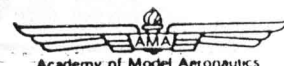


"The Connector"



Chartered Club

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 18 Issue II February 1985



Our *PREZ* sez :

This month I'll cover a few points of business from the last AGS Board meeting....

First off, I hope that the majority of those concerned about the transfer design for the AGS logo were present for Bill Tomsa's presentation at the January meeting. Bill will present his drawings of an "updated" current AGS logo, and one of a completely new design at the Feb 12th meeting. A BRIEF discussion will be held then and a vote to accept or reject either of Bill's designs will be held at the March 13th meeting. Members may vote by proxy by contacting any AGS Board member.

Last month I promised that the AGS Board would prepare a projected 1985 budget. The thought occurred to me, "... budget for what?". After all, one usually has a goal for which a budget is formulated. I quickly realized that there are many possible goals for an AGS budget, depending on what our plans for the next 5 to 10 years are. For example, now that our field is almost ours, are we content with it "as is". Do we want major changes in the field? Is the field secure for our use in the coming years, or should we be accumulating capitol against the possibility

of our again having to change locations? I know that there is no consensus on these topics now because we have such a good facility which took a lot of effort by my predecessors to obtain. With such a good field, it is easy to be content.

We may just need to maintain what we have at this point, however, all things change and before the world passes us by, or before any major new expenditures were made by the club (like leveling the mountain to put in 3000' paved runway with separate taxi way!) we should have some idea of "where we are heading". For now, we will continue with maintaining what we have, but I would like to stimulate some thought and discussion, and get some feedback along these lines.

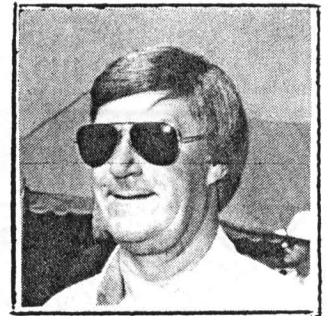
As a last point, the date for the 30th AGS ANNIVERSARY and ANNUAL BANQUET-PARTY is MARCH 23rd to be held at the HOUSE OF YU. Don Godfrey has initiated this event and will be working with VP Gottlieb to make the party the best ever! More details to follow....mark your calendars now!

PS: GROUND SCHOOL, given by Bob Noll begins at 6:30PM on meeting nights. These programs are open discussions of building techniques and problems. Bring your projects, kits, etc. Keep Building! Ron G.

Don't be disguised as an Empty Chair at Meetings

editorial

By Don Godfrey



Monokote® Creativity

Monokote, often termed, "Monkeykote" is still one of the most misunderstood mylar finishes on the market and yet one of the most widely used.

The Feb 12th AGS meeting program will bring to you a VHS tape called.... MONOKOTE I, a comprehensive film showing "how to" use Monokote properly for maximum results. As in most cases it is the "tricks of the trade" that make for professional results.

After the film is viewed I'll be happy to offer my Monokote services by actually covering a portion of your present project, in your home. A perfect covering job is really not that difficult once you see it done before your very eyes. We may even incorporate the idea to SHOP SESSION.

Well troops, this is the 3rd issue of the NEW CONNECTOR and your comments have been very gratifying! We are proud to have a triple "A" R/C club and as such you deserve to have a first class newsletter. As long as I know that we are satisfying your needs via "Connector", the format shall remain pretty much the same. If you want to see something very special in the Connector, do not hesitate to request same to me.

**FLYING IS
FUN**

FUN! FUN!

**FLYING IS
FUN**

FUN! FUN!



AMA

As published in the AMA rule book, SAFETY CODE.....

If the Safety code is observed, it is not necessary to be concerned with the difference between COMPETITION and FUN FLYING.

IT IS NOT WHAT IS FLOWN, BUT WHERE AND HOW THAT COUNTS. Larger engines and larger planes than SPECIFIED IN THE RULE BOOK can be flown - provided the Safety Code is adhered to, with particular emphasis on avoiding flying near or over groups of people.

Four-stroke engines are coming on very strong nowadays. Smooth, QUIET, and probably the future trend. Some pattern flyers are converting to lighter, quieter models, ..hoping that full FAI pattern can indeed be accomplished in a more realistic manner. Hooray!

Are you ready? Is your RC equipment serviced and ready for the season just ahead? Service centers get VERY slow after February and quite often take 90 to 120 days to overhaul the simplest of radios! Take heed troops!

The WRAMS SHOW date is Feb 23rd-24th. Perennially, the AGS meets at G.J.'s. early on the morning of Feb 23rd for a caravan or bus trip to White Plains. Ask for details at the Feb meeting.

