

OFFICIAL CLUB ACTIVITIES REPORT

"The Connector" NEWSLETTER

CHARTER CLUB

ENDWELL, NEW YORK

VOLUME 17 ISSUE 3 March 1984

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Treasurer: Grover Ellis
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THE PREZ SEZ

Welcome to our newest members, Bob Bailey, Johnathon Bier and Rick Susko, voted in at our February meeting. A reminder that the Annual Dinner is scheduled for March 24th—come one come all, it promises to be a lot of fun. (Don't forget, your guests are welcome also; bring the bowling team or the bridge team with you and we'll all have fun.) It was suggested by one of the members that we offer a membership fee "discount" to our retired associates—seemed like a good idea. Here's the proposal, and it must be an amendment to the By-Laws of the AGS. To read:

ARTICLE 3—Membership

3.6 A Regular or Associate member who attains the age of 62 in the calendar year in which his dues are paid shall be exempt from any and all special assessments levied by the AGS. Their membership fee shall be limited to the membership assessment as defined in Article 9 Section 1.

Since this is a change to the By-Laws, this issue of the Connector shall be notification in writing, and a vote by the membership will take place at the March meeting.

THE PREZ'S SOAPBOX

One of the reasons that the President's job is not often sought after is the fact that he is responsible to staff the committees within the AGS. It's a task that entails a lot of telephone discussion, I like to think of it as matching the right person to the right job—many call it pleading and begging. It seems to be a difficult task to find members to head these committees.

Section 8 of the By-Laws of the AGS define the required committees of the AGS. They are: CONTEST, PROGRAM, FIELD, MEMBERSHIP, HISTORIAN, NOMINATING, ACTIVITIES AND NEWSLETTER. One side of the coin that gets periodically discussed is that payment of Club dues should be involvement enough. "I pay my dues, I don't feel obligated to dig your ditch". I personally feel that actively belonging to an organization involves fulfilling both a financial and supportive obligation. Certainly

everyone doesn't feel that way, but I'd like to think that a majority does. Lets, for the sake of argument, consider payment of dues as sufficient to run the AGS. Following that line of thought perhaps we would contract a printer to do our writing-editing and publishing, hire a concessionaire to handle our picnic, hire a road crew to perform our not to pleasant yearly road maintenance, and hire some carpenters to paint, repair and improve the pavillion and outhouse. Perhaps even an on-call teenager willing to brave the briars to retrieve that lost treasure, for a fee of course. Naturally, an auctioneer for the annual club auction, and a Public Relations person to periodically boost membership. Have to pay a flight instructor, and right behind him(or her) a model builder to answer those questions about hinges and glue and stuff. Finally, a professional speaker each month to maintain club interest and stimulate meeting attendance. I wonder how much per year our dues would be? Next month, the other side of the coin, total involvement, and discussion of possible middle ground. It is sure beginning to look like flying season is rapidly approaching--time for that last battery check and first pre-flight checkout of the old bird. Till then-

Bill Sebesta-Pres.

WRAMS Show

Ralph Jackson

The WRAMS Show in White Plains, N.Y. was held March 25 and 26. Several delegations from the AGS were there. Bill Underkofler, Jerry Skreckowski and I left from Vestal at 5:15 am Saturday, March 25. After a breakfast stop at the Roscoe Diner we arrived at the exhibition hall parking lot at about 9:00 am. The doors to the exhibits opened at 10:00. Joe Felice and Grover Ellis arrived about the same time after getting lost along the way. Terry terrenoire also attended. Don Godfrey and Chris Dascano manned the IMAA booth. They were signing up new IMAA members and generally promoting giant modeling.

The first floor of the WRAMS Show is devoted to manufacturer's displays of R/C modeling products. One of the outstanding displays was presented by Byron Originals. They have an extensive line of prefabricated model kits. Their new P-47 is a very nice looking model. An interesting line of engines was shown by G.L. Conlev Engineering. They have a series of V2, V4, V6, V8 and V12 engines. Operating demonstrations were given of the 1.1 cu. in. V6 engine.

