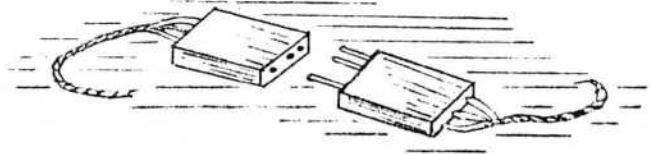




THE CONNECTOR



THE NEWS LETTER OF THE AEROGUIDANCE SOCIETY

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## THE PREZ SEZ - Bob Noll

Each of you who helped with the planning and operation of our 24th contest are to be congratulated. Not only was this one of our best contests from an operational standpoint as feedback from our contestants verified, but it was also one of our most profitable. We had a total of 55 entries which included 43 in pattern and 12 in scale who flew over 200 flights. The new location contributed significantly to contestant satisfaction as well as spectator attendance. Many contestants mentioned that they thought the site was the finest they have ever competed at and that they thoroughly enjoyed and appreciated the free picnic dinner on Saturday.

Once again, let me thank all of you who helped make the Aeroguidance Society's contest one of the best in the country. Our Contest Manager, Ron Grodevant, will present a financial report at the next meeting.

### STRCA MEET

Our next and final STRCA meet will be at our field Aug. 12. Lets all show up and have some fun. For more details call Wayne Sitler at 748-2008.

### FAMILY PICNIC

Our annual family picnic will be held Aug. 19. If it is anything like the last one's it should be a lot of fun. So plan on bringing your wife and kids and have a good time. Details will be discussed at the next meeting.

### NEXT MEETING

The next meeting will be held at the field on Aug. 14 rain or shine.

### CLUB JACKETS

The latest batch of club jackets have arrived. You can carry one home from the next meeting for just \$11.15.

### MEMBERSHIP

Welcome to new member Manfred Benecker who joined at our July meeting. Manfred is 35 and lives at 1005 Park Manor Blvd. Endwell with his wife Inge and 2 children Frank and Petra. Manfred is using a Kraft 4 channel on green and white. He's readied a Sig Kadett and is looking for flight instructions not having soloed as of the July meeting.

Dave Houser was voted into Reg. membership at the July meeting.

Guests at the July meeting :

Manfred Benecker  
Joseph Kolker  
Bill Mosher

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As a grain filler, microballoons can be mixed with primer or clear as an excellent base coat. Mix enough microballoons to fill the wood grain but don't go overboard otherwise it will be too dry. You should be able to brush out the mixture with the balloons just filling up the grain. When dry the model will look like it was rolled in sand but it sands very easy, especially cross-grain. Sort of a pun on words here. A good painted finish can be achieved in three coats, one of microballoons and primer or clear; one of primer alone (which can be sprayed); and the last coat of your favorite color. The difference in selecting primer or clear for the base coat is that the primer is easier to sand. However, the clear results in a stronger base less prone to dings and hangar rash. The best microballoons I've found for this purpose are the new "Miracle Microballons" by Prather Products. The K&B and phenolic Prather microballoons are less satisfactory but still work okay for this purpose. Just be sure to mash out any lumps in these products.

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# WHY



# CRASH ?

BY FLOYD LAWRENCE

(Reprinted From The Arcs 'Flypaper')

Only two things cause crashes — a failure mechanically or structurally in your airplane, or a failure of the pilot in judgement or lack of skill. Take care of each of these and you will not crash — but neither is easy!

**Mechanical Inspection** — a good time to inspect the mechanical condition of your airplane is during the wipedown after each flying session. You're going over the airplane anyway to clean it up. While you're doing it, check:

(1) All screws, particularly engine, muffler, and servo screws to insure that they are snug. (Loctite is a good idea on engines and mufflers, replace any servo screws that are not good and solid.) And don't forget those wheel collars, Kwik Links and control horns.

(2) Check all control surfaces to see that they are solid, that the hinges aren't loose and, again, that the control horns, links, and internal linkage are not loosening.

(3) Look for fuel leakage inside the fuselage particularly around the battery pack and receiver. At the same time, check that the clunk in your tank is falling freely.