NEXT meeting

TUESDAY EVENING, Feb 12th, 1985
N.Y.S.E.G. - Old Vestal Road
→ 7:30 PM ←

BRING A PLANE - BRING A FRIEND

BRING SOMETHING NEW, OR BRING

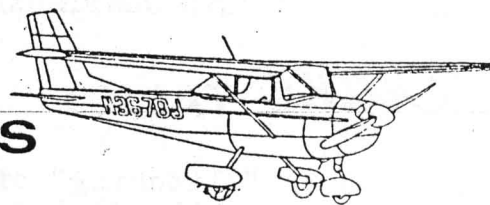
SOMETHING TO MEND

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



GIANT SCALE news

DON GODFREY



Deciding on a new Giant scale project can be difficult, especially since there is a sea of subjects to choose from and practically no limits to the availability of plans and hardware.

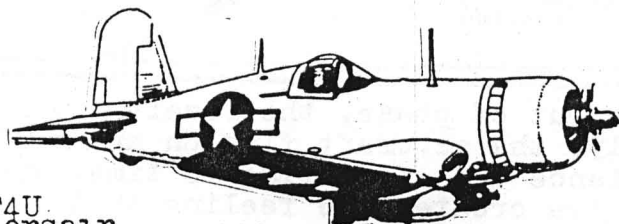
One phone call from Carl Dannenhouse of Schuylkill Haven, Pa. and I made a decision to build an aircraft that has had me spellbound for a long time, especially since I saw Ed Hall's 1/3 Jap Zero fly during 1983-1984.

I contacted Nick Zirola and like magic I now have a set of 1/5 scale Jap Zero plans (A6M), a cowl and molded canopy! G.J.'s had the Squadron-Signal Publications booklet for the A6M Zero with loads of details too!



92" span

Giant scale retracts, up to now, have been somewhat marginal, with the better units being custom made, or tailor-made to suit your model. Tom Marcovecchio of Holbrook, NY is making electro-mechanical retracts on a custom basis for the Zirola Zero and I hope to obtain a set asap! World war II fighters really do not look right flying with wheels down, nor do they look correct with NO pilots. So why did I decide to build a 1/5 scale Jap Zero? I'll tell you!



F4U
Corsair.....

The aircraft is very stable and maneuverable and will perform pattern maneuvers with ease providing the model has adequate power. I intend to power this "Zeek" with a 3.1 CID Sachs-Dolmar engine, a 5½ HP brute.

I prefer building large R/C models in the "scale" category,... rather the "sport scale" stand-off type. Remember the rule of thumb that I came up with four years ago regarding power and wing loadings? It goes like this:

DO NOT EXCEED 12 lbs of aircraft weight for every one-cubic inch of engine displacement, or in other words: Using a 2 HP gas engine, your model should not exceed 24 lbs of gross, ready-to-fly weight. And, a 3 CID gas engine will, then, carry a payload of up to 36 lbs without appreciable penalty, depending on the model, of course. Bipe? Low wing? Highwing?

The Jap Zero will weigh in at approx. 26 lbs with a 3.1 CID mill. The extra margin of power will offer brute torque, NOT SPEED. Verticles will be awesome! Flight will truly be authentic. Isn't that what Giant scale modeling/building is all about?

Last month I promised you that I would explain why you may, at times, experience a GLITCH or two while flying with no apparent explanation. To understand some of the reasons why this can happen will make your 1985 flying season a bit more comfortable, so let's get to it!

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

GIANT SCALE NEWS CONTINUED.....

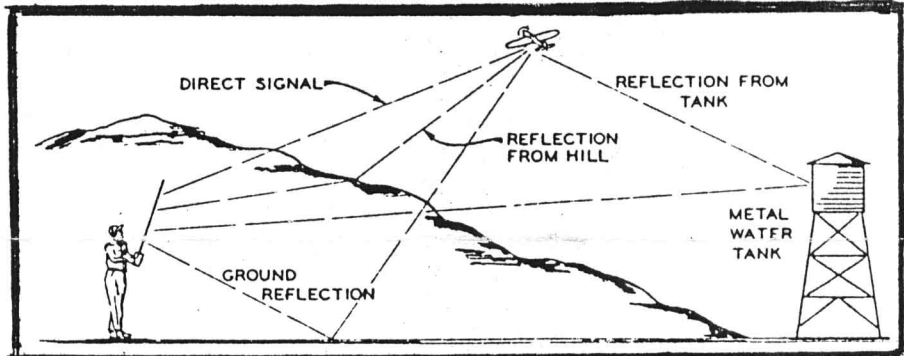
Plane TALK:

GLITCHES or "Glitching" of one's radio system while flying can be an un-nerving situation and can lead to loss of hair, shingles, nausea, and a few unmentionable happenings! Let's review some of the more common reasons:

1. Your buddy "turns on" while you are flying and he is on the same frequency! After he hears you holler, "I aint got it!!" he turns off and you survive, THIS TIME. You calmly beg him to be sure he has the frequency pin BEFORE he turns on while you are casually breaking his fingers! Radio confiscation may be in order.

