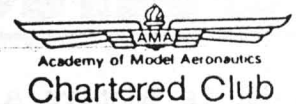


"The Connector"



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 18 Issue III March 1985



Our *PREZ* sez :

Judging from the turn out at the last meeting, and at the "not so snowy" Ski Fly, model aviation is alive and

well in the AGS! The March meeting presented over 50 modelers and an impressive array of show 'n tell models.

The Ski Fly, although cold and windy, hosted 14 pilots and 9 aircraft. Just about everyone got in one or more flights before retiring to the Take-A-Break restaurant to warm up. A few fellows from the Sayre R/C club showed up (Dan Luchaco, Mike Carey etc) and Moore Park buzzed with ski planes, new jokes, and many spectators. Fun!

This month I'm writing prior to the Board meeting, so news from the Board will be presented at the next club meeting, which incidentally will be held on WEDNESDAY, March 13th, NYSEG. Meantime, a word on SAFETY:

As you all rush to finish those beauties for PROJECT NIGHT in April, beware of silicone dust. Unlike carbon based substances, the body handles silicone based substances poorly. When inhaled into the lung, silicone induces fibrosis (Scarring) which, with chronic exposure can lead to a type of emphysema. (Basically a stiff

useless lung). As modelers, we are exposed to silicon dust when we sand fiberglass and fillers with "micro balloons" in them. I think that this includes the new product DHP Micro-fill. I may be wrong about this stuff, but it sure looks like micro-balloons are a part of it, and since it sands so easily you can build up clouds of dust in a hurry!

So, BE SAFE, wear your sanding mask,and keep sanding! Ron Gauthier, AGS President. (Ed note: Ron is a practising MD and can answer any questions that you may have regarding toxic elements in your workshop and their effects on the human body)

* * * NOTICE * * *

BOB NOLL'S GROUND SCHOOL will be held on
Wednesday, March 13th, 6:30PM NYSEG.
AGS meeting will follow at 7:30PM.
Program will be a VHS, "Monokote I"

Make your AGS dinner-dance party reservations early and avoid disappointment. This is a club function, your participation and good time is encouraged! Bring a guest or a pal. (See editorial)

BE CLUB ACTIVE..

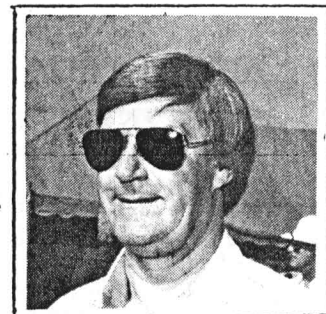
GET INVOLVED !

Don't stand around waiting to be asked

Only the unwise say it can't be done - - - - -

editorial

By Don Godfrey



MARCH is always a very interesting month inasmuch as it sort of signals the end of winter and gets us thinking about spring, the projects that we should have completed by now, and what kind of year we have planned.

This month's "Connector" mailing cover is green in honor of the IRISH modelers of the world, and it also tells us that soon the grass will be turning green, ready for those DuBro wheels to slice through. Are you really ready for the flying season just ahead? Hustle, troops, hustle!

I'd like you to set aside an extra few dollars this month so that you can join in on a great happening beginning MARCH 23rd, at 6:30 PM, House of YU, Vestal, NY. Let me tell you why:

YOUR AGS CLUB IS 30 YEARS YOUNG! The happening will be called the "AGS 30th Anniversary dinner-dance" and although not mandatory, it is "customary" for every AGS member to attend, bring his wife, girlfriend, or a guest (or two) to this non-sanctioned event. A few of the original founders are still alive and well, in fact...they still fly and attend meetings and are up to their ears in R/C enjoyment.

Hey guys!...this is not going to be just an ordinary blah party where people sit around and yawn and pretend to have a good time, no sir! Just check the format with me for a moment:

Fun Fare

"Glow Fuel" hour begins at 6:30. Most everyone gets a little "glow" by the time the buffet begins at 7:30 PM. God!..what a buffet!! (All you can eat, friend)..scrumptious Chinese 'n American items, it's all there. No need to be bashful in case you have a giant scale appetite, no sir!

At about 8:30PM... BILL UNDERKOFER will MC the program and you'll discover who the original founders of the AGS are.

To add...to the charisma of the evening there will be live music to listen 'n dance to and we may finally get to hear RON GAUTHIER play his guitar. (He sings too!)

One thing is for sure: You won't go home hungry, thirsty, or lacking for anything to make you happy. Dress code? Why heck, even though most of the guys wear sportcoats or suits, you need not wear a tie, and if you are a "Jeans person", wear your jeans,...let it all hang out! We want you to be very comfortable while you are gorging yourself, sipping a cocktail, talking "shop" with the guys, honoring the AGS founders, and dancing to some good live music.



