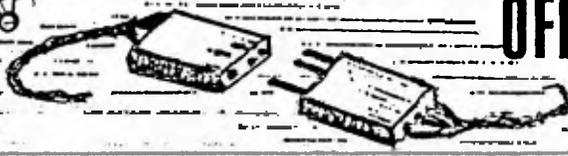
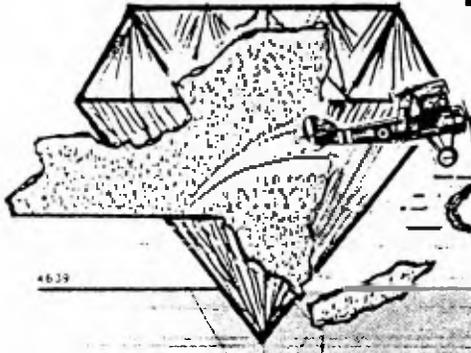


"The Connector"



OFFICIAL NEWSLETTER

Our Thirtieth Year



ENDWELL, NEW YORK

RON GAUTHIER, President... GORDON GOTTLIEB, Vice - President... GROVER ELLIS, Treasurer...
TERRY TERRENOIRE, Secretary... BILL TOMSA, Board Member at Large... JERRY SKRECKOWSKI, Board Member... BILL SEBESTA, Past President.
DON GODFREY, Newsletter Editor

Volume 17 Issue IV January 1985



Our *PREZ* sez :

BOARD *Report*

Although I am writing this before Christmas, the holidays will have come and gone by the time this edition is in your hands. I hope that Santa was good to all and that the balsa dust is flying as those newly unwrapped kits get started!

Ed Hall has collected \$200 from the gentleman that previously removed some trees from the AGS property, closing the issue.....

The AGS Board will be drawing up a tentative budget for 1985, now.

The AGS information board at G.J.s' will be replaced with a newer design.

To help with the construction of new projects, BILL TOMSA is organizing in-home building sessions as per his article in this "Connector". Also, BOB NOLL will be starting his famous "Ground school" sessions in January. Bob's sessions provide an opportunity for members to bring their current projects in for help on construction-related problems, from A to Z! Bring your plane and lots of questions.

Several new AGS shirt logos will be presented to the general membership at the January meeting for open discussion and vote.....

There has been a slight change in meeting programs, as follows:

A formal contract will be initiated with GROVER ELLIS to print the AGS Connector. His Cannon copier has the ability to print on both sides, creating a tremendous savings in postage as well as much better print. We now have a QUALITY Connector. The old Xerox copier will be put up for sale while it still retains value. (Anyone interested?)

Program will be..

- January... Video II "Hot Stuff"
 - February.. Monokote Demo - D. Godfrey
 - March..... Oshkosh '84 - Bill Tomsa
 - April..... Annual project night
- Project night is considered one of the "premier" events of the year.
EVERYONE ATTENDS!

It is illegal for club members under the age of 19 to drink alcoholic beverages at the club field or during club functions. Being a State Law, it will be a club policy to strictly enforce this ruling. Knowing that all members will adhere 100% to this regulation, I am sure that we will have no further problem. Ron G.

Success is never Final - Failure is never Fatal !!!

editorial

by DON GODFREY



Well,...come hell or highwater, or freezing rain, the annual AGS Xmas party was a smashing success! With one of the worst weather reports of the season, nearly 50 eager folks attended the party to enjoy one of the best events of 1984! Cocktail hour began at 6:30PM sharp and the bubbly flowed like castor on a hot Sunday.

A scrumptious dinner was served at 7:30PM and soon after the exchange of gifts made for a very festive evening. The lower level banquet room at the Vestal Steak House was warm, cheery, and perfect for this well-attended AGS end-of-year format. Gifts ranged from melon ballers to Champagne, from soap to games, a huge variety of inexpensive sensible gifts to please any gender. If you missed this party, you missed a super deal.