Now we get to a GLITCH area that very few people truly understand. It is called, CANCELLATION OF TRANSMITTED SIGNAL. This is what happens:

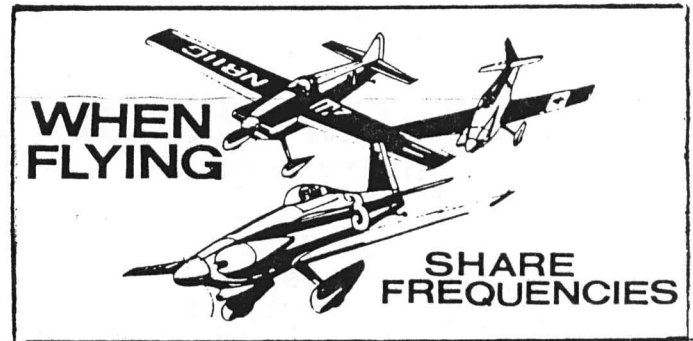
A reflected signal arrives at the plane, but having traveled a greater distance, it gets there later than the direct signal. If the time of arrival of these two signals is enough out of phase, the receiver will get confused'n cause a GLITCH! Fortunately, the aircraft flies on and control is quickly regained. All of us experience this from time to time. The insecurity that this kind of Glitch can give creates the feeling that you may have an intermittent problem in your radio system. This also explains why a trained technician will tell you, upon examining and attempting a repair to your system, that he "could not find anything really wrong". And so you chalk it up to the Gremlins and hope for the best!



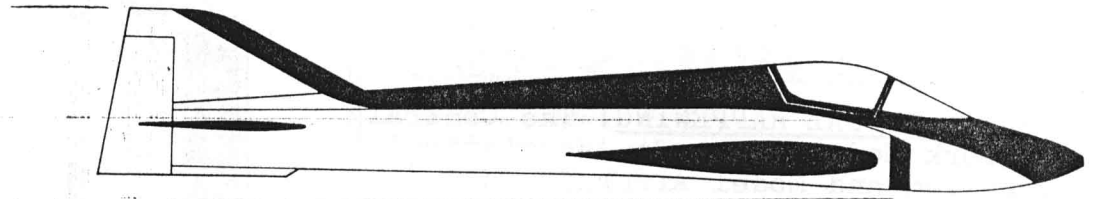
MORE reasons for glitching is poor radio installation: Not enough foam RUBBER (min. $\frac{1}{2}$ ") around the receiver. Battery too close to the receiver. Intermittant switch harness...dirty connections, loose wires, cold solder joints. In Giant scale models we get into LONG LEADS creating problems. Leads to servos that exceed 12"-18" require GLITCH STOPS or NOISE TRAPS. G.J.'s has them all. Shielded servo cables do work.... but not on ALL installations.

CHOKES are no longer used to filter signals in long leads. Chokes are power robbers and often create more problems than they were intended to solve!

The final GLITCH and most common of all is: PILOT ERROR. Rather than admit a failure in transmitter stick movement during a tight maneuver, some pilots feel better to shout, "I got hit!" and then hastily land. Everything checks fine!

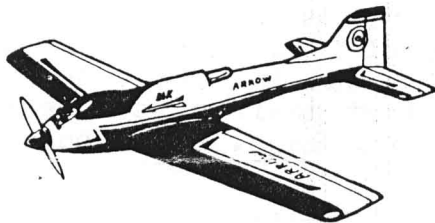


LET'S GO - PROVIDED IT BE FORWARD



Action Area by Bob Noll

Last month I mentioned the importance of doing a thorough battery check on both your receiver and transmitter battery packs. I took my Super Cycle along to the *Ground School and we spent most of the time discussing it's use and the alternatives available. Coincidentally, the evening's raffle was an automatic battery cyclor and it was won by BILL UNDERKOFER! G.J.'s has a good supply of these testers and I cannot stress enough about the value of such a tool for those of us who want improved reliability for our radios.