(4) Examine the plugs for servos and battery (tape should be in place and no signs of wires chafing or under stress from things shifting inside the fuselage).

(5) Look for any signs of stress or structural failure particularly if you have made a hard landing during the session. (In fact, it's wise to check after any hard landing. We once had a wing fold after a landing that "didn't look that hard.") Unless you enjoy rebuilding, check if in doubt.

**Pre-Flight Check List:** With any defects corrected, here you are back out at the field ready to fly again. Or are you? (More than one day has been spoiled by a forgotten Tx or antenna.) A checklist reviewed before you leave for the field can prevent disappointment. Before you leave home:

(1) Use a checklist of items you'll need.

(2) Do a range check of your radio in your driveway or backyard to be sure that your radio is operating properly and that the servo response is normal.

(3) Be sure you have done all the things you said you were going to do following

your last wipedown check at the field.

At the field (using Frequency Flag) continue your pre-flight check list with:

(1) Re-confirm range with airplane assembled; (home range check is just fuselage with wing off — have a "normal" range for both wing on and wing off checks).

(2) Check wheels for free turning (dirt and oil can congeal making for ground loops).

(3) Open needle valve slightly to insure a rich setting on start of engine, lean just into a two-cycle at full throttle, and confirm setting by holding nose vertical.

(4) Go to idle for at least 20-30 seconds and check control surface operation, then go to full throttle again and re-confirm full throttle control operation. (Note: watch your prop blast on others and take no longer than necessary to avoid being a noise nuisance.)

These give you a good vibration check on your radio and on your engine. In adjusting your engine, remember what you are after is not peak power but good power with peak reliability!

Crash-proof flying begins by understanding that flying airplanes don't crash — (they can, of course, be flown into the ground).

As your plane builds airspeed, the rudder is effective first, then elevators, then the ailerons — and the controls stall in the reverse order. This means that you can pull your airplane into the air with the elevator — but not the airplane — flying. **Unless the airplane has flying speed, it cannot be controlled.**

That's why take-off is the most dangerous maneuver and landing is next most dangerous — in both cases the airplane passes through stall. Moral: don't lift off (cut throttle and abort the take-off) if there is any doubt about your airspeed and climb out gently without turning when you do take-off; keep your airspeed up on your landing approach until you are close enough to the ground to flare (stall to a touchdown safely).

Don't be afraid to use your throttle, if there is any doubt about your landing approach, go around and try again. And,

if you're in doubt, it's much safer to land hot and run off into the weeds than to stall in from six feet right in the middle of the field.

Think throttle at all times! If you get into trouble in the air, cut the throttle first, then try to figure out your difficulty. (If the problem is radio vibration, cutting throttle may help restore control; in any event it may give you time to think; lessen impact if all else fails.)

Think of the sky as a funnel with the field at the bottom — that is, the further away you fly, the higher you should fly. This is true both from the standpoints of visibility and control, and also from the standpoint of a possible engine failure — allowing you to glide safely back to the field. Getting into trouble at low altitude far from the field is almost a sure way to court disaster.

**Learn from your mistakes.** If something your airplane does surprises you, figure out what happened after you land. Were you bouncing on landing? (Touched down before you were stalled out?). Did you stagger in the air on take-off? (Insufficient airspeed?) Did the airplane fail to respond to a command? (Radio perhaps, but a stalled airplane can't respond) and so forth.

The key is to try to identify what the airplane is trying to tell you on each flight. Reading those messages gives you the capability of the airplane and teaches you what you can ask it to do and what you cannot ask it to do.

Use a flight plan. If you want to learn and improve, you need to ask your airplane questions, as well. That means creating a learning situation for each flight by planning what you are going to do on each flight before you take-off — and doing them at a safe altitude.

Without a flight plan you will not progress as quickly because you will either simply practice the same mistakes or fail to try new things. For example, if you're unsure of something — say, a right hand traffic pattern approach — practice it at a safe altitude. This is how you will add more maneuvers to your repertoire — all at a safe altitude. □