

OFFICIAL PUBLICATION  
**The Connector**  
NEWSLETTER



ENDWELL, NEW YORK

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NEXT MEETING

June 12 The Flying Field 7:30PM  
If any sign of rain the meeting will be held at NYSEG

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THE PREZ SEZ

Seems like there is an awful lot going on at the ole AGS field of late. Yes we did have the **Annual field opening-work party and pancake breakfast**--and it was somewhat soggy at first, but eventually successful. The road is passable--however not complete. We are in the process of defining the remaining work required to put the road in shape as we would like. We are also negotiating for fixing up that last 500 feet of road to the pit-parking area. I understand that the gate is back up--remember to lock it correctly when you leave. Put **JULY 15** on your calendar as a day for **LOTS A FUN AND FLYIN**. thats the going away party for Wolfram Stasuk. (Going back to Germany) We will have drink, and chips and doggies from about 1:00 pm on. (or till we run out!) **Join us!!!!** Bring the family.

Lets have our **next meeting at the club field**--lets also have a program related to actual flying. How about Trimming that new plane?? Lets do it! **YAAS YAAS YAAS**, Bob Noll will do a "Now that its built, how do we trim it?" on 6/12/84 **WITH LIVE DEMO**. Will **start about 6:30. AT THE CLUB FIELD!** Following that, we will have a pitch on engine tuning and adjustment procedures, and perhaps a few words on field check of radio equipment prior to flight. Then a short business meeting. **NOTE WELL---**A problem flying on channel 42 may exist at the field. If you are on 42, be very sensitive to possible "Hits and Glitches". If you have problems, please notify a board member.

Lets go flying--  
•Bill Sebesta-Pres.

## THE ACTION AREA-by Bob Noll

Don't forget to go to the races. The 1st and 3rd Thursdays of each month we'll be running our sport pylon races at the field and everyone who can make it should be there for the excitement. If you're not going to be a race pilot, then join in as a pit crew or flagman.

And don't forget the time. I'd like to get the first race started by 6:30pm and since it will take about 1/2 hour to register everyone and set up the course, please be there by 6pm.

Fifteen pilots have announced their interest with 8 having 1/2A planes and 12 having .40 cu.in. or under. It looks like a great field of pilots and planes. And it would be a good idea if each pilot would bring another club member to act as his crew member.

Don't forget 6pm on Thursday June 7. Let's go to the races!

Another item on the agenda for the Action Area is over our 2nd annual Cross Country Flight. Last year only two pilots, Terry Terrenoire and myself, made the trip from IBM Owego to the Valley R/C field in Nichols. This year we'd like to at least double the number of flyers for this annual event.

The idea of this Cross Country Flight is to fly a plane using a pick-up truck for the pilot and crew from Owego IBM to the Valley R/C Club field, making pre-determined pit stops as we go. The only thing that counts is to reach the final destination and negotiate all the pit stops. There is no time limit involved and everyone who completes the course is a winner.

The mandatory pit stops makes it possible to fly the course with any standard plane with no need to carry large amounts of fuel on board. We also wait until everyone has reached a pit stop before we proceed to the next stop. This way we all can stay together and the speed of the plane is not a factor in being a winner.

At this time I'm not sure when the CCF will take place or exactly where we will fly to. We might fly to the Valley R/C Club's new field or to the Blue Swan Airport in Sayre where they will be holding their annual fun fly.

I'll try and get a better idea of the date to Joe Felice before he publishes this newsletter.

Last year those who participated had a great time. We left IBM Owego about 8am and arrived in Nichols at about 9:30 after a stop for breakfast during our last pit stop at Barnaby's Restaurant along Rt. 17. The course was carefully checked out before the flight to insure maximum safety. And the reason for leaving at 8am is to get on the road while the traffic is still at a minimum.

Please give me a call if you're interested (754-5279). I'll hold a short get-together at the field to discuss more of the details. By the way, slow-flying planes are the best.