Our heartfelt thanks go to Bill Sebesta for arranging, at the last minute, such a well received party. Live entertainment was arranged by yours truly, however the musician hired was not able to travel the icy roads from Montrose, Pa. to Vestal, NY. The biggest AGS party is held annually in March, much fun and games! Plan on attending.

Get Your Bite of the Apple - Attend Meetings

DEAR ANN LANDERS: I'm a 16-year-old girl who is a nervous wreck from getting yelled at. All I hear from morning till night is: "Stop smoking, get off the phone, hang up your clothes, do your homework, clean up your room." How can I get them off my case?
— Sick Of Parents

DEAR SICK: Stop smoking, get off the phone, hang up your clothes, do your homework and clean up your room.

Being a parent in this day-and-age is increasingly more difficult to endure, especially if you have one or more teenagers in the household. It never ceases to amaze me as to how our kids consider us "adults" as imbeciles and ready for the old age home! And, of course, our advice usually goes in one ear and out the other.

This reprint of an Ann Landers note from a 16-yr old girl really tickled my fancy and I thought that you might get as big a kick as I did. Enjoy!

NEXT meeting TUESDAY EVENING, JANUARY 8th, 1985 **BRING A PLANE!**
TIME: 7:30 PM PLACE: N.Y.S.E.G.

"The human brain is a wonderful thing. It starts working the moment that you are born, and never stops until your first R/C model leaves the ground".
HAPPY NEW YEAR!

I LOVE PRAISE I SO, TELL ME WHAT IS WRONG I



Action Area by Bob Noll

Sure hope that all of you had a very enjoyable Christmas and that Santa brought all of you the right stuff. By now I expect that most of you are lost in the workshop with your new project and loaded with enthusiasm!

If you are anything like me, you may not be ready to begin building for one reason or another. In my case, I ordered a new kit from Dick Hausen (of Tiporarri fame) and it won't arrive until mid-January. It is an 800 Sq. inch DILOTEL which is designed for the FAI turn-around pattern, and is the same plane that CHIP HYDE used to win the turn-around event at last year's NATS.

So,....if you have a few weeks available before you start building your new dream plane, then spend this time wisely and use it to go over all your active planes and equipment so that you will be ready the upcoming flying season. A word to the wise?

Today's radios do not need much maintenance IF they have not been the victim of a crash or other misfortune. If your equipment has been working flawlessly, LET THEM ALONE. I don't even recommend that you remove your radio from the plane since this will probably put more stress and strain on the unit than leaving it alone. However, I do highly recommend removing the batteries.



A good battery test on both transmitter and receiver batteries is a **MUST** and is easy to accomplish with a simple voltmeter and a clock. After fully charging both battery packs, open up the cases and monitor the voltage under LOAD (turn on the switches) every ten minutes until your lowest cell reaches 1.0 to 1.1 volts. Number each battery and record the voltage readings. You will be able to plot a curve for each cell and it will be obvious if there are weak cells in the pack since it is highly unlikely that ALL cells are weak! Do NOT discharge below 1.0 volts since this is not good for the batteries.

Go through this procedure several times since successive charge/discharge cycles may strengthen some weak cells. A great tool for doing this throughout the season is a commercial battery cycler available at G.J.'s Hobbies.

When in doubt, replace a cell using a low heat soldering iron so as not to damage the new cell. New battery cells are cheap compared to a broken airplane. Battery failures have been the primary cause of equipment failure for many, many years.

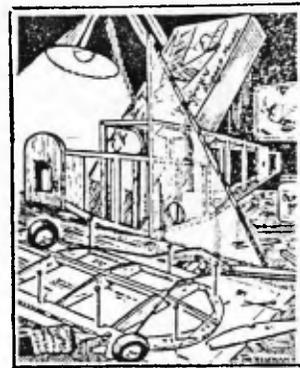
Give me a call at 754-5279 if you need help. Maybe we can plan to demonstrate this method at a future club meeting.