Fellows, you have a **FIRST CLASS R/C club**, one that has earned a lot of respect over the past 30 years.

Come and enjoy being a part of a truly great party. You can hardly beat the price

at \$14.00 per person. Incredible! Make your reservations by sending your check(s) to me now. We do have a seating limit, so do not delay!

* * **IMPORTANT ANNOUNCEMENT** * *

NEXT meeting will be on WEDNESDAY-WEDNESDAY-WEDNESDAY MARCH 13th - 7:30 PM - NYSEG. AND! Bob Noll's GROUND SCHOOL begins at 6:30PM sharp. Be there, ya hear?

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



BILL TOMSA sez...

WHAT DO YOU THINK?

As stated in the Feb "Connector", two new AGS logo designs were presented to the membership at the Feb meeting. One is an up-dated version of the old logo that has been in service most of the 30 years that our club has existed, and which has a strong sentimental attachment to some of the long time club members. The other design explores an entirely NEW direction. Both versions are presented in this article along with an explanation as to the "why's" and "wherefors" of each, for your consideration. It was decided recently that the AGS club members will vote on the designs at the March meeting, Wednesday the 13th. The results of the voting will determine if adopt one of the two logos presented here or stay with the old logo.



UPDATED VERSION

This version, taken from the original logo keeps the old design pretty much intact. The idea behind this design is to take the original logo and give it a more contemporary flavor. This has been done in several ways:

First, the type face has been changed to Helvetica bold italic and has been enlarged. Helvetica has long been recognized as one of the most contemporary and easily read type faces available. By using a bold italic version our name is now more legible and also gives the impression of ACTION.

The oval on both the original logo and it's updated version acts as an element to tie the entire design together. In the updated version, the oval has been redesigned to give it a stronger emphasis, and thus create

UPDATED VERSION

a greater cohesiveness to the individual elements of the overall design.

Probably one of the more noticable changes in this version is the aircraft zooming out of the New York map. This plane has been somewhat abstracted to create a general aircraft which will symbolize most of the range of planes that we fly as well as represent a more contemporary image...both of our club and the hobby in general.

Some misgivings have been voiced as to the new position of the type outside of the oval, that the dark type will not be readable against the dark blue of our jackets. A white outline on both the type and oval will take care of this problem. (Continued...)

AERO GUIDANCE SOCIETY



NEW VERSION

This design explores a totally NEW and fresh approach to our graphic image. It is meant to give an impression of an organization that is as progressive and contemporary as the hobby itself.

First of all, we constantly refer to ourselves as "The AGS", as do most of the non-members who know us. This design capitalizes on that fact, to make the three letters a MAJOR design element. They are italicized to symbolize the forward movement of our club. There are three other symbols incorporated in the design:

1. The WING, which has long been a symbol of flight, both natural (birds) and mechanical (planes).
2. The AIRFOIL, which is formed by the bottoms of the "A", "G", and "S". It is a symbol of the technology of flight. It is also

(Clip here)

NEW VERSION

probably the #1 element which is representative of almost all types of aircraft with the exception of hot air balloons and dirigibles.

3. The LIGHTNING BOLT, which can be seen in a subtle way between the lines forming the "wing". The lightning bolt has been used many times to represent electricity and radio transmissions, without which we wouldn't have this hobby.

At the bottom of this page you will find a voting ballot. If you cannot attend the March 13th meeting, please take the time to fill out the ballot and mail to:

Bill Sebesta
1521 Drexel Drive
Binghamton, NY 13903

If you CAN attend the March 13th meeting, please bring a completed ballot to the meeting with you.

THANKYOU! Bill Tomsa

To Bill Sebesta:

As an AGS member in good standing, and being interested in the future of our club and its image, I am casting my vote for the following logo as presented by Bill Tomsa: (Circle one)

UPDATED VERSION

NEW VERSION

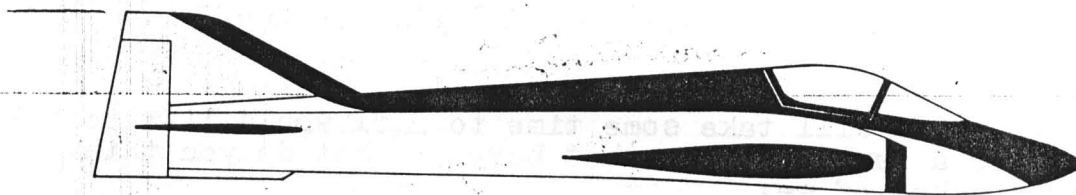
KEEP OLD LOGO

Signed _____ Date _____ 1985

(Please submit comments, if any, on a separate sheet of paper and be sure that this ballot is in Bill Sebesta's hands prior to March 13th)

PLEASE VOTE!

