

OFFICIAL CLUB ACTIVITIES REPORT

"The Connector" NEWSLETTER



CHARTER CLUB

ENDWELL, NEW YORK

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NEXT MEETING

July 10 The Flying Field 7:30 pm Rain or Shine
No Rain Date

Bring your Membership card to the meeting in order to
get the new gate combination.

THE PREZ SEZ

I enjoyed the last meeting held at the field--the program was very useful and interesting. Lets do it again--July meeting at the club field. Open fly till 7:30, program on engine adjustment and set up, then the formal club meeting. No rain date or place. If the weather does not co-operate, the meeting will be canceled. Whats in the wind?? A new pavillion at the flight line has been approved; The road,,,well it perhaps obvious now, its **DONE, READY TO GO AND IN TOP CONDITION.** Happenings,, Wolfram's party on the 15th of July, the club picnic on the 29th of July, the 2nd annual AGS Cross Country Flight on July 29th (morning) and last but not least, our Annual Pattern Contest in August. Some new rules for this contest, check elsewhere in the Connector for details. It still is the time for all of us to work together, new member and old timer, and have both a great contest and a really good time. Plan on it for both yourself and your family. Last on the list;;Its getting to be time to consider new officers and committee people now for next year. If you are interested in being an officer, or heading up or being on a committee, or wish to volunteer in any way, **CALL ME DIRECTLY**

Lets go flying--

Bill Sebesta-Pres.

Calendar of Events:

July 10 AGS regular meeting at the AGS field 7:30pm
July 15 Fun Fly Wulfram back to Germany Open Flying
Hot dogs and beverages free.
July 17 Racing at AGS field Start time 6:00pm
July 29 AGS Picnic, Intra Club Fun Fly and Cross Country
Flight
Aug. 4-5 Ithaca R/C Fun Fly see flier for more details
Aug. 7 Racing at AGS Field start time 6:00pm
Aug. 14 AGS regular meeting at AGS Field 7:30pm
Aug. 18-19 AGS Annual Contest
Aug. 21 AGS Board Meeting

*All August dates will be reprinted in the August Coneector with any addition or deletions required.

The Control Tower-This column will be renamed the "Control Tower from the "Co-pilot because Co-pilot has an air of submission to it, and we women really know who is running the show.

Spoiler: A sudden rainstorm that comes up just after he's loaded the car to go flying.

Taildragger: What he does when asked to do something around the house before he goes flying.

Crankcase: What he becomes when you tell him he can't go flying.

Muffler: Something you wish you had to shut him up when he wants to talk about his flying escapades.

"June 10, 1984"-A day that will live in infamy.

This was the day that I got to take command of a racing aircraft built and previously flown by Bob Noll. After Bob got it up in the air, I was able to take semi-control of the airpane. I did a bunch of squiggly things that some of the guys called a split S; a series of rolls and loops, then Bob told me to bank it and bring it around. First I had to figure out what he meant by a bank-this is how the series of rolls were achieved. After Bob retrieved the transmitter from me, I took the hint that my flight was over. Having learned how to do those manuvuers, I asked Joe if I could fly one of his. I never received an answer, but I'll tell you-I've never seen him pack the car that quickly before!!

What's Happening-In the following month we have two important AGS events coming up; say good-bye to Wulfram and Susan Stasuk who will be returning to Germany early in August, and our club fun fly and picnic on July 29th.

For Wulfram's farwell party hot dogs and beer& soda will be provided so bring the whole family and have a great time!

This year's intra club Fun Fly and Picnic will be held on July 29th. The agenda includes the cross country flight rally in the morning and picnic lunch, fun fly and softball game in the afternoon. Come on out and join the fun. Families are encouraged to caome and participate.

THE ACTION AREA-by Bob Noll

Wow! We sure had some close racing during our first club races on June 7. You could feel the excitement building as race time approached. The crowd at the field that evening clearly outnumbered any other activity for the past year.

The race course was set up by 6pm and then was time to recruit helpers for timers, flagmen and a starter. After a little arm twisting, Fred Miller, Jr. agreed to be our official starter. Equipped with a stop watch and the checkered flag, Fred was given the ultimate responsibility to get each heat started and then determine the finishing places for each plane. Nothing to it! Just ask Fred.