## THE ACTION AREA cont.

Last year we flew two Sig Kadets, one with a .35 and one with a .40. At times we were traveling close to 50mph at full throttle but flew most of the course at about 1/2 throttle. The Sig Kadet or similar high wing plane is ideal.

Just one more thing before I close for the month. I finally made it, the 1931 Model A De Lux Coupe is finally restored. Lanny and I took it for the first official road test on Monday May 21 and it performed outstandingly. We put 45 miles on it that first evening just driving around the area. Sure was fun.

Now Lanny has given me another project, learn to fly my helicopter.

## THE FLIGHT BOX

Persons and planes I've seen at the field so far this year.

Ron Gauthier and his new New Era 20 with an O.S. Max.25 FSR with a pipe. The airplane flies fast and accurate with great vertical performance.

Chris Zonio and his foamed champ which he had an Enya .45X engine which he is breaking in for his Dirty Birdi .40 (I got it right Chris).

Wolfram Stasuk with his famous Stasuk Biplane with a O.S. Max.40 four cycle.

Bob Punkar brought both his Midwest attacker with a .40 (I couldn't remember the make Bob), it flew very well but Bob said it doesn't take much punishment, and also "Bob's Falcon 56" with a Fox .40. I'll bet we've all seen that one fly.

Bob Punkar's Son(I couldn't remember your first name) flew a Sweet Stick with a K&B .40 and made some really smooth landings.

Todd Kopl put his Sweet-n-Low with an Enya .40 CX through the paces. The plane looked really good but alot of it was the pilot.

Jerry Skreckowski was still flying his Tweety Bird with a Super Tiger .23, we've all seen this one too.

John Bier and his Scat Cat with K&B .40, it was a very flat airplane with nice wide landing gear spacing for steady landings.

FLIGHT TRAINING SCHOOL: Mark Barton-flying a Jetster 20, O.S. MAX .30 with a Futaba 7FGK radio, both plane and pilot are doing very well.

## June's Schedule of Events

June 2	Flight School	10:00-12:00	
June 6	Flight School	6:00-8:00pm	
June 7	Pylon Racing	6:00pm	AGS Field
June 8	Flight School	6:00-8:00pm	
June 9	Flight School	10:00-12:00	
June 10	STRCA AGS Field	starts at 12:00	
June 12	AGS Regular Meeting	at Field **	
June 13	Flight School	6:00-8:00pm	
June 15	Flight School	6:00-8:00pm	
June 16	Flight School	10:00-12:00	
June 19	Board Meeting	7:30	Joe Felice's
June 20	Flight School	6:00-8:00pm	
June 21	Pylon Racing	AGS Field	6:00pm
June 22	Flight School	6:00-8:00pm	
June 23	Flight School	10:00-12:00	

\*\*Meet at NYSEG if any sign of rain

FLIGHT TRAINING: Every Wednesday, Friday, and Saturday of the month of June; rain or shine, wind or no wind.

GROUND SCHOOL: 1hour before the regular meeting.

STRCA: June 10 at 12:00

- Events-(1) Timed Flight  
(2) 3 Rolls, 3 Loops  
(3) Carry the Mail

CO-PILOT'S CORNER: Now with the "warm" weather finally arriving more and more of our so-called pilots are taking to the air as often as allowed.

You're probably also wondering how those odd jobs are going to get done around the house this summer. All it takes is some very skilled planning. Here are some suggestions:

- (1) A combination lock on his workroom door which only you have the combination to.
- (2) Strategically placing necessary airplane parts in areas which demand his immediate attention. Ex. the attic.
- (3) Using his fuel for charcoal lighter fluid(after all it does have alcohol in it; besides it will give your food a whole new taste.
- (4) For every \$10 of parts that he buys for his airplanes insist that he buy a new appliance for the house to replace the old, broken one.

If these or any other things that you've tried don't work; there is one last resort--HIDE HIS CAR KEYS!!

These suggestions were taken from my new book, "50 Ways to Stop Your Flyer". Enjoy your summer, I know I'll enjoy mine!(Right Joe)

Yes Dear!?