There's more to the winter maintenance story, however, for now I'll stop to tell you a little about my visit with some modelers in Europe. Two weeks in Europe gave Lanny and I a wonderful opportunity to see some old friends!

GENIUS, like Humanity, rusts for want Of Use

Action Area continued.....

Our trip began in early December and led us to enjoy a few days with WOLFRAM and SUZANNE STASUK. Both are doing just fine! While on business in Sindelfingen, Germany, we recapped old times back here in the states and the AGS club. Wolfram sends his very best regards to the entire AGS Club and is extremely happy that he continues to receive the "Connector". I am sure that he will be very delighted with the new format that Don Godfrey has put forth creating a new Connector for 1985. Wolfram enjoys staying in touch and has written a letter to the club that should appear elsewhere in this Connector issue. For now, I can tell you that he has his workshop in full swing and has joined a new R/C Club of about 50 to 60 members.



Wolfram and Suzanne Stasuk at their comfortable home in Germany 12/84

After visiting with Wolfgang, we drove Oberhitnean, Switzerland to visit with BRUNO and EYNON GIEZENDANNER. Bruno was twice world champion in the early 70's and visited us in 1974 while on a business trip to the USA. Some of you old timers will remember that I loaned him my "Yankee" so that he could fly in our 1974 pattern contest ...and the Yankee never flew better!

Bruno is in business for himself. He and his wife produce a quality set of motor driven retracts which are sold world-wide...in the USA by Giezendanner USA, Dick Penrod, a mutual friend of mine. Bruno also manufacturers spinners by injection molding located in his home. His most famous product are the Giezendanner wipers for servo pots which greatly improve servo performance and reliability. He is also the Swiss Distributor for J.R. Radios. (I got to see JR's new 9-Channel PCM radio, a REAL jewel!). That's all for now...I'll be sure to bring some Swiss and German RC magazines to the next meeting. Happy New Year! B. Noll

We were able to spend about $\frac{1}{2}$ hour with WOLFGANG MATT in Lichenstein during lunch break one day. Wolfgang is one of the top flyers in the world and recently won 4th place at the Tournement of Champions at Las Vegas. He is currently flying a Webra-powered SUPER STAR, original design, using a Webra radio. Yup, Webra really DOES make radios! We had a very enjoyable discussion about the T.O.C. Wolfgang is the best pilot in Lichtenstein and has always been a member of his country's International Team. If I'm not mistaken, he won the world's championships in the late 1970's.



Enjoying lunch with Wolfgang Matt at a restaurant in Lichenstein

Believe in What You are Doing, Be Active !

SHOP SESSIONS

by BILL TOMSA



Why is it that the iron-on coverings, on some guys airplanes, stay as tight as a drum head, while the covering on my TRAINAIRE 40 looks like "The rolling hills of southern New York?". I have seen many scratch built models with foam wings. What is the best way to cut them, what kind of foam should I use, and how does one make a foam cutter!

Sure,...I can find a bezillion "How-to" articles in the hundred or so model magazines that my wife has purchased and "allowed" to accumulate in my work shop, and yes, reading the instruction helps too..... sometimes. But those articles go only so far and quite often do not contain the answers to the dumb questions that I can usually muster up. ("The only dumb question is the question never asked" - Sgt. O'Connors, USMC, D.I.)

I don't know about you, but most of the time I learn a certain skill much faster when I can watch someone with skill do it and ask questions, as opposed to merely reading about the subject in question. All this leads me to the point of this article called, "Shop Sessions" and hopefully to a solution to many questions we may all have.

In the past, the AGS has had a series of "Shop Sessions". Those members interested in seeing a certain model-building task undertaken by a club "expert" could, on a given date, visit the workshop of the club expert and watch the project being completed, ask questions, and LEARN-LEARN-LEARN.

Cuttin' foam wings, ribs,...Retract installation, covering and finishing methods are only a few subjects that are covered in these shop sessions. There is little doubt that the AGS has the necessary talented people in our organization to provide a lot of insight into these vast areas.