Assisting Fred in the operation of the races were Fred Miller, sr.; Gordy Gottlieb, Chris Zonio, Joe Felice, Chris Vonkoschembar, Jerry Skreckowski and Tracy Noll. At least 5 or 6 other club members were there to see the races but decided they'd rather watch from the spectator area.

The race pilots came from all around including Endicott, Sayre and Vestal. Equipped with their winged racing machines and finely tuned engines. They approached the starting line under the complete domination of Official Starter, Fred Miller, Jr. The tension rose as Fred prepared the heat for the first race. Several questions were running through each pilot's mind.

Did Fred really know what he was doing? Were any of the flagmen colorblind? Could the lap counters count to 10? Could Fred work the stop watch and the checkered flag at the same time?

As it turned out everything went very well except that Fred couldn't work the watch and the flag at the same time and so there were no official times recorded. But Fred was able to determine the winner with the help of the lap counters and Bill Underkofler went home the big winner of the night.

Flying his Custom Jr. Falcon which has seen many a race over the past 10 years, Bill beat both Dan Luchaco and myself in the 1/2A races. Bill has not lost his racing talent and his aileron equipped Jr. Falcon handled the turns with ease. Guess I'll have to put ailerons on my Jr. Falcon if I'm going to keep up with Bill. Dan's plane was almost as fast, but needs some more race experience. My guess is that being the competitor that he is, Dan Luchaco will be in the winner's circle within the next month.

The .40 races were even more exciting than the 1/2A races with Bill Underkofler again the winner, just one point ahead of me after everyone had flown three heats. Bill proved that you don't need a .40 engine to win as he flew his .25 powered original design that he has been fun flying for several years. So those club members who are flying planes with engines smaller than a .40, there's a good chance that you too can be very competitive at this racing game.

It was nearly 10 minutes after the last race was completed that the excitement of our first club race was beginning to decline. Bill and John Bier had some real duals and during at least two races Bill and I were going down the straights wing tip to wing tip. There's nothing like it for real excitement in R/C.

THE ACTION AREA-cont'd. We will be keeping track of total points accumulated during the summer and here are the results of the first race:

1/2A	Bill Underkofler	6 points	
	Bob Noll	4 points	
	Dan Luchaco	1 points	
.40	Bill Underkofler	8 points	Original
and under	Bob Noll	7 points	Quickie 500
	John Bier	4 points	Scat Cat
	Todd Kopl	2 points	15-500

Winners of each heat received 3 points, 2nd place got 2 points and last place was worth 1 point. No points were awarded if the pilot did not complete all 10 laps.

Because of many personal conflicts on Thursday's, the races will be changed to Tuesdays. At least 5 members are unable to attend Thursday races, something that I was not aware of when I arbitrarily selected our race schedule. So, the next race will be on TUESDAY JULY 17 at 6pm. We'll skip the first week of July due to the holiday and many people being on vacation that week.

So there's plenty of time before the next race to get ready and we should have a good turnout. Don't forget to bring along a helper and be at the field by 6 pm on Tuesday July 17 for our second race day.

W We've selected the date for our Cross Country flight. It's going to happen on the morning of Sunday July 29. We already have 3 teams entered and the more the merrier. This year we'll fly from IBM Owego to Barnaby's Restaurant in Nichols for a Fly-in breakfast.

All teams including pilot, driver and spotter should be at the Rt. 17C entrance to IBM Owego at 8am. Again there will be several pit stops along the way and we will celebrate our success with a super breakfast at Barnaby's.

Please call me at 754-5279 for other details and let me know your frequency and who your crew will be. Those members with pick-up trucks are needed to provide the ground transportation so if you have truck and will drive, please call me and let me know. There are some pilots that need a ground support team.

Don't forget SUNDAY JULY 29 for the Fly-in Breakfast starting from Owego IBM at 8am.

THE FLIGHT BOX-by Editor

There has been a lot of activity in the AGS over the last month. In a brief overview of the past month the AGS has hosted a Pylon race, an STRCA Fun Fly, and a very successful regular meeting at our field. We have already had our first flight school graduate Mark Barton, he flies a Sportster 20 very well. It looks like a nice stable shoulder wing with no bad habits thats lots of fun to fly. Good Luck, Mark!