This month I'll continue to discuss the topic of maintenance and those things that you can do in your workshop during these cold winter months. Take a look at your receiver antenna. Continued flying and exposure to the sun will deteriorate some antenna wire insulation. This deterioration will lead to cracking and finally possible breaking of the copper strands.

Examine the entire antenna from the point where it is attached to the receiver to it's end. Replace it if you find any cracks in the insulation or if you suspect any damage to the copper wire. It's not difficult but care must be taken when de-soldering the old antenna and re-soldering the new one. Use a low heat pencil soldering iron (approx. 30 watts) - not that soldering gun that

we have all grown to love.

Be sure that the new antenna is exactly the correct length. If you think that some of the existing antenna has been cut off due to crash damage or just hard use, find out what the correct length is by contacting someone who has the same radio system. Chances are you are not the only one with your brand of radio. Antenna length is VERY important.

I just replaced the receiver antenna on two receivers and used a 22 gauge stranded wire purchased at Radio Shack. A lifetime supply can be purchased for a few dollars.



I just checked at G.J.'s for the availability of Skis and he doesn't have any. George Brooks says the cost of ski kits seems to be higher than modelers are willing to pay and suggests that we build our own if we want to participate in the upcoming "Ski Fly" that will be discussed elsewhere in this issue. (Ed: Ski Fly, Feb 17th, Moore Park) I have a pair of fiberglass skis that I purchased in the 50's but I have seen some very good ones made by laminating 3 layers of 1/32" plywood with epoxy and clamping them in a mold to obtain the proper leading edge curve.

To make the mold, take a 4 X 4 and zip it through a band saw...then take the two pieces of the mold, place the laminate between them and clamp in a large vise, or between clamps until the epoxy is cured. If you only need 2" wide skis, just cut your 4" ski in half. Mounting information was covered at a recent meeting by Dick Allen.

PS: If you don't have skis or are not sure you want to build a set, come to the "Ski Fly" and maybe you'll get interested in another aspect of our sport. SEE YOU AT THE "SKI FLY!" ————— Bob Noll

Odds and ends

A GREAT ANNUAL HAPPENING!—The Central New York Model Aircraft Association's Symposium and Model Aircraft Show... (CNYMMA) will be held, this year, on

* * FEBRUARY 2nd & 3rd, '85 * *

at the Syracuse Fairgrounds. For the first time, a full two-day event! There will be abundant model aircraft displays as well as seminars by leading modelers. AMA and IMAA representatives will be on hand to discuss the future of R/C, and an opportunity for you to meet some very interesting people in the hobby/sport.

An enjoyable highlight of the weekend is the Saturday night banquet, great food, fun, and good speakers too! Reservations in advance are necessary. \$12.50 per person. Contact:

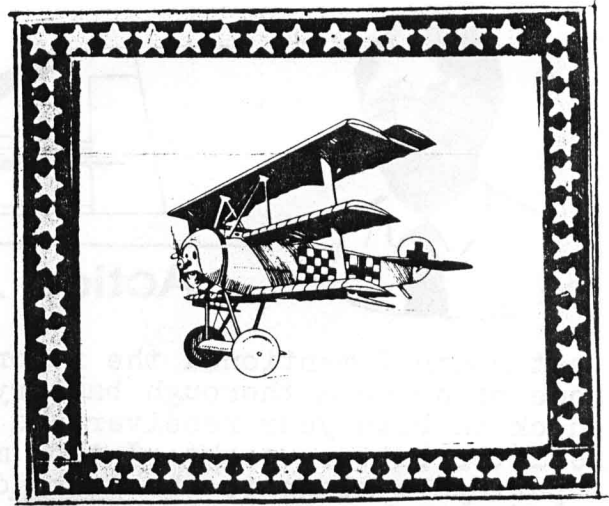


Walt Throne
Walt's Hobbies
4300 W. Genessee
Syracuse, NY 13219



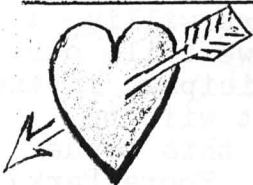
315-468-6544 Days

PLAN TO ATTEND! YOU'LL REALLY ENJOY!
BRING YOUR WIFE OR A FRIEND TOO.....



The Fokker Tri-plane's popularity is on the rise, especially since NICK ZIROLI introduced $\frac{1}{4}$ scale plans for this fine subject. Dick Allen, Jim McKeown, and Chris Dascano are enjoying flying this model. VERY aerobatic with a 35cc Quadra engine, and yet quite small in over-all size. Although no kits are available for this Giant scale project, you may be interested to know that a fine modeler in Hamburg, Pa has all the parts cut and ready to send to anyone that desires to have a "kit" of the tri-plane. Cost, only \$90.00. Contact:

Dennis Lipsitz
Phone: 717-544-2990 evenings.