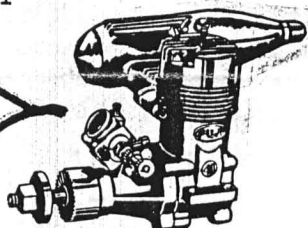
PLEASE VOTE!



Action Area by Bob Noll

Well, the SKI-FLY on Sunday 2/17 was not a good one for yours truly. After two takeoff attempts with the old red and white Quickee, I discovered that the elevator output arm had come off of the servo, fortunately while the plane was on the ground. At the time I was not sure why the attachment screw was missing, however after thinking it through very carefully, I concluded that I had not replaced the screw after removing and checking all my servos during the past month. Goes to show you that a little carelessness goes a long way. Well anyway, after a quick trip home for a screw, the servo arm was replaced.

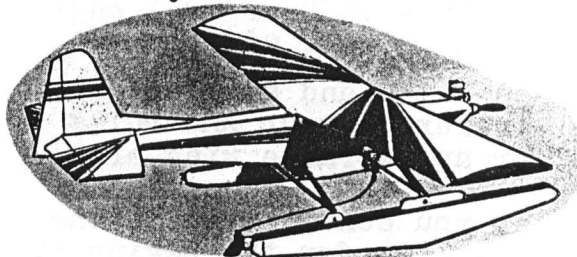
Cough-cough....
sputter-hic 'n
burp....!



The next problem was getting my tired old K & B started, but after a heavy prime it got going only to stop before takeoff! Now it started to seem like old man winter just did not want me to fly on that cold and windy day. I should have gotten the message but after going this far I was not about to give up.

Then came the fatal mistake! With the engine running, I got greedy and asked for a few more revs by gently tweeking the needle AFTER I had my nose-high engine check, a NO-NO in anyone's book. Well, immediately upon takeoff the engine sagged and with the wind being as high as it was, I decided to make a 360 degree turn and land in order to properly adjust the needle. Then the real problem occurred as the

Quickee was blown into the small trees and brush that were behind the flight pits. So much for the day's flying as I went home with a broken plane, the first crash for this 8-yr old Quickee 500.



(Ed: Quickee's do nicely on floats)

All is not lost, however, as, thanks to Monokote and a little luck, the fuselage is already back together and I estimate about 2 hours of work to restore the wing to like new condition.

The moral of the story is that you should not tweek the needle once you have done the nose high check before takeoff, especially if you are running a tired 15-yr old engine. I'm either going to rebuild the '69 K & B or break down and treat myself to a new one.

As far as the missing servo screw goes, more patience and a better pre-flight checkout would have helped. One tends to get careless with old planes that never seem to die.

I'll not cover any building tips this month since the monthly GROUND SCHOOLS which I hold from 6:30PM to 7:30PM before each regular meeting have been a great place to discuss those building problems we all run into.

(Continued.....)

Our tomorrow depends on what we do today.

Action Area by BOB NOLL continued...

However, I will take some time to answer a few questions that have been asked of me:

"Are we going to have racing at the field again this year?"

Answer: Yes, and the thoughts are to do it just about as we did it last year. This means 2 classes with unlimited plane design as follows:

1/2 A Class - .049 or .051 engines - 200 sq. in. wing area.

40 Class - .40 and smaller engines - refer to your AMA rules book for appropriate wing area.

"What do you consider to be the best plane/kit for the beginner?"

Answer: I highly recommend the SIG CADET because it has good plans, accurately cut parts, builds easy, is a rugged HIGH WING plane, and has honest flying characteristics. Any planes that have these essential qualities would also be good for the beginner, however I highly suggest that you put ailerons on your 2nd plane or add them to the KADET later.

"I would like to build a low-wing plane, what do you think?"

Answer: This greatly depends upon your flying skill. I never recommend a low winger until you have flown a high wing trainer with ailerons very successfully. SUCCESSFULLY means 50 to 75 error-free flights that include stall turns, consecutive loops, consecutive rolls, and some touch 'n goes.