# TECH TALK

By Don Godfrey

June 1984

Hey Troops! Whether you are into Giant Scale modeling or not there are many areas of RC that cover all facets of RC. For this month let's get into some meaty things to learn about:

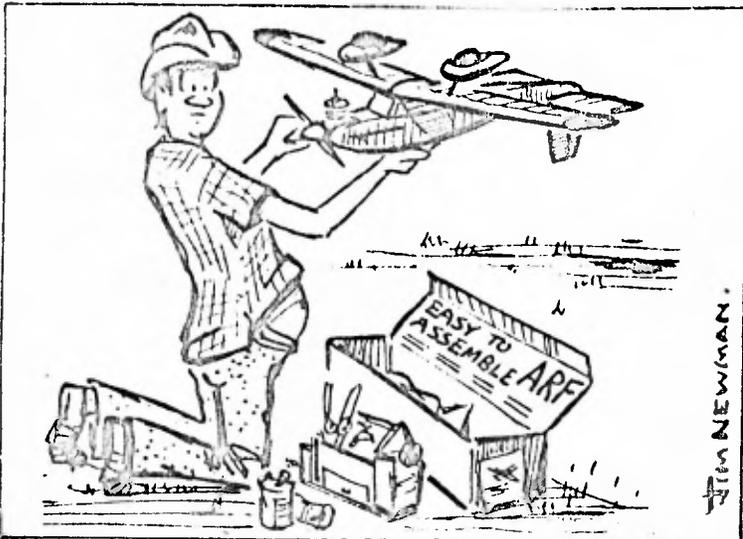
Quite a few of you own and use electric starters on your glow and gas engines and it occurred to me that a lot of you do not understand the pit falls of using electric starters. Perhaps some of you old cloud busters need a reminder as well! Let's talk about what happens when you use an electric starter:

When you use a starter, you are putting stresses on the engine that it doesn't have when its running. i.e., the engine is designed for the piston to move the crankcase instead of vice-versa,...so Big Deal...unless you have a liquid lock in the combustion chamber, and THEN you'll find out which is stronger, your starter or your con-rod! You should hand prop your engine when choking and afterward for a turn or two, just to be sure that your engine is free of liquid lock before applying the starter. Older style engines that do not have a ball bearing supported crankshaft, the starter pressure against the engine can cause scoring of the crank case back plate as well.

## NEW PRODUCTS

The FUTABA PCM Radio! What a gem! And soon available in SINGLE STICK MODE!! I'll tell you more:

To summarise what took me three hours to digest(!), there are three significant areas of consideration with this system. First, there is NO limit on the application of mixing channels, This feature goes hand in hand with more selectable features than you can possibly imagine! Would you believe a "rudder auto-dual rate activate/inhibit switch"? Second, there is a fail-safe/audible warning system to prevent flying beyond your batteries capability. Last but not least is the PCM. I'm sure that the folks at Airtronics, Kraft, J.R. etc have been scurrying around to develop their own PCM's. With PCM your crashes can only be the result of your building or flying ability.