HAPPY VALENTINES!

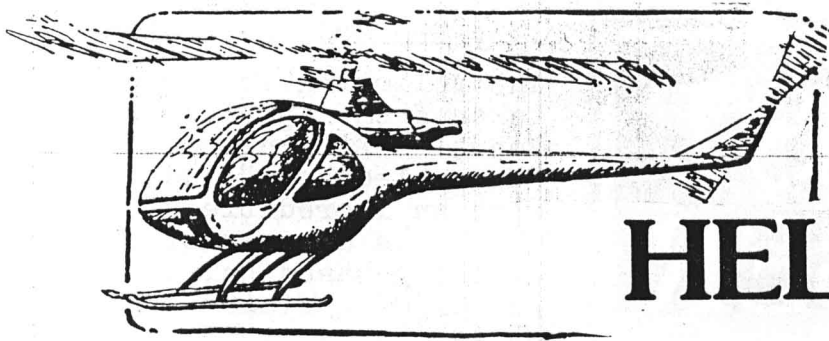
Feb 14th, '85

After you supply your wife with her annual box of candy, hand her the following article by Connie Smith of Casper, Wyo.

The IDEAL MODELER'S WIFE WILL...

1. Mow lawns, weed, feed and trim, so modeler has more free time for flying.
2. Do minor household repairs, giving modeler more free time to build.
3. Be willing to make frequent trips to the hobby shop.
4. Buy engines, kits or related items for birthdays, Christmas, etc.
5. Not make family plans without first checking contest schedules.
6. Be able to pit, if necessary, at a contest or fun fly.
7. Have good running legs to retrieve plane from downwind deadstick landings in tall grass.
8. Use last of nail polish to unglue "Hotstuffed" fingers
9. make budget sacrifices to replace model that crashed this morning.
10. Do laundry in the evenings so dryer will warm the garage.
11. Drop what she is doing at a moments notice to provide a 3rd hand.
12. Try to remain calm when pilot comes home by way of emergency room with ten stitches in fingers or other body parts.
13. Most importantly, go to contests and cheer you, win or lose.
14. Boy!...are you in trouble now!
15. See you in the doghouse.....

TOMORROW IS ONLY A DAY AWAY!



BILL UNDERKOFLEER....

Talks about
those amazing

HELICOPTERS

Local Helicopter activity is picking up. I know of at least 12 chopper owners in or around the tri-cities, and at least 5 of these people have reached the "stable hover" stage or better.

Are you ready to try a Helicopter? Here are some thoughts on what you'll need to start:

1. The right ATTITUDE. You must be prepared to do a meticulous job of building and maintaining your Helicopter. Sloppy practices that you get away with on fixed-wing aircraft will not make it with a Helicopter. If you're a chronic hacker, forget it!

2. TIME and PERSERVERANCE. Learning to fly a Helicopter is like learning a musical instrument....it takes many hours of practise, REGULAR practise. If you can't devote the time for several dedicated practise sessions each week during the enitial learning process, then don't expect to progress.

3. GOOD EQUIPMENT. Be prepared to spend enough bucks for a good Helicopter, engine and radio. There are some legitimate ways of minimizing your enitial investment, but starting with "el cheapo" or out-dated equipment is a sure route to failure.

If you're still with me, how about choosing your first machine? There are several ways to go:

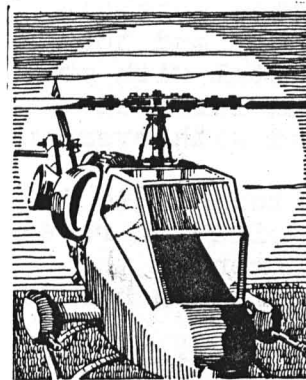
1. FIXED PITCH. Hiller control machines (like Cricket). These are cheapest and easiest to build, maintain and repair. Fixed pitch is the way to go if you don't have access to expert assistance.

However, fixed pitch is not as easy to fly as Collective pitch, since control responses are slower and less positive.

2. COLLECTIVE PITCH. Bell-Hiller control (like Competitor or Cobra). These cost a little more but will be easier to fly when properly set up. You'll need experienced help for enitial set up and trimming, since collective pitch machinery is complicated. Modern collective pitch machines can be set up as gentle pussycats for beginners or as aerobatic tigers for experts.

3. NEW vs. USED. There are some older but good Helicopters on the used market which can be picked up at bargain prices. BEFORE buying, check that the machinery is all there and in good shape.. and that parts are still available.