The basement floor contained models brought by modelers for display and competition in various categories. There were many excellent models ranging from pre world war 1 to modern jets. The IMAA booth was also on the lower floor. It was a popular booth. The AMA presented several movies during the day and an AMA district 2 membership meeting was held.

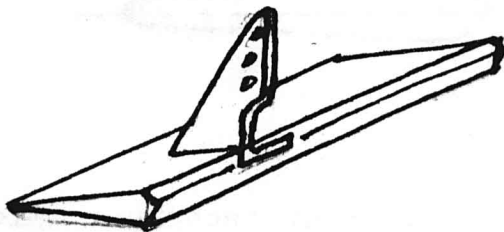
It was a very enjoyable day. An added attraction was the drive back in a heavy snowstorm.

"The Action Area" by Bob Noll

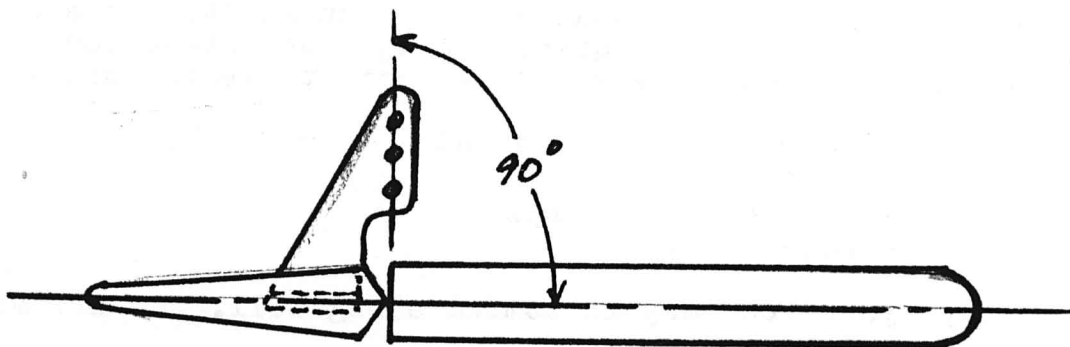
Our big day in '84 will be Aug. 18&19. That's when the A.G.S. will be hosting its 29th annual Pattern Contest. I just received our AMA Sanction(#660) for the contest and we will once again be holding it at the Blue Swan Airport in Sayre, Pa. where we have been for the past two years. This site has proven to be a perfect location, affording our contestants wide open air space free of any obstructions and the scenery is excellent. Being only a mile from Rt. 17, it is very accessible to those contestants who travel from the New England States.

Congratulations to Todd Kopl, winner of the AGS pattern Award. This trophy is presented annually to the AGS member who placed highest in his first year of pattern competition. This year Todd entered the pattern events at the Syracuse and Canastota contests and I'm sure that this is just the beginning for Todd who has taken on the challenge of yet another Action Area, that of competitive Acrobatic flying. Good luck Todd with your new Tiporare.

This month I'll take a few minutes to talk about several different ways to put control horns on your plane. Of course the most common technique is to purchase a nylon horn which is attached to the elevator or rudder surface with two small screws. This type works well but there are a few different techniques which provide some advantages. First let's take that commercially available nylon horn and attach it a different way, one that makes a stronger and cleaner installation. Take the nylon horn and throw the screws away. Now measure the thickness of the horn and select a drill of the same size. Now, using the drill in a drill press or in your Dremel tool, make a slot in the elevator or rudder to accept the horn and glue the horn in place with epoxy. The horn will never come loose and your cleaning rag will never get caught on the ends of those screws. Here's a picture which should help you get it right.