I would like to know if there is sufficient interest among the AGS membership to re-introduce shop sessions. If so, YOUR input is needed as to subjects covered.... as well as any other ideas you may have. The subject of "Shop Sessions" will be brought up at the January 8th meeting. Bring your ideas and/or call me at 1-625-2551. Now,...MAYBE IF I CAN GET RID OF THE WRINKLES IN MY MONOKOTE BY PUTTING MY FUSELAGE IN GLORIA'S NEW OVEN AND TURN IT UP TO.....(?). Bill Tomsa



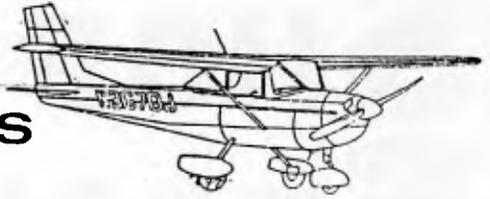
Somehow Jerry's new technique for a wrinkle-free covering leaves a lot to be desired.

GET ON THE BALL! THEN, THINGS WILL ROLL !!



GIANT SCALE news

DON GODFREY



Before I get to an interesting subject or two, allow me to introduce the fellows in the AGS club that are and have been actively building and flying Giant Scale R/C aircraft in addition to the normal 2"=1' models:

| <u>PILOT</u> | <u>PHONE</u> | <u>SUBJECT(S) - AIRCRAFT - COMMENTS</u> |
|----------------------|--------------|---------------------------------------------------------------------------------------------------------------|
| Allen, Dick | 785-1641 | Fokker Tri-plane, Cap 21, Laser soon. |
| Christensen, Nels | 785-2937 | Baby Ace with Enya 1.20 4-stroker |
| Dascano, Chris | 1-637-4798 | Stearman, Ercoupe, AT-6 Texan, Fokker tri-plane, Fly Baby |
| Ellis, Grover | 1-625-3257 | Nosen Citabria under construction |
| Farrell, Hank | 748-3879 | Ryan ST-A (About three years old) |
| Gazy, Mike | 1-625-4236 | Nosen Big Stick, Fokker D-7, Pietenpol |
| Godfrey, Don | 724-0115 | Stearman, Cap 21, Laser, Fokker D-7, Big "E", SE-5A, 1/6th B-25 Mitchell, 2 Fleet Bipes, J-3 Cub by Span Aero |
| Hall, Ed (See Pg. 9) | 748-3915 | Proctor Newport, AT-6 Texan, a D-7 |
| Jackson, Ralph | 748-1707 | Fokker tri-plane, Fokker D-8, others. |
| McKeown, Jim | 754-7204 | J-3 Cub, Span Aero |
| Regan, Herb | 1-865-6074 | 2 Nosen J-3 Cubs, Mr. Mulligan, P-51. |
| Wagner, Neil | 748-2903 | |

plane TALK :

If you've had a hankering to get into a big "meaty" model and you feel the need of more information, simply call any of the above pilots.

Speaking of INFORMATION, I recently was very surprised to learn that practically no one in the AGS club truly understands what GROUND EFFECT is and how it effects your aircraft. I'm gonna tell you all about it now.

GROUND EFFECT is a temporary gain in lift during flight at very LOW altitudes...due primarily to the compression of air between the wings and the ground, and to a lesser degree by wing tip vortices. (See Fig. 1.)

Fig. 1.



Ground effect made simple.

The altitude at which the most benefits are obtained in GROUND EFFECT is usually somewhat less than the wingspan of the aircraft, with low wing models being more affected than mid or high wing craft because their wings are closer to the ground.

The example in Fig. 2 shows a plane with a 40' span just about out of GROUND EFFECT at 40' above ground level. Ground effect allows the plane to sustain flight at this very low altitude and lower than

The Best SAFETY DEVICE in any Aircraft is a well trained PILOT.....

normal air speed.

