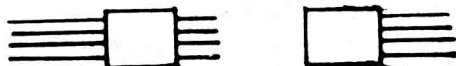

THE CONNECTOR



THE NEWSLETTER OF THE AEROGUIDANCE SOCIETY, INC.

Vol. IV Number 6

Editor: Bob Noll

July, 1971

THE PREZ SEZ: - Dick Allen

Thanks to all of those who pitched in and kept things humming during my recent illness - especially your hard-working Vice-President, Bob Jennings.

Next Month will bring about the Club's largest annual effort - the annual AMA scale & pattern contest at Tri-Cities Airport. Now's the time for that extra effort to put on another outstanding meet of which we can all be proud. We are all promoting the cause of model aviation among contestants and spectators alike by putting on a contest whose reputation has grown to be that of one of the best on the East Coast.

July 3rd we received notice (phone call) that planes were flying over some homes on Lewis St. One of the planes turned out to be mine. Several days later I went down to talk to the owner, a Mr. Edson, about the incident. He was very reasonable about the whole thing, but after talking to him and seeing how close our south-west corner is to his back yard, I have no doubt that his complaint was legitimate.

So, let me again remind everyone (Including yours truly), to fly within the boundries of the field. The south-west corner is the closest our property approaches a populated area and is therefore the most sensitive. Mr. Edson did tell me that our neighbors really appreciated our reduced flying hours and mandatory use of mufflers.

As our New Field Fund grows perhaps it will not be too long before we can provide ourselves with a more adequate and less restricted flying area.

MOWING LIST

July 17 - Jim Pashalidis
 July 24 - Tom Mehl
 July 31 - Ron Stankiewicz
 Aug 7 - Bill Johnson
 Aug 14 - Open for Volunteers
 Aug 21 - Jim Stupp

NEW MEMBERS

Alan Cooksley
 117 Glenwood Road
 Vestal, New York
 Phone: 785-2081

Elwood Campbell - Wife Gertrude
 and Scott Campbell
 413A E. Campville Rd. R.D.#1
 Endicott, New York
 Phone: 748-4967

George Haddon - Wife Jeane
 314 Hollerith Avenue
 Endwell, New York
 Phone: 748-4474

Bill Sabesta - Wife Beverly
 10 Church Street
 Maine, New York
 Phone: 862-9127

Richard Morrison - Wife Sally
 216 Dwight Avenue
 Endicott, New York
 Phone: 754-4548

VALLEY R/C HOBO MEET

The Valley R/C Model Club of Sayre, Pa., extends an invitation to all licensed flyers and their families to attend their 1st annual Hobo and Fly for Fun meet, August 7 & 8, 1971.

It is their goal to show each and everyone who attends this meet one of the best weekends of flying and fun to be had in 1971. Included in the program will be a free picnic supper followed by a campfire on Saturday night.

Ample room for camping will be available for those who wish to stay at the field. Anyone wishing to stay at a hotel or motel, within 15 minutes drive from the field, contact one of the gentlemen listed below for reservations.

There will be signs posted showing the route to the field starting from Route #17 at Waverly, New York and also from Route #220 in Athens, Pa. A flyer with all the details and a map will be posted on our bulletin board at HOBBY CRAFT.

For reservations contact:

Bob Dean
 77 Lincoln Street
 Waverly, N.Y. 14892
 Phone: 607-565-2558

Martin Kandelin
 504 Second Street
 Athens, Pennsylvania
 Phone: 717-884-3301

Yes, and Vern Smith did it at Endicott, New York.

Pylon racers from all over the Northeast were at Tri-Cities Airport in Endicott, N.Y. on June 13, for the 6th running of the Northeast Pylon Championships hosted by the Aeroguidance Society, Inc., of Endicott. The field consisted of some of the hottest planes around and both Formula I and Formula II times spelled out sheer excitement and good competition.

Several new innovations were employed to improve race operations and reduce the controversy which usually results from missed cuts, miscounted laps or timing errors. In addition to the signal lights for the #1 pylon which were used in 1970, a new 2 ft. starting clock, cut pylon markers at #1 pylon, and lap counter flip cards were also used.

The 2 foot diameter battery powered starting clock, patterned after the NMPRA clock, provided a clear indication of elapsed starting time to contestants on the starting line. Those who like to sandbag could do so with the utmost precision.

An additional feature was added to the #1 pylon signal light board to record cuts at the #1 turn. Large flip cards, two for each colored light were mounted to the 4 x 8 plywood protection shield. If a cut was made, the lightman simply flipped over his colored card which was large enough to see from the starting line. The second card of each color had a big fat "X" on it to inform the flyer that he had had the course. Very simple and effective since no one had to tell the flyers of their cuts on #1 pylon. A quick glimpse by the helpers and the information was available and permanently recorded.

Simple hand held flip cards for the lap counters also added to the efficiency and took the guesswork out of the finishing places, usually a considerable problem for any starter.

Well, what about that 1:34.5 by Vern Smith. As far as I know, this is the fastest time recorded by any Formula II racer in sanctioned competition and everyone present just knew it had to happen from the start of the races. When you start to lap other racers turning under 2 minutes, you know you are really moving and Vern's P-51 was surely doing that. Unfortunately, Vern had a no start in one race and only ended up in second place.

Final race results and fastest times were as follows:

Formula I
1st -Vern Smith - 1:41.0
2nd -Mike Helsel - 1:44.0
3rd -Sam Griswold - 1:51.4
4th -Adam Sattler - 1:51.9
5th -Kent Landfeld - 1:56.0

Formula II
1st -Bill Underkofler - 1:44.4
2nd -Vern Smith - 1:34.5
3rd -Hal deBolt - 1:57.0
4th -Bob Noll - 1:59.0
5th -Adam Sattler 1:51.9

As you can see, Formula II times were just as good as Formula I times and even Vern Smith couldn't match the 1:34.5 with his formula I ship. And as usual, at least here in the East, the Formula II races were closer, more exciting and better flown than the Formula I races even though most contestants were in both classes.