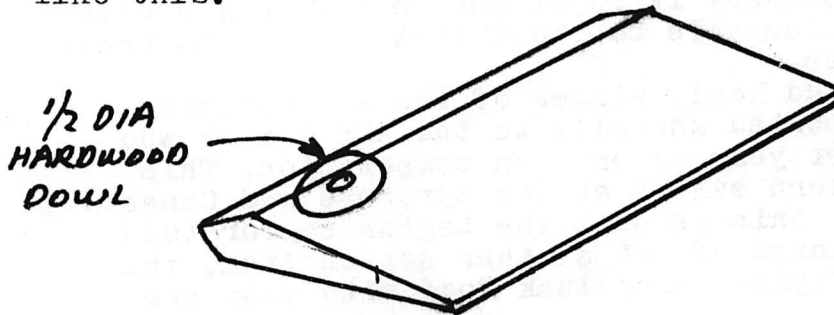


Oh, by the way, whether you install the horn with the screws or use the technique I have discussed of routing out the center of the surface don't forget to locate the horn so the holes are in line with the hinge line. Here's another sketch to illustrate what I mean.

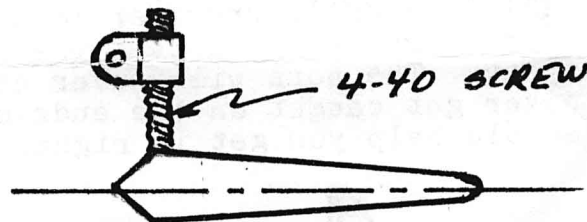


By keeping the holes in the horn at 90° to the center line of the flying surface you will get equal throw in both directions. By the way it is easier to achieve a true 90° by installing the horn as I described earlier rather than mounting the horn on the surface of the tapered elevator or rudder.

Another technique which I have used on my last two Tiporari's is to inbed a 3/8" or 1/2" hardwood dowel into the moveable surface like this.



Then drill a hole at right angle to the centerline of the surface. Select a hole size that will be a tight fit on a 4-40 thread. Now after painting the plane you can screw in a 4-40 machine screw and then cut off the head. Then thread in a Goldberg 3/32 horn Bracket # 249. This technique provides almost infinite adjustment since all that is required is to shorten or lengthen the horn to screw the aileron link up or down a maximum of one revolution at a time.



If anyone has a different technique which they like, bring an example along to the next ground school.

Last month we had a great turn out for the Ground School which is held every month at 6:30, one hour before the regular meeting. If you get to NYSEG earlier than about 6:25 you won't be able to get in so just be patient until the custodian arrives. He opens the front door just before 6:30. There were about 11 or 12 people at the last Ground School and we got a chance to see an Ajusto Jig and a MK Curari 60 kit both by Ron Gauthier. Bring your latest tool or building project. It's a good way for everyone to learn more about building a better plane.

See you at 6:30 on the 13th of March!

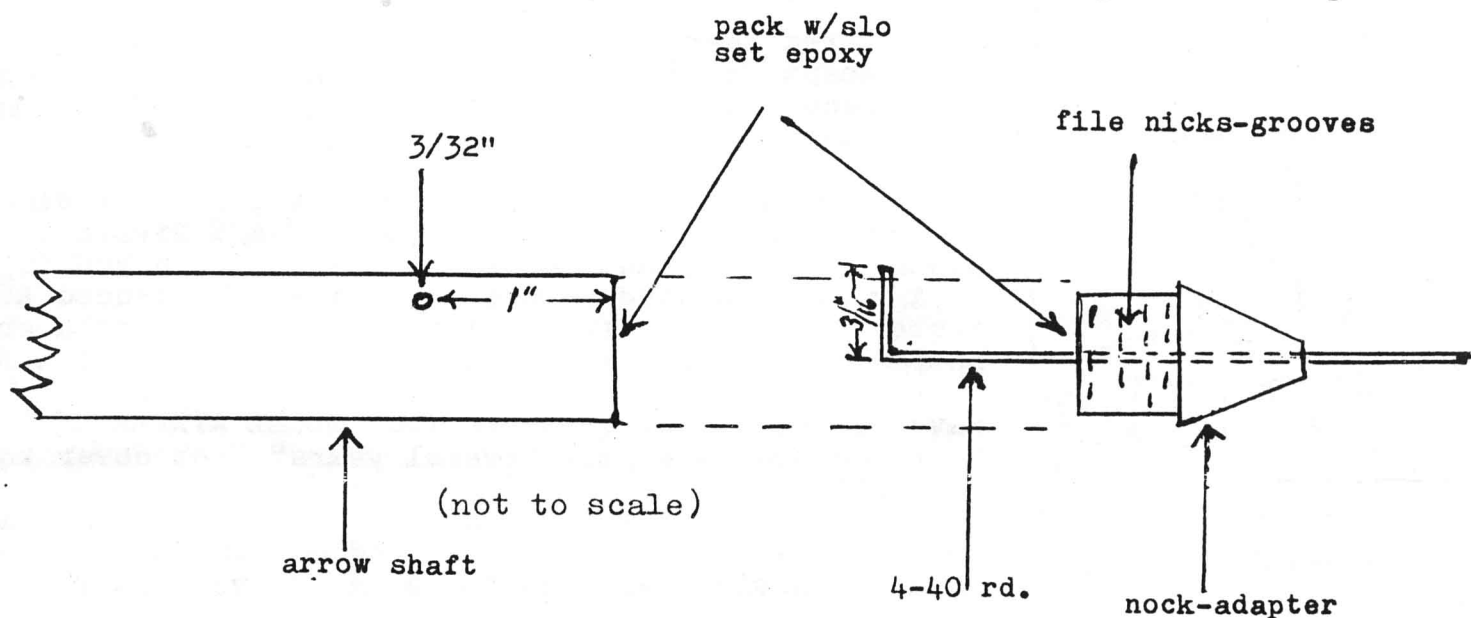
PROGRAMS: March 13-Monokote Video Tape
April 10-Project Night