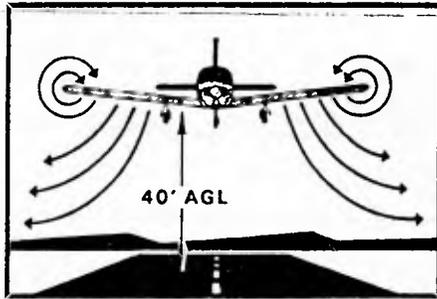


Fig. 2.

Ground effect diminishes with altitude.

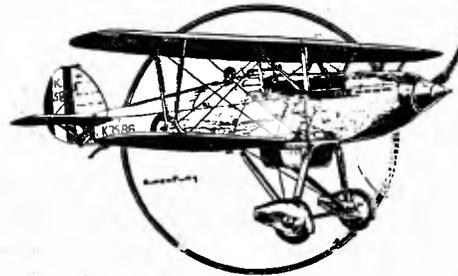
I've seen prime examples of what thin air and too-heavy models can do during the five times that I attended the QSAA annual fly-in at Las Vegas. Thin air will increase take-off rolls as much as 25% and more! Guys will get their airplanes off the ground with insufficient power and/or too great a load (some guys still build heavy)...and being unaware that they're only held up by GROUND EFFECT and not really flying, they try to climb out too soon and STALL.....or turn much too soon which dumps the cushion of air the bird's been riding on. Either way spells disaster!

What the pilots should do is to take advantage of all that open space and keep on truckin' straight ahead with the nose down a tad to pick up speed, and then safely climb out of the protection of ground effect. Now hear this:

"Floating" on landings, is also in part, a direct result of ground effect. Many a pilot has found that he's unable to touch down, remaining airborne just off the surface at a speed that would have resulted in an immediate stall at higher altitude. The best solution here is to apply POWER and go around, setting up another approach...and it pays to know your model well enough to be able to SLIP into a landing.

Ground effect can also cushion stall-style landings... especially in LOW WING AIRPLANES, and soft and rough field landings. In taking off from an un-satisfactory surface, you can take as much of the weight on the wings as possible on the ground run, and then lift off with the aid of ground effect before true flying speed is attained. (Some guys call it "horsing it off"). If you horse it off, you'll splat it!

Now that you know about ground effect (GE), you won't get caught short and break your new birdie unnecessarily, will ya?



Next month (February), we'll talk about GLITCHING, why it happens, some startling info that you might not know about regarding GLITCHING, and what measures can be taken to avoid those "unexplained" glitches making you think that "someone" has turned on and glitched you at the flying field.

There is more information available to us mere RC mortals than I could possibly put into a hundred AGS "Connectors", therefore the only info that I care to send your way is the info you need and want. LET ME KNOW WHAT SUBJECTS ARE DEAR TO YOU AND TO YOUR BUDDIES. I PROMISE THAT YOUR SUGGESTIONS WILL BE GIVEN TOP PRIORITY. **HAPPY NEW YEAR!**



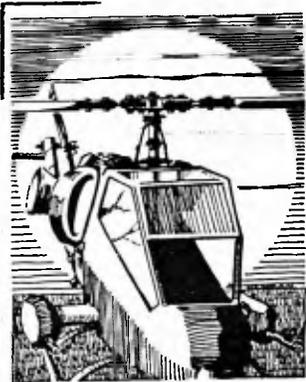
NOTICE: Dates for 1985 concerning AGS Club activities will be posted by Bill Tomsa. Pattern contest dates will be posted by Boh Noll. Giant scale events will be posted by Chris Dascano. Mall show and Float Fly-in will be posted by Terry Terrenoire, AGS Sec.

LOOK OUT 1985! HERE WE COME!

HELICOPTER CHALLENGE

By

Guest Expert BILL UNDERKOFER



Nationally and world-wide, Helicopters are coming on pretty strong. More and more RC pilots are adding this new, exciting challenge to their repertoire of "flying things", however on a local level we don't see very much activity in the chopper event.