On the evening of June 7, 1984 at the AGS field the sounds of many engines large and small were heard above the still of the night. What was it you say? Was it Dan "Buzz" Lachaco, Bill "Whirly Bird" Underkofler and their squadron leader Bob Noll (with his continent famous shorts) readying for their first sortie over Day Hollow since the Fortieth Anniversary of the D-Day invasion. No, it was Sport Pylon Racing, yes Bob, Bill, and Dan were there along with John Bier, and Todd Kopl who flew; the helpers were Jerry Skreckowski, Chris Vonkoschembar, Chris Zonio, myself and many others whose names escape me at this time. We got two .049 races and four .40 size races completed by the end of the day. As an added attraction Chris Zonio flew his P-51 (Jemco Kit) it flew great and sounded realistic too.

The STRCA in which our club was outnumbered by the Sayre guys was canceled by popular vote. In its place we had open flying. The AGS members who did attend are Grover Ellis with his large H-Ray powered by an HB 40, Bob Noll with his Quicky 500 powered by a K&B .40, Ralph Jackson and Dick Allen in Ralph's T-28 Long Nose version which flew exceptionally well on a 1.2 Enya 4 cycle, and Jerry Skreckowski with his Tweety Bird. There was lots of flying and fun!

The AGS regular meeting for the month of June was held at the club field with a very large turnout of meeting goers, pilots and airplanes. I apologize to anyone if I do not mention your airplane if you had it there. Here is what I do remember: Ron Gauthier/New Era III, Ed Hull/Kadet, Grover Ellis/H-Ray, Todd Kopl/Scamp, Jerry Skreckowski/Twin Ductiphoned Cessna Citation, the Hostetlers/Linear Pinto, Bob Jewette/BRE ZEE Bipe with a .60 Enya 4-Cycle, Bob Noll/Quickie 500, and Terry and Terry, Jr. Terrenoire/Whiplash. One of the more memorable events of the meeting was when Jerry flew his Cessna Citation, it was a great sight to see and hope to see again! It's a real Beauty Jerry!

Also at the field this month were Nels Christensen with his train air .40. He can really move that thing around the sky, Mike Gazy with his Sunfly 4-20 a very nimble 20 size aircraft, and Ed Hull with his slightly over powered Kadet MKI makes real nice vertical takeoffs and even blew the doors off a fullsize Cessna Cardinal, all kidding aside, it flew real well Ed. In closing I would like to wish (for all the Club) to Dick Allen and Gordy Gottlieb a speedy recovery.

TECH TALK

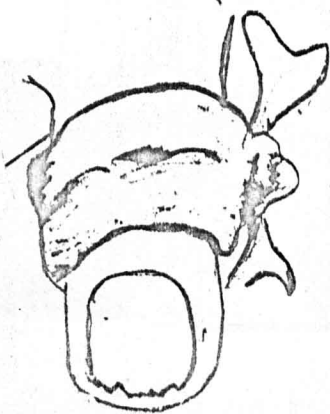
As one frog said to the other;
"Time sure is fun when you're
having flies!" June really
flew by for those of us that
had a few aircraft ready to

wring out and take to various events around New York and Pa. A lot of fun!
.....Now that G.J.'s no lonfer stocks ARROW SHAFT, let me give you two good
sources for that wonderful stuff that comes in two sizes ($\frac{1}{4}$ " and $\frac{5}{16}$ ") and
used primarily for push rod installation:

Shehawken Archery Co., 40 S. Main St., Bainbridge, NY 13733, 607-967-8333

Arrow Mfg. Co., 1365 Logan, Costa Mesa, CA 92626, 714-545-4978

Call 'em, get their price (Approx. \$2.00@) order and be happy!



RULE OF THUMB

...There are many! Let's give you

a few to think about for a safer, more FUN summer.

Never wear loose neckwear or allow a jacket to dangle while
you are tuning and running your engines. Once that propellor
gets ahold of a necktie, a tassel, a loose string hanging from
your body, look out baby!

Never SMOKE while fueling your aircraft. Keep your face pretty!

DO NOT USE THE BLACK NYLON GLASS-FILLED MASTER AIRSCREW PROPS

ON HIGH RPM ENGINES!! They shatter and have already nearly

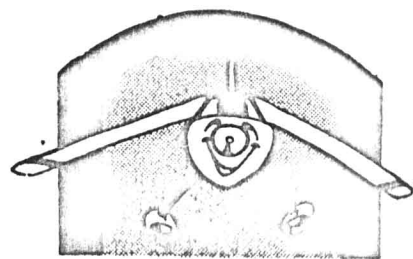
killed an experienced RC pylon modeler. If you consider ALL propellers as
being BUZZ SAWS, you may never have a problem.