Dick Allen-We hope your recovery is coming along well. We all miss you.

DON'T BUY

R/C products from cut-throat discount houses! I'll tell you why: They really only want your hard earned cash, and when it comes to service, education, or advice they rate a big fat ZERO. Most of the so-called "specials" that they advertise are last years left overs, and why buy second best when you can buy first class R/C merchandise from good 'ole George Brooks? G/J's Hobbies has almost evrything and we are blessed with having one of the finest hobby suppliers in the USA right here in our back yard.

The drawing below depicts the correct way to make a good, solid, clean looking push rod using arrow shaft, music wire, and a wood dowel and some epoxy. If you are using any other method, you are a bit old-fashioned nowadays. G.J.'s has an ample supply of arrow shaft in two popular sizes. Go get 'em troops!



Why is it that some fellows never crash their airplanes and never seem to have any problems at the flying field? How come those same guys never bring tools, and only bring fuel, batteries and just enough to get by with for an afternoon of a half dozen enjoyable flights? I'll tell you why:

That fellow comes pre-prepared, ready to fly. He checks his equipment at home and on the bench long before his scheduled trip to the AGS field. He knows that his batteries are cycled, his control surfaces are tight with no slop, his engine is already tuned to max. performance. He did the tuning at home in the back yard. His fuel is fresh, his fuel tubing is new, his glow plugs or spark plugs are new or replaced, and will relax in the fact that he knows that he will not have to "borrow" anyone's fuel, glow plugs, tools, and screwdrivers in order to get his aircraft flying for the day. This kind of AGS member really enjoys flying. Are you ready for the flying season just ahead?



This aircraft is a Sig Cadet. It has taught more R/C beginners to fly than any other type of R/C model. If you are having difficulty learning to fly R/C, then get over to G.J's and pick up a Cadet, build it and cover it with monokote in two weeks and start enjoying the thrill of flying SOLO

Powered with a 40 size engine, or better yet, a 4-cycle 40 size engine, you will have a pussy cat as well as a tiger all in one package. Try it, you'll love it!

Why not "Standardize" servos and battery packs? Many of you have several radios, and quite often of different brands. I know some fellows that have as many as five or six radios, and a mix of different brands. If you are one of those mixed up modelers, then maybe we can save your skin and make your R/C life a bit happier.

Change all of your servo leads and receiver leads to deans plugs or at least one type of plug exclusively. This will enable you to use all of your servos with ANY radio receiver that you presently own. You now will be able to use any battery pack with any system. You can now switch receivers to any plane with no problem at all. In this way you can carry an extra battery pack ready to use at all times if and when your on-board battery acts up at the flying field. Just be certain that all receivers are tuned to all transmitters. Once you have accomplished the standardization, you will be in R/C heaven for lack of intermittent problems due to mis-matched radio gear. Great idea!