So, how come choppers are invisible at the AGS field? I'll tell you! Helicopters and power planes don't mix very well, therefore we do most of our Helicopter flying close to home....in the back yard or at a local school yard.

In the event that you get the bug to try Helicopter flying someday, let me give you a few reasons why you may enjoy this "other" sport:

1. You're fascinated by the sound and pizzaz of Helicopter flite.
2. Your power flying skill has leveled off and you need a new challenge. (Don't we all?)
3. You might even improve your power flying. Most sport flyers effectively use ailerons and elevator whereas choppers force us to become adept with rudder and throttle.

Now to some of the more popular questions asked about Helicopters:

- Q. Aren't choppers EXPENSIVE??
- A. Everything is relative. They cost less than a high tech pattern plane, a major quarter scale, or a good set of golf clubs.

Q. Choppers are more difficult to fly than regular planes, aren't they?

A. Not really harder,..just a bit different. For example: Your "elevator" stick controls flight direction and SPEED, NOT pitch attitude.

Q. Do I need a special radio?

A. No. Any 4-channel radio will do just fine for starters. You don't need special chopper functions until you become an expert. With proper help and guidance from an expert, you will learn very quickly!

If this brief offering has tickled your curiosity, please give me a call (785-3643) and I'll give you the whole 9 yards and chopper "pitch". (No pun intended!). We chopper hackers are a lonesome bunch, a winsome minority. Please join us!....we'd love some company!

If time permits, I'll have a full-blown Helicopter article in the new "Connector" for February/March. Thankyou.....HAPPY CHOPPING! Bill.



I LOVE MY.....
MIXMASTER!

Modeler...the only thing you can do on a shoe string today is.... trip over it...

IF Evolution works, howcome a modeler has only two Hands...

Secretary's Clip-board..

TERRY TERRENOIRE III Sez:

Auction '84, held in November, had FIFTY TWO PEOPLE REGISTERED! There were a total of 38 transactions and the cash flow came to \$510.50. As usual, there were some nice planes, engines, and kits. Included were some non-modeling items,...a set of hair clippers, a raft of Golf magazines, just to mention a few. Those that made purchases seemed quite happy with their items. (Nick Rossi purchased just about every aircraft available!). Many thanks to all that participated!



The 3rd Annual R/C Mall show will be held at the Oakdale Mall on:

JANUARY 25th & 26th, '85

Set up day will be Thurs. Jan 24th.

Again, for this year, the AGS will share "Center Court" with the INTERNATIONAL PLASTIC MODELERS. All aircraft to be displayed must be set up and on display by Thursday evening, Please. All models must be removed by Saturday evening.

Please plan on attending the Jan 8th AGS meeting to help iron out the last minute details. I'd like to get an idea of how many models will be displayed and at the same time work out a schedule of who will actually be working the show with us.

No competition has been planned, however if you have any suggestions that might improve the over-all show, please let me know and we'll work out the details. Thanks!...see you the 8th!

There is never enough time to do a Job Right, but there always seems to be enough time to Do It Over....

Activities around and About...

ED HALL, nearly 70 yrs of age, is busy completing a 1/3 size GEE BEE. This will be Ed's third giant size RC model, and a beauty it will be!

DICK ALLEN, plagued with back problems is slowly but surely recovering from what appears to be a successful operation. We missed you in 84 Dick!

CHRIS DASCANO reportedly has a new "secret" project on the board.... A 10' span low-wing post-war bird. Chris, you sure know how to tease us guys! Can you give us a clue?

WAYNE SITLER,....we miss ya! Where have you been? How about making a New Year's resolution to attend AGS meetings? The club needs you!

NEED COPY WORK DONE? Grover Ellis' Cannon Copier is ready and willing to make copies of almost anything for you at reduced rates. Call him at 1-625-3257

BRING A FRIEND TO THE NEXT MEETING! ...yes, even a female pal. You'd be surprised at how much women enjoy watching us "grown ups" get into this sport. It sure beats sky diving!