Keep your models LIGHT. Never exceed 16 ounces per 100 sq. inches of wing
area. Example: Your giant scale model has 2500 sq. inches of wing area. Do
not exceed 25 lbs for that model. If you can keep it lighter the rewards in
performance will be wonderful.

Do not exceed 12 lbs per every sq. inch of engine displacement. Examples:
A 2 C.I.D. Gas engine will haul up to 24 lbs of aircraft weight with accept-
able performance. A 3 C.I.D. engine will haul up to 36 lbs! Now,..... Hear
this: The new, exciting, and ever popular 4-stroke engines do not have the
power that you turkeys are used to getting out of similar standard glow
engines in the same size range, therefore you must go to a larger 4-stroke
engine when replacing your present NOISY glow engine in order to achieve
similar performance.

Let's talk about recent R/C trends and their effect on the future of RC.

The day has come,.....modelers are enjoying flying much SLOWER and much QUIETER than ever. Thanks to many factors, RC is becoming more enjoyable than ever and safer too! Quite a few RC Clubs lost their flying sites over the past three years due to NOISE. The AGS lost Tri-Cities Airport as a contest site because the contestants came with tuned pipe pattern models that had to take a mile to make a turn at speeds of 125-150 MPH!! They simply could NOT keep out of the full scale traffic area. Since the loss of Tri-Cities airport as an annual AGS contest site, the annual AGS contest has not been the same.



Hint's and Kink's

Let's talk PAINT: Sometimes when one kind of paint is put over another, the entire finish may dissolve and wrinkle up. This is called a compatability problem. The table that follows shows what material can be applied over others.

CHEMICAL COMPATABILITY OF COMMON FINISHING MATERIALS											
OVER	UNDER	Vinyl Spackle	Polyester F.R.	DuPont 30 S	Aero Gloss Dope	Butyrate Dope	Acrylic Lacquer	Alkyd Enamel	Epoxy Enamel	Acrylic Enamel	Polyurethane Enamel
Enamel		C	C	C	C	C	C	C	C	C	C
Polyurethane Enamel		C	C	C	C	C	C	C	C	C	C
Acrylic Enamel		C	C	C	C	C	C	C	C	C	C
Epoxy Enamel		C	C	C	C	C	C	C	C	C	C
Alkyd Enamel		C	C	C	C	C	C	C	C	C	C
Lacquer		C	C	C	C	C	C	C	C	C	C
Acrylic Dope		C	C	C	C	C	C	C	C	C	C
Butyrate Dope		C	C	C	C	C	C	C	C	C	C
Dope		C	C	C	C	C	C	C	C	C	C
Aero Gloss		C	C	C	C	C	C	C	C	C	C
30 S		C	C	C	C	C	C	C	C	C	C
DuPont		C	C	C	C	C	C	C	C	C	C
Finish. Resin		C	C	C	C	C	C	C	C	C	C
Polyester Spackle		C	C	C	C	C	C	C	C	C	C
Vinyl		C	C	C	C	C	C	C	C	C	C

SILVER SOLDER is the ONLY solder to use on any structure of control installation. Heat it til it flows, please.....

You'll find this table very easy to use! For example, a builder may wish to use Aero Gloss over a butyrate dope. Locate Aerogloss in the top row which is labeled OVER. Find Butyrate dope in the margin labeled UNDER. The "N" in the table shows the combination to be NOT campatable. ALWAYS sand any colour paint with 320 or 400 grit between coats. This table favors a conservative approach ...a SAFE approach to finishing success. And ALWAYS test your paint on a scrap piece of wood or fabric before you proceed with the final spray or brushing of your model.

Heat shrink materials? Pre-painted fabrics? Coverite? Colortex? Monokote? Koverall by Sig? And Super shrinkCoverite? All the above are wonderful products, desigend to save you time and money and almost guarantee 100% perfect covering results. You pick the method and practise-practise! Perfection can be yours

Cycle them thar batteries, keep your better half happy, and we'll see you at the next AGS meeting, and better yet, at the Club field for fun, relaxation, and an understanding of why RC is the greatest sport in the world! Don G.