A reminder: The FCC has declared that we will no longer be required to have a license for R/C or C/B. (Except for 53Mz. Ham band). But keep in mind that we still need to have AMA license for the AMA's One-Million dollar's worth of insurance that you are very lucky to have as an AMA member. Cherish it!



....how much you enjoy R/C, how much you enjoy coming to AGS meetings, seeing all types of R/C aircraft from peanut size to giant scale models. How much you enjoy flying and learning from some of the experienced AGS members. Tell that friend that TV is taboo and a great hobby is much more rewarding! Be a pal and tell a friend!

Have any of you noticed how much MODEL AIRPLANE NEWS has improved over the past several years? From cover to cover, the articles are great! Something for everyone, and guess what? Soon you will see a new format in MAN. Instead of articles beginning on page 12 and continuing to page 125, each R/C article will continue on the very NEXT PAGE.

Recently an AGS member was overheard stating that he was one of the very first test tube babies. When asked why he seemed so happy about the fact, his reply was, "Because I had a womb with a view!". How did Captain Hook meet his death? He got jock itch! This is just one small sample of the jokes heard at the average AGS meeting that begins at the Villa at approx. 10:00PM once each month. Pizza 'n suds, a lot of R/C fun, much exchange of modeling ideas, and a great evening out and away from the roar of your kids.

The AMA Nats will be held at Reno, Nevada, August 5th -12th. Now is the time to begin planning in attending. After that, the IMAA International fun fly festival, the largest giant scale happening in the world, will be held in Los Angeles on Aug. 16th - 19th. A record 500 or more pilots are expected to attend and a spectator crowd of over 10,000 will undoubtedly appear over that four days. The S.T.A.R.S. Scale rally (mostly giant scale) will draw their usual 150 giant scale pilots from all over the east. Plan on attending that two day affair, the first weekend after July 4th. This event you cannot afford to miss! Ask me for details!

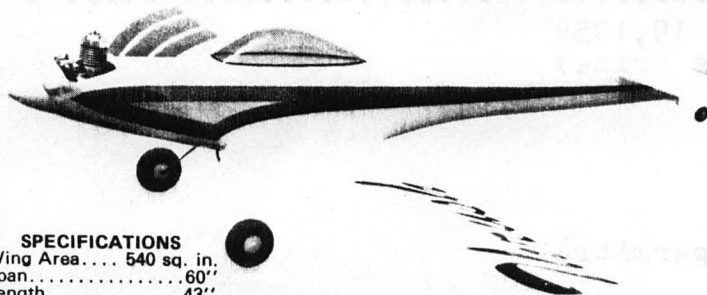
Kraft Systems factory no longer does repair work. All such service is now done by "Kraft Nat'l service, Inc", 1919 Apple St, Suite G, Oceanside, CA 92054, an independant company. Phone: 619-433-1628. Did you know: Kraft has a new radio that has variable frequencies? All you have to do is DIAL the freq. you need, right on your transmitter! I'll try to get my hands on a new Kraft unit to bring to a future AGS meeting. Sounds wonderful! See ya all Feb 14th, bring your showand tell. Don Godfrey

WOLFF-PAK

★★★★ Thrush ★★★★★

DESIGNED FOR

SPORT & FUN FLY



SPECIFICATIONS

Wing Area.... 540 sq. in.
Span..... 60"
Length..... 43"
Weight..... 3-4 1/2 lbs.
Engine..... 25-45 cu. in.
Radio..... 3-4 channel

FEATURES

- Machined Balsa & Plywood
- Positive Positioning Construction
- Semi Symmetrical Airfoil

Deluxe Kit \$64.95
Spinner, Fuel Tank, Fuel Line, Pushrods, Control Horns, Hinges, Clevises, Couplers, Hardware.

On Sale At G.J.'s

WOLFF-PAK delux kits as illustrated on this page

ONLY \$45.00

FLITELINE Fun Fly 40"

engine:.19-.40

wt. :3-1/4#

W span:51 in.