RON GAUTHIER, AGS Prez. and W.D. does not repair in-grown toe nails, warts, fingers glued shut with Zap, looseness created by Castor fumes, broken wing RIBS, nor will he splint a broken landing LEG. Give the guy a break!

Tis' Time to renew your AMA DUES. ...and have you noticed the improved quality of MODEL AVIATION * * MAGAZINE? * *

BOB & LANNY NOLL visited NINE countries in 14 days during their recent trip to Europe! Talk about "people on-the-move!" Fun-Fun!!

CHRIS ENGLER is home! He sure misses his "Tiporari" pattern ship, Crystal Noll, His Mom's cooking, and the AGS club. (Not necessarily in THAT order!) See ya at the Jan 8th meeting, Chris!

New for '85

The first thing NEW for the AGS for 1985 is a change of address. Please make note.....



AEROGUIDANCE SOCIETY, INC
Post Office Box 39
Vestal, New York 13850-0039

ings. One treatment of AFTER RUN will last for months. As a plus, model engine parts heat treated with "After Run" will produce an immediate INCREASE IN RPM's! Sells for under 4 bucks at G.J.'s.



Carl Goldberg has a new cyanoacrylate excellerator called "X-cel", comes in a spray can and boy!.. it works much better than Hot Stuff's "Kicker" in a pumper bottle. "X-cell" will work with ANY brand of fast-adhesive... Super Jet, Zap, Hot Stuff, etc. No builder can afford to be without this item!

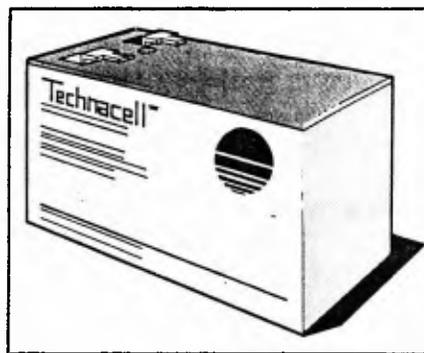


Proper engine care is like \$\$ in the bank. Never run engines too lean. Balance props. Check engine bolts often. Enjoy!

These folks will custom make ANY size aluminum cowl or spinner! They moved from New Jersey to CA not long ago and offer a much needed service. Write and ask them for a price quotation on your needs.

Authentic, lightweight
ALUMINUM SPINNERS & COWLS
CUSTOM MADE TO YOUR ORDER
Individual and kit manufacturer inquiries invited.
JERSEY METAL SPINNING
1400 Unit G, E. St. Andrews Place
Santa Ana, CA 92705
(714) 957-0794

Ace R/C has introduced a QUALITY 12-volt sealed lead acid battery! Its called the TECHNACELL. Maker is the Elpower Corp. and is rated at 5 amp hours. Because its sealed, it requires NO maintenance and will NOT leak! A boon to pilots with electric starters, you'll soon see many TECHNACELL batteries at the flying site. G.J.'s will have 'em.



PACER TECHNOLOGY (Makers of Zap) has introduced a corrosion inhibiting engine AFTER RUN OIL called (What else?) AFTER RUN! It totally resists rust and corrosion and will greatly prolong the life of two and four cycle engines. Just a few drops in the engine before storage will inhibit RUST on the bear-

SEE YA ALL AT G.J.'s, ya hear?

TOMORROW IS ONLY A DAY AWAY!

WISHING YOU ALL
A PROSPEROUS
AND ACTIVE --

New
Year

1985

BILL SEBESTA
Past president

GORDY GOTTLIEB
Vice president

TERRY TERRENOIRE
Secretary

BILL TOMSA
Bd member A.L.

