and clear. Its only disadvantage, which has prevented it from probably becoming the most popular finishing material around, is that it cannot be properly plasticized for model aircraft use. On all-sheeted surfaces it can be used (some cracking may occur in high flex areas), but never use it over open frame construction.

For the beginner, Kample dope is probably the best to use. I say this for three reasons. It is available at our local hobby emporium, its cost is reasonable, and its easy to use. Kample, as it comes in the can, is much too thick to use without thinning. Since thinner is cheap, this is part of the economy of Kample's. Incidentally, did you know that a gallon can of thinner costs about the same as two quart cans?

Although Kample gives a good finish, I think Aerogloss gives a better one. Unfortunately, Aerogloss is probably the most expensive finishing product of all. Sig and Testors dopes are also good products; but since they are not carried locally, I will not discuss them. Hobbypoxy is the most fuelproof finish one can use. However, it does require some practice before a good looking finish can be obtained. Hobbypoxy takes several hours to cure, and in this time, can accumulate a considerable amount of dust on its surface unless protected.

In concluding this article (or series) on finishing, I want to mention that, in general, it is bad practice to mix either dopes or paints of different types, or by different manufacturers. This includes mixing when wet to obtain an unique shade, or applying one type over another as when trimming. It is safest to stick to one type by one manufacturer. In past years I have ruined some paint jobs this way. There are exceptions I can list to this general rule, but I would rather not confuse the issue with a lot of do's and don'ts. Finally, there is one method of finishing an airplane I cannot highly recommend. That is, hooking up the ailerons backwards, I have seen guys knock their decals off this way.

ANNUAL DINNER - Art Riegal

Don't forget, the Annual Dinner Dance date is set for Feb. 13th at the Fountains, 4401 Vestal Parkway. The menu will consist of ham and roast beef, served family style and the schedule of events for the evening will be as follows:

6:30 to 7:30 P.M. - Social Hour (Cash Bar)
7:30 to 8:30 P.M. - Dinner
8:30 to 10:00 P.M. - Entertainment-Special Awards
Historian's Report
Quick Fly Five
Door Prizes

10:00 to 1:00 A.M. - Dancing to the music of Frank Korsec and orchestra

COST -- \$6.50 / Adult
\$4.50 / Junior

Remember that your reservations must be accompanied with money and be in no later than Monday, Feb. 8th. Send all reservations to:

Mr. Thomas Mehl
313 E. Main St. - Apt. 46
Endicott, N.Y. 13760

All guests that you may wish to bring will be welcomed. So.... come one, come all, we're going to have a ball!!!!!!!

CLUB FCC LICENSE

Ralph Jackson stated at the January 8 meeting that he received the club FCC license. Members who are thinking about renewing their own license (either 27 or 72) need not do so as the club license can be used by all members. The executive committee will establish the necessary controls required by the FCC for use of the license and copies will be distributed at the Annual Meeting.

MOB CONTEST???

The Modelers of Binghamton are planning to hold an AMA sanctioned contest in 1971 according to Mike Bishop. Although not certain as to the details at this time, they are considering a WWI meet fashioned after the Rhinebeck contest.

RC WORLD CHAMPIONSHIPS OFFICIAL FOR U.S. - SEPT. 15-19

The dates are different from what was announced last month, but otherwise all details are the same as reported at that time. The Dec. 4 meeting of the FAI (Federation Aeronautique Internationale) approved the U.S. proposal to host the 1971 meet at Doylestown, Penna., but for a period one week earlier than previously announced.

The schedule calls for team arrivals on Tues. Sept. 14, two days of practice flying, three days of competition (Fri., Sat., Sun., Sept. 17-19). After the meet teams will be invited to spend two or three days with American families for sight-seeing and a taste of U.S. home life. An organized effort will be initiated shortly to obtain hosting offers from AMA members for the post meet period.

At the FAI meeting in Paris, fourteen countries indicated intent to send teams. These, plus others from North and South America, various other countries outside of Europe, indicate a big world championships turnout of twenty or more teams. Enthusiasm in Europe is very high and a big crowd of supporters, in addition to team members and their families, is expected.