W area:510 sq.in.

ONLY \$20.00

O.S.Max .30 Engine for

ONLY \$30.00

Monokote ONLY \$5.20/role

Normally \$7.00/role

SWOP AND SHOP

Car Top Carrier, enclosed, will hold R/C aircraft, like new \$65.00 a \$200 value! Call Dick Allen 785-1641

Honda 90cc motorcycle, street legal or trail. Only 4000 miles! A bargain at \$350 Call Fred Guley 729-0631

B&D Retracts, Mains only, good as new! Only \$15 /set. Call Joe Felice 754-2816

WANTED: alive (Not dead), used Radio system, good brand, 4 channels.

It Has to work! call Randy Stutzman 748-3230
(2x) Veco .19 glow engines, used, old models, run fine! \$10.00 each. Perfect for a winter plane. call Neil Wagner 748-2903

Four (4) pint cans of Glascoat by Coverite, complete with one can of glascoat thinner, never used. This stuff is good for something. Haven't figured for what yet. \$2.00 takes all. Call Don Godfrey 724-0115 anytime (Almost)

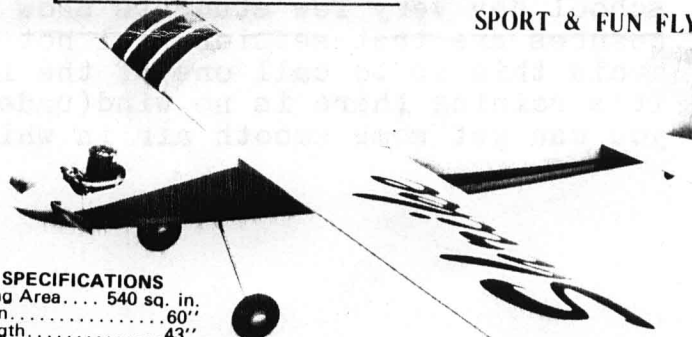
Hobby Store, complete, Best merchandise, lots of good things. Best offer over \$750,000 takes all and I'll throw in a trip to Japan for two! Call George Brooks 754-3003

WOLFF-PAK

★★★★ Shrike ★★★★★

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GROUND SCHOOL-March 13th at NYSEG Building; Bob Noll, Instructor
Bring your plane, Bring part of it or just have your questions
answered.

Last month's attendance was very high; I'm glad that this
opportunity is being utilized.

S.T.R.C.A. at AGS Field May 19, 1984
Registration \$1.00 (For Gate Prize)

Flights begin at 12:00

Events-Timed Flight

Random Pylon

Carry the Mail

3 Rolls 3 Loops (If time permits)

Date for Ithaca STRCA is September 30th.

FLIGHT SCHOOL-will be starting soon and to all you new students there
are just a few things to remember.

On your first flight day your plane will be checked by one of
the instructors; if it doesn't pass you will probably lose your first
day of flying and usually 50% of the students lose there first day
because of this very reason. To avoid this from happening to you
bring your totally assembled aircraft to Ground School in the
classes before May. If you follow what Bob prescribes you'll pro-
bably be one of the first students in the air.

When it's raining(sprinkling or a light drizzle) on a flight
school day very few students show up, but if the instructor does
chances are that session will not be rescheduled. The best way to
avoid this is to call one of the instructors. Remember that when
it's raining there is no wind(under 5mph) and when the rain lets up
you can get some smooth air in which to do some really nice flights.

ANNUAL

A.G.S.

DINNER

MARCH 24th 7³⁰ PM
SCOTCH N SIRLOIN

BANQUET MENU / SEPERATE CHECKS

PRIME RIB - 12.95

LIGHTER PORTION - 10.95

TOP SIRLOIN - 10.95

LIGHTER PORTION - 8.95

DELMONICO - 9.95

FRESH BOSTON SCHROD - 8.95

TERIYAKI CHICKEN - 7.95

ALL DINNERS INCLUDE: HOUSE SALAD, POTATO OR RICE, HOUSE WINE,
ICE CREAM, COFFEE OR TEA.

TAX AND GRATUITY NOT INCLUDED