As Contest Director for the Aeroguidance Society, let me take this opportunity to thank all the club members who put in a hard days work at the races. To the contestants, let me say it was a ball to have you in Endicott and share the excitement with you. And to those who couldn't make it this year, put us on your list for 1972. We'll be running the 7th Annual Northeast Pylon Championships next year, probably around the middle of June.

RC - DUAL FREQUENCY SYSTEMS - Greg Malinowski

I've heard a lot about dual frequency RC systems, and Wow! do they sound great. When one freq. is in use, all you have to do is flip a switch - well, two switches - and off you go. Yes, sounds great, but maybe it's not all it's made out to be.

Let's look at cost: initially it is certainly much cheaper than two separate systems, but when it comes to repairs, hold your hat! If only one crystal breaks (that's known to happen), you must replace all four. That's what Kraft Systems says, and they ought to know. The crystals are carefully selected and matched, and until somebody comes up with some clever way to eliminate this (and it better be a cheap way), the cost of repairs will be way up there.

Performance: almost all sacrifices - not too much trouble with the transmitter, but those highly selective receivers must be made a little less selective, and that means trouble. Between each 27 MHz RC spot there is a Citizen's Band spot; if one happens to be operating between your two RC Frequencies, you'd better look out!

Now, if after all I have said, you still like the idea - try this for size. You are out flying with your single frequency old-fashioned system, on 27.145 (yellow), and here comes your buddy(?) with his brand new flip-the-switch two-frequency outfit; he's got crystals for 27.145 (yellow) and 27.195 (green). Since you're up with the yellow flag, your friend(?) grabs the green flag and turns on his set. Gee whiz, can you guess why your plane crashed? He forgot to check his transmitter frequency - sorry about that. I predict that this sort of thing will be impossible to police with a standard frequency flag system unless your friend has both flags. When the field is already crowded, we don't need friends like that. If you don't think this will happen, just wait. I'll stake my newest airplane on it - complete with a dual frequency system!

(reprinted from the Monmouth, N.J. MAC Newsletter).

ARMAFLEX ? - Bob Noll

What in the world is Armaflex? This is the "official" name for the rubber tubing that I displayed at one of the meetings and which I used to cover clothes rods to provide a padded wing rack for my station wagon. This material is made by Armstrong Cork Co., and comes in various diameters. For the wing racks, I use 5/8" I.D. x 1/2" wall thickness. This slips very nicely over the extendable clothing rods available in most discount store automotive departments. One rod is hung across the station wagon using the clothing hooks originally installed while a second rod is hung at the rear of the station wagon by attaching hooks to some rear window molding screws.

Many of you who do a lot of traveling with your planes have built fuselage racks that extend across the back of your station wagon. If you made your rack from 2 by 2's as I did, you may be interested in covering this with Armaflex also. I have found that 1 5/8" I.D. x 1/2" wall thickness provides a nice slip fit over the 2 by 2. By the way, I've been using this material for several years and oil and fuel have not bothered it. Some 1/2" I.D. x 1/2" wall thickness is perfect for wing racks or fuselage craddles.

In Endicott, Armaflex can be obtained from Bill Gargano, Inc., 122 Jennings St., which is next to AGWAY.

TWENTY-THREE COUNTRIES WITH TEAMS TO RC/WC

The 1971 RC World Championships is now only two countries away from matching the largest ever held - there were 25 teams at the 1969 meet in Germany. So right now we have the second largest, despite the obvious problems of travel by teams from across the ocean.

Latest teams to enter are from South Korea (first time ever), Mexico, Australia, Belgium. These are in addition to teams previously registered from England, Ireland, France, Germany, Denmark, Italy, Lichtenstein, Luxembourg, Sweden, Norway, Finland, South Africa, Japan, Switzerland, Austria, Canada, Netherlands, Spain, U.S.A.

Statistics from previous RC/WC:

1. Zurich	1960	8
2. Kenley	1962	13
3. Belgium	1963	15
4. Sweden	1965	15
5. Corsica	1967	17
6. Bremen	1969	2

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THE GREAT (SOGGY) GLIDER GUIDER GATHERING: - Dick Allen

The weather bureau steadfastly maintained their "10% probability of rain" prediction last Sunday as I loaded gliders into the wagon despite an ominous drizzle.

As the Soaring Safari headed for Don Kiryluk's fabulous flying facility in Hop Bottom, Pa., the rain clouds seemed to pursue us. We set up Bill Johnson's tent and peered hopefully into the drizzle until it finally stopped around four o'clock followed by nearly simultaneous and continuous launching of gliders by Bill Johnson, Jack Hostetler, Don Kiryluk, Gil Vandling, Niel Wagner and myself.

This joyful respite provided by the rain gods was marred only by the crash of Jack's brand new "Duo-Flex", caused by a severe trim problem.

While no thermals were present under the prevailing overcast, 10 and 15 minute flights were common due to a gentle slope--lift at Don's hill-top site. What a spot - acres and acres surrounded by nothing but acres and acres.

The Lil'T was the most popular glider present which does real well when the weight is kept to about 32 ounces. This is possible using rudder and elevator control and a cox TD with a 1/2 to 3/4 ounce tank for that initial "thermal".

WANTED - Any Kraft servo, call Bill Sebesta 862-9127

TO SELL - 1970 Orbit 6 Channel with 5 servos, call Wayne Sitler, 748-2008.

P. O. Box 52
Endwell, N.Y. 13760