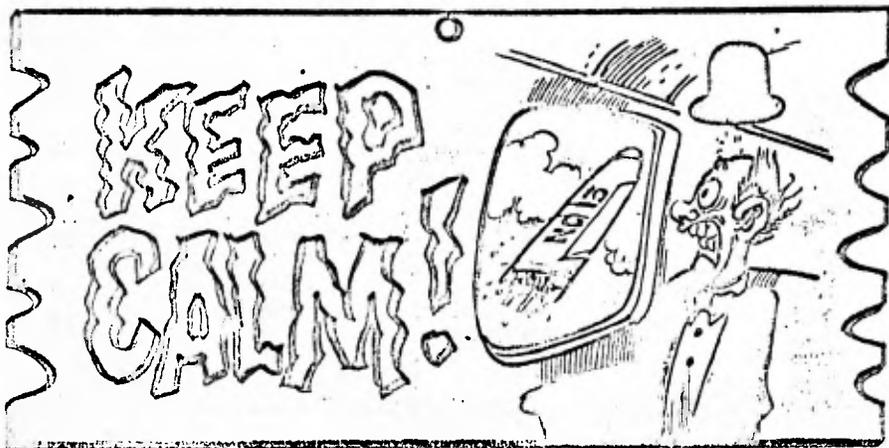
Okay fellas, with nearly 70 members in the AGS Club, I can honestly say that the majority of members are either rank beginners or just barely out of the beginner stages. If you are going to build an ARF or easy-to-build-in two-nites model, then your success will depend on how well you can read the instructions and how well you can UNDERSTAND why your bird will fly. The final reason for success is whether or not you are the bashful type! An hour before each AGS meeting is a special program for beginners, given by a few AGS experts each and every month. Now, let's get to flying your ARF:

Do you own a robart incidence meter?

YOU DO NOT?????? HELP!!!!!!

There is no way on this good earth that you can know whether or not your model

is set up properly in order to fly straight and true without an easy way to measure VISUALLY the correct incidence from wing to stab 'n rudder too, not to mention engine thrust, down or left and right. And how about CG? Is your plane set up right-on-the-money? Nose heavy? Tail heavy? The best way to check for CG is to hang the model from the CG point on the plans. While the model is hanging, less fuel, you can balance the beast from front to rear and you may also balance the wings! What's this? You have NEVER balanced your wings?? Horrors upon horrors! How can you expect the aircraft to track and yaw properly? If one wing tip is heavier than the other, and it usually IS, simply add lead weight(s) to that wing tip, or drive a heavy nail into the end balsa block, then cover it up neatly. A properly balanced aircraft is heaven to trim, to fly, and to enjoy take-offs and landings. Hey guys, it's hard enough to learn to fly a trimmed model without the sheer terror of a model that seems to hate to fly! Let an AGS member look over your model at the next AGS meeting, or better yet, at the AGS field some nice wednesday evening or Sunday afternoon. You and your aircraft deserve it!



One of the major causes of R/C Aircraft demolition is the inability to keep calm while flying, and then over-reacting when a panic situation arises. For some strange reason a beginner when faced with a Komakazee situation will give the model's elevator FULL UP thinking that the aircraft will automatically climb but of the pull of gravity and certain destruction. No sir!.....

What the end result gives is a worsening of the spiral or dive, and we might call the two seconds before earth contact a beautiful SPIN. The best thing to do if any of you nervous flight trainees get into a downward attitude and panic, is to put all controls back to "neutral" and cut the throttle. Most of you act like POPSICLES and FREEZE on the sticks! The least you can do for your coveted aircraft is to cut the throttle when you know that mother gravity is going to be the victor. Let's explore what a few of you love to do:

When you get into trouble, say, ...like getting behind the tree line so that your model is no longer in the line of sight, ...YOU HAND THE TRANSMITTER TO YOUR FLIGHT INSTRUCTOR JUST TO FIND OUT IF HE REALLY IS AS GOOD AS HE THINKS HE IS! And how about the beginner that has his model set up PERFECTLY for a landing, so good that the model would land practically by itself, and then he HAS TO FIDDLE WITH THE STICKS AND SPOIL EVERYTHING! Plop...goes the model and back to the bench for repairs. Be calm, be cool be patient, and all will be well. Never fly right after an argument with your wife, or if your manager at work tells you that you will have to work the 3rd shift or get transferred to Manila!

You know when you're going to have a bad day at the field if:

You see a 60-minutes News team waiting in your office,....Your son tells ya' that he wishes that Anita Bryant would mind her own business,....Your twin brother forgets your birthday,....You call Suicide prevention and they put you on hold, ...Your horn goes off accidentally and remains stuck while your following a group of Hell's Angels on the Freeway. Bring your latest bird to the next meeting and beat the blahs! See you on June 15th! Don Godfrey

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