Some recommended used Helicopters are HELIBABY, HELIBOY, MINIBOY, and REVOLUTION 40. There are also some real dogs - check with me BEFORE you buy.



One last item before you start... a good set of TRAINING WHEELS.

The rolling ball-type is best. See John Gorham's article in RCM or ask me how to build a set. I'd be happy to help you during your desire to get

into a Helicopter.

KEEP 'EM SPINNING!

Bill Underkofler

YOU MUST REMEMBER THIS

...by Don Godfrey, Editor

The following is a reprint taken from a publication by Republic Airlines called, "Ungarbled Word" and deals with an incredible story about the dangers of using an epoxy-based paint that was used to finish a model glider by an airline employee.

It is a miracle that more modelers do not fall from the effects of various toxic items being used on a daily basis. Read very carefully and take heed.. **YOUR LIFE IS AT STAKE!!**

As the modeler tells it, he spray-painted his glider in his heated garage workshop. He sprayed a tack coat and stepped out. Twenty-five minutes later, he stepped back in, sprayed a finish coat and stepped back out again. Total time in the spray area was less than 4 minutes. He then proceeded to clean his spray gun. About one-half hour later, he noticed a strong smell of algae,... like a stagnant swamp.

An hour and a half later, he was experiencing pains in his lower rib cage. The pains spread throughout his chest cavity and in short order, he found himself in a coronary care unit. Here's what he says about it:

"Even though I suspected possible poisoning from the epoxy and took a can of it to the hospital with me, an educational program followed which should be shared with everyone:

- (1) There is NO antitoxin. (As in the case of a snake bite) or reversing type chemical to render the effects of the epoxy formula harmless.
- (2) If you are going to live, YOU LIVE, if not, the staff just has to watch YOU DIE.
- (3) The resins and hardeners inflame

the tissues in the lungs and surrounding areas near the heart. The effect is like a coronary, but NO traces can be found later. The moral is obvious:

IF YOU ARE GOING TO SPRAY EPOXY,
DO IT OUTDOORS OR IN A VENTED AREA
SUCH AS A BOOTH.

A WORD ABOUT THE CATALYST USED WITH
FIBERGLASS RESINS:

A drop of catalyst in the eye will progressively destroy the tissue of the eye, and result in blindness unless immediate action is taken.... WITHIN FOUR SECONDS....to wash the catalyst from the eye. Once the chemical has started to destroy the eye, there is no known way of stopping the destruction or of repairing the damage. Washing the eye with plain, clean water within four seconds will save the eye completely.

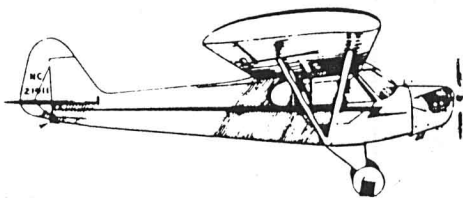
A WORD ABOUT GLOW FUELS.....

Glow fuel, splashed in an eye, will begin destroying the eye tissue in 3 seconds! However, damage is usually not permanent and sight as well as normal use is generally restored in approx. 8 weeks. Henry Hafke, famous for 1/4 scale Gee Bee's had this happen and wrote all about the terrible experience in M.A.

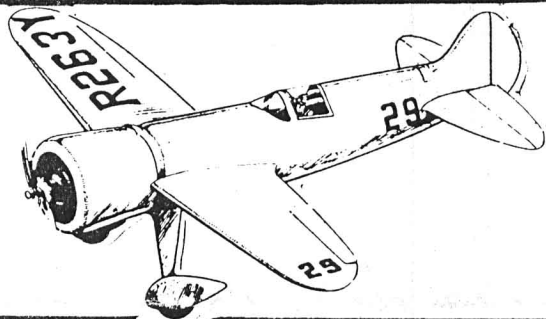
SAFETY IN YOUR WORKSHOP

Pit report

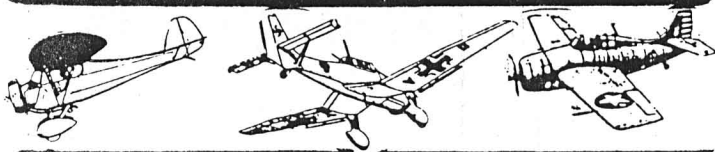
by A ROVING REPORTER



The Campbell's (Scott 'n Elwood) are into building an Auto Gyro with 30" rotors even though Scott is into gliders. Elwood has a 1/4 scale Nosen J-3 in his future plans, has a LAZY ACE to fly this season. A fun year just ahead!



