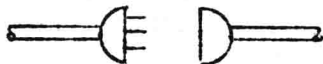

THE CONNECTOR



THE NEWSLETTER OF THE AEROGUIDANCE SOCIETY, INC.

Editor: Ralph Jackson

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March/April 1973

COMMITTEE CHAIRMAN APPOINTMENTS

Bill Sebesta has announced the following appointments for 1973

Program Director: Gerry Cole
Membership: Myron Cary
Contest Director: Bill Johnson, Art Riegal
Field Committee: Jack Hostetler
Prize Committee: Frank Garger

Volunteer members of the new field committee are:

Don Godfrey, Lou Francavillo, Wayne Sitler, Russ Hamrick

Technical Note: Don Leaf

I have been planning to buy a Cox T.D. .049, but have hesitated because several magazine articles mentioned that variations in bypass timing (due to poor quality control) have caused wide differences in performance between individual engines. I wrote Cox asking about this problem - no answer yet. I also wrote to Dale Kirn in California. Dale makes special T.D. parts and the Piston Rod reset tool. He sent his price list and has this to say about the timing problem:

"The 1973 T.D.'s should be ready late in March. The cylinder bypass timing will be the same on all cylinders in this run. They have changed the tooling to make sure. Cox has shipped their new 1973 glow heads. They have changed, and are slightly better than the old ones. However, they kept the same part number.

Here is how you can tell the difference:

Old head: Has one thick fin, and 3 thin fins

New Head: Has one thick fin and 2 thin fins. Also, the bottom of the head has been shaved .015 and has a .007 relief so it can be run without a gasket."

Dale also mentioned that he has both the old and new heads. The new heads cost \$1.10 . His address is:

Dale Kirn
283 N. Spruce Drive
Anaheim,
California 92805

** IMPORTANT NOTICE ** IMPORTANT NOTICE ** IMPORTANT NOTICE **

THE PREZ SEZ: Bill Sebesta

The AGS Board of Directors has been considering the purchase of a new flying site. Members of the board and New Field Committee have recently inspected two good locations, one in the Town of Owego, the other in the Town of Nanticoke. These fields will be described at the April 6 meeting.

All members are urged to attend this important meeting to obtain the facts and to express opinions concerning any possible purchase action.

GLIDER GUIDER GATHERING: Dick Allen

Soaring enthusiasts from the AGS and the Elmira Flying Sparks met in Norwich on Sunday, March 25th for a day of flying. The generally overcast weather failed to dampen enthusiasm as the approximately twenty participants brought forth the results of their winter's labor. Nearly every kit glider was represented: Cumulus, Cirrus, Olympic, Kestrel, Lil T, and Todi among them.

The Elmira club had bet Norwich a bottle of wine that they couldnt successfully tow a glider with an R/C plane. Ron Jones and Brud Perkins soon quenched their thirst by demonstrating numerous R.O.G. tows. Brud used his Telemaster to launch Ron's Todi from a standstill.

Don Kiryluk's new winch performed well. Bill Johnson became the most sought-after winch man while Bryan and Bobby did a lot of line retrieving when not flying. There were also two Hi-starts in use, and a few powered gliders were flown. Yours truly demonstrated a Figure Y. This maneuver consists of half a loop followed by a wing loudly snapping in half, followed by a spectacular vertical descent into the ground.

3.

Ron Jones held everyone spellbound with his very impressive demonstration of the new Kalt helicopter. This craft is powered by an Enya .45 . It hovered and buzzed the field realistically despite a brisk wind.

AMA NEWS

The March AMA mailing gave the following status report on possible federal noise legislation.

The United States Environmental Protection Agency has just begun developing noise criteria called for under the Noise Control Act of 1972, passed by the 92nd Congress late in the year.

The Noise Act requires the EPA to develop a series of noise standards for new products and will include all motors and engines, electrical and electronic equipment. The first standards are due in about two years, but prior to this, EPA must publish criteria that "shall reflect the scientific knowledge most useful in indicating the kind and extent of all identifiable effects on the public health or welfare which may be expected from differing quantities and qualities of noise."

The shape that the noise limitations will take is not yet clear, and wont be until the criteria is developed. Once the standards are set, new equipment will have to be certified as meeting the standards before it can be sold in interstate commerce. The law preempts states from setting standards for equipment that differ from federal standards. This does not preclude, however, a local government passing a regulation limiting the use of equipment meeting the Federal Standards.

Based on this information, it would appear that it will be at least two years before there will be any standard to work against in furthering muffler rules if the law is comprehensive enough to include model engines or aircraft.