JERRY SKREKOSKI
Bd member

DON GODFREY
Editor

GROVER ELLIS
Ass't Ed.
& Treasurer

BOB NOLL
"Action Area"

AGS STAFF & COMMITTEES

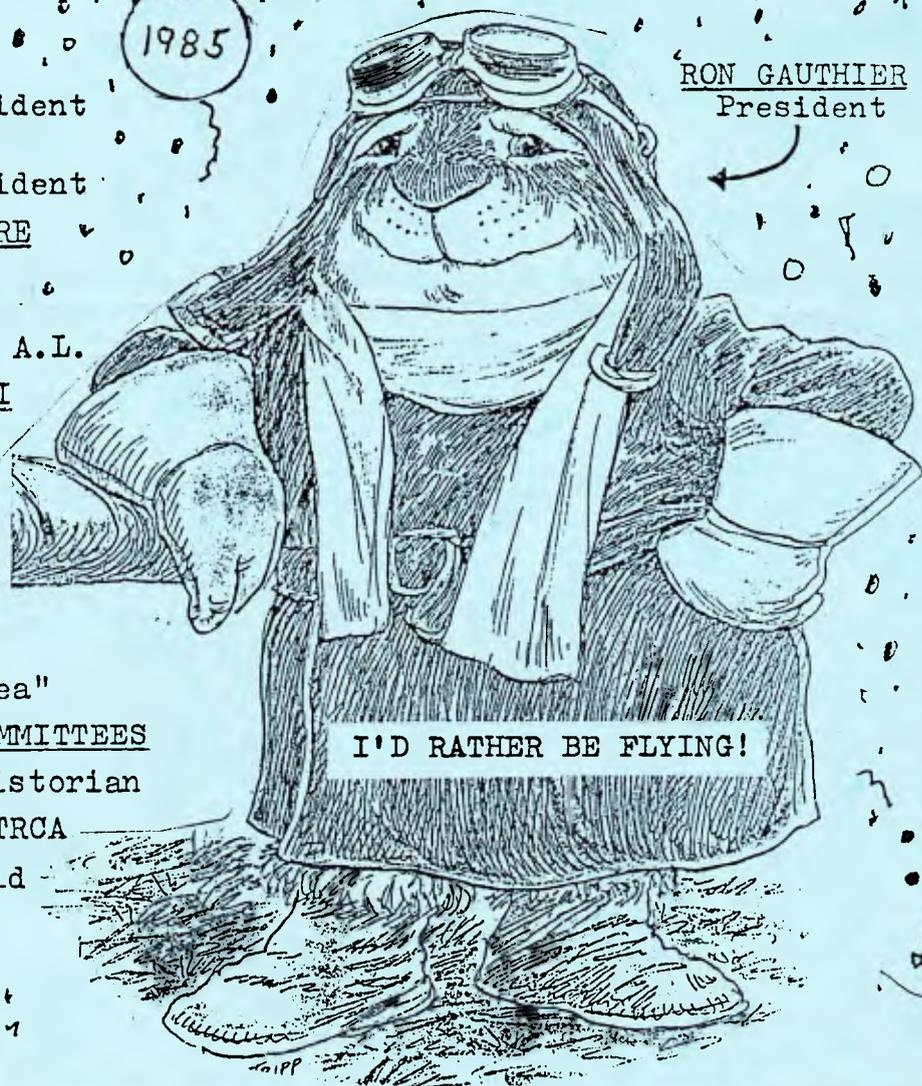
ROY WIEDMAN Historian

JOE FELICE STRCA

BUD GRANT Field

REID DONLON
Membership

RON GAUTHIER
President



I'D RATHER BE FLYING!

NEXT MEETING NIGHT, TUESDAY - JANUARY 8th - NYSEG - 7:30PM!

HAPPY
NEW YEAR

POSTMASTER: Dated Material -
Prompt delivery requested.



FIRST CLASS



Aero Guidance Society, Inc.
Post Office Box 39
Vestal, New York 13850-0039



Bob Noll and Bruno Giezendanner in Europe,
December 1984

Read all about it! Page #4 this issue!