Bob Noll is busy building a new formula pylon racer. He has two pylon racers TEN years old! That's 70 years old in a dog's life. Goes-to-show-ya,...practise-practise and ye shall not crash-crash!

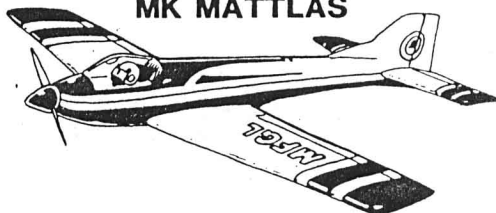


Bob Funkar bought out the ceiling at G.J.'s! What Nick Rossi didn't buy, Bob did! (Except the Waco UPF-7 that has a tag of \$650.00). To top off his collection, Bob will be building a "4-40" which Doc Matthews had the plans for in the January MODEL AVIATION magazine. He plans to power the model with an O.S. Max 40 4-stroker. Neat package, Bob!

Larry "Bud" Grant is building a 2-meter "Metric" Glider by Topflite, has skis on his Sig Cadet. Both do very well in the winter months.

Jim McKeown showed up at the Jan AGS meeting with a Byron 1/4 scale Cap 21, a real beauty. It's gonna be a real MEAN MACHINE with a 35cc Quadra.

MK MATTLAS



Terry Terrenoire not only hosted the Jan AGS meeting, he also brought a modified 60-size Kaos, complete with turtle deck and wheel pants. Wanna sell the design, Terry? VERY nice monokote job too.

Bill Tomsa gave a talk on the idea of a new or modified club logo. The membership in attendance voted to have Bill submit an up-dated version of the 30-yr old present logo. Watch the March CONNECTOR for renderings of the submitted logos.

AGS PATTERN MEET may be held on the last weekend of JUNE '85 due to date conflicts and the desire to have turnaround pattern at this 30th event. Watch for Bill Tomsa's activity report and coming events for final date(s).

Bill Underkofler showed up with a fabulous performance glider, ready to cover, foam wings, the rest all built-up. Can't hardly wait to it covered with Monokote, Bill!

Ed Haley is rebuilding a "sunken" sailboat. Gads! Even sailboats crash? Ed is going to build the Online Polycraft kit that he WON at last years AGS annual party. Tis a 40-size machine.

Plan Now to Attend Club Banquet ..Sat. March 23rd

SHOP SESSIONS

by BILL TOMSA



Well,...Gloria wasn't too crazy about my idea for removing wrinkles from Monokote. Okay, okay, I agree the food cooked in the oven DOES have a slightly "plastic" taste now, but I know she can get the Monokote off the insides with just a few more cans of EASY-OFF.

Unfortunately, we never got around to the subject of having SHOP SESSIONS at the January AGS meeting due to other business, therefore I have had no real feedback from the general membership as to what you guys want to see covered in these sessions, or whether you want them at all. C'mon guys, let's get behind this.

I can't afford to go through ANOTHER whole roll of Monokote trying to cover the stab of my 1/2-A racer! Again,...if you want to bounce some of your ideas off me, give me a call at 625-2551 (After 7:00PM weekdays, anytime on weekends)

DON GODFREY will present a video tape on Monokote at the next AGS meeting, February 12th, NYSEG, 7:30PM.

Don has also volunteered to start SHOP SESSIONS off with a live demonstration. All we need now is a date and place. Hopefully, we can, at the Feb 12th meeting, "Iron out" these details. See you there! **8/11**

Coming Events

FEBRUARY: Symposium - Syracuse, NY
(See page #6) 2nd-3rd

1st Annual AGS SKI FLI, Moore Park, Vestal, Sunday 17th, 11:00AM →
WRAMS SHOW, White Plains, NY 23-24th
Caravan leaves G.J.'s both days at 5:30AM, coffee stop at Roscoe.

MARCH: A very special happening!
It's the 30th AGS Anniversay dinner-dance, House of YU, 23rd.
AGS Meeting: Take note, we have a day change to wednesday. Will be on March 13th, NOT tuesday.
Program: Oshkosh slide show.

APRIL: Annual project night, tuesday the 9th. Everyone brings an aircraft for prizes 'n fun.
Toledo Show: 29th-30th-31st.

MAY: Opening of AGS field, 4th.
STRCA pylon meet, 19th, at the AGS field.

(Everyone really ENJOYS getting the filed ready for flyin' 'n parties)



JUNE: Rhinbeck Classic meet, 29th-30th. Vintage Aircraft.
AGS 30th Annual Pattern Contest, 29th-30th.

July: S.T.A.R.S. Rally, 6th-7th.
AMA NATS begins 27th to Aug 4th.

Sept: 2nd annual Float Fly. Date to be announced.

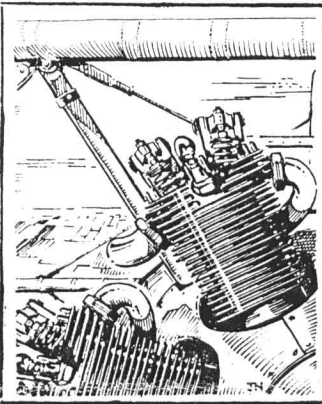
1st Annual Toys for Tots fun fly for all size aircraft. Date to be announced.

THE INSIDE STORY IS LEAKING OUT.

New for '85

INCREDIBLE ENYA

will soon introduce a new .80 four-stroke engine that is about the same size as their .60 and weigh LESS! Watch for it - go for it!

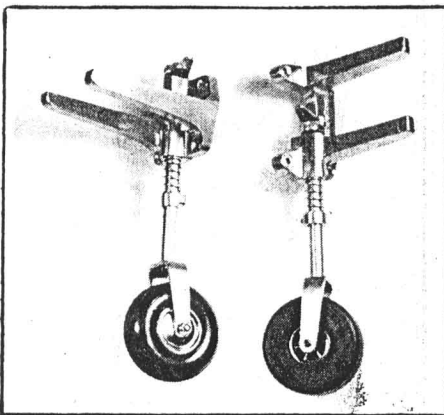


Altech Marketing has a new 2.2 CID gas engine for 1/4 scale application. Its called the TRD-A40, is super smooth and comes complete with a spring starter and muffler too!

Prediction: Most 4-stroker mfg's will have ignition

versions out for 1985 to use w/gas.

CIRCUS HOBBIES will soon have a KIT of Steve Rojecki's REED FALCON, the winner of the Tournament of Champions. This biplane is VERY aerobatic and will make a great project '85.



Both have steerable nose gears with SHOCK ABSORBING springs and will also take up to a 3" wheel. \$24.95 but much less at G.J.'s, of course!

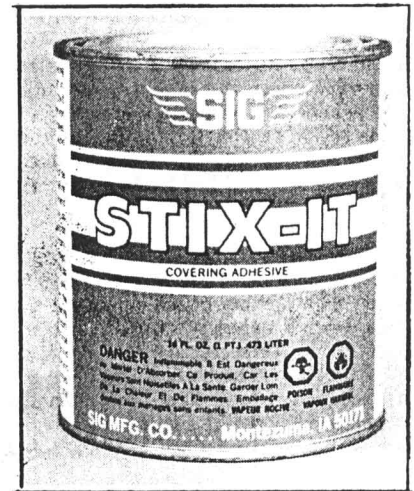
TATONE again is blowing our minds!

They're offering cast aluminum motor mounts for side-mount or verticle 4-stroke engines or 60-size glow engines.

SIG MFG. has a new item that is going to be a boon to me as well as for you, especially if you enjoy using fabrics for covering models.

Once brushed on, STIX-IT will allow the use of ANY fabric covering by the use of heat (Heat iron) One coat will do it, so go right out 'n buy some material at Scranton

Fabrics and start covering your favorite winter project. Ideal! Ought to be on G.J.'s shelf now.



LANDING GEAR PROBLEMS? Great Planes Mfg. has a wide variety of sizes in the best grade of spring aircraft aluminum from .09 to giants.

And, did you know that a tad of toe-in is necessary for proper ground handling? Check your "sprung" gear now and add some camber and toe-in. You'll notice the difference immediately. Need less bounce on landings? Install wheels that are more FIRM and less plump. sloppy fat wheels have been responsible for many a go-around.



"A HOBBY IS SOMETHING YOU GET GOOFY ABOUT TO KEEP FROM GOING CRAZY ABOUT THINGS IN GENERAL". (Taken from Ralph Jackson's building room)



POSTMASTER: Dated Material -
Prompt delivery requested..

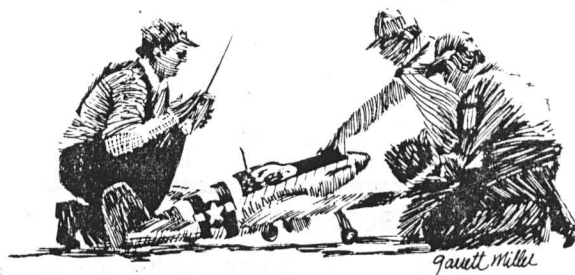


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