Well, I must close now with one final reminder for all newcomers and anyone having a building problem:

COME TO THE GROUND SCHOOL

6:30 to 7:30 PM

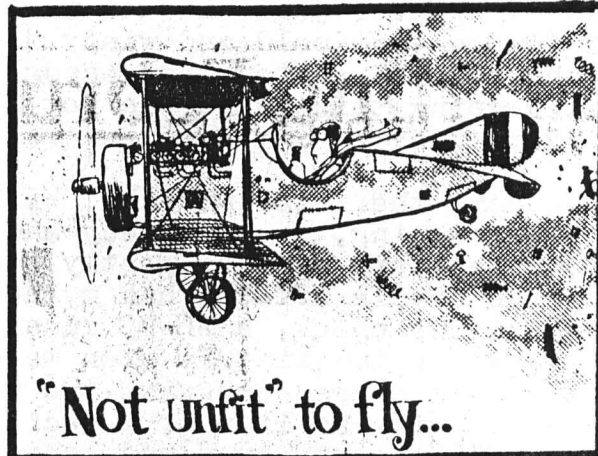
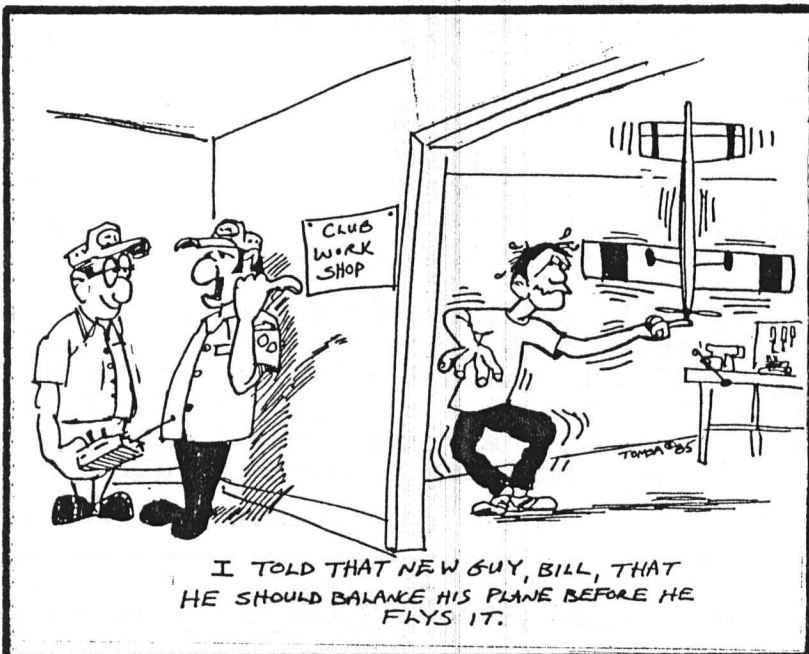
BEFORE EACH REGULAR MEETING

BRING YOUR PROJECTS AND QUESTIONS -

Look for us in a room NEAR the regular meeting room. It is better to meet in a different room as there is less interference and we can get more accomplished. Robert C. Noll 754-5279

(Editor's note:

Bob Noll, over the years, has had national recognition as an expert competition flyer as well as a triple A builder. I encourage you to take advantage of Bob's GROUND SCHOOL)

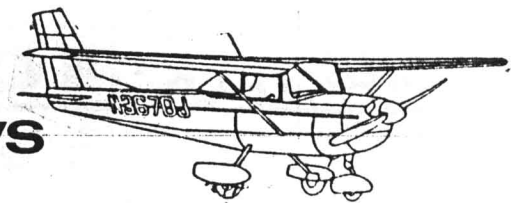


**Preflight inspection
of your plane can
save LOTS of em-
barrassment later.**



GIANT SCALE news

DON GODFREY



A question that I hear quite often is, "What is I.M.A.A.?"...and, "what does I.M.A.A. actually do,...what is its actual function?". To clarify those questions will certainly enlighten those of you that may be contemplating building and flying a 3' 1" or larger R/C aircraft.

I.M.A.A. stands for the INTERNATIONAL MINIATURE AIRCRAFT ASSOC., INC.

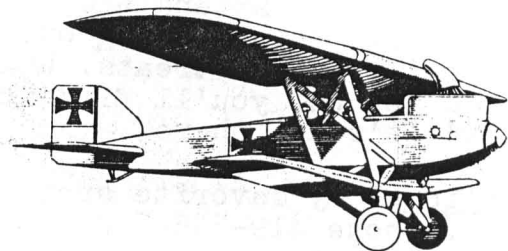
Because 1/4, 1/5, 1/6, and 1/2 size RC models are considered "miniature aircraft" rather than "model airplanes", the name became established in 1980 when the Association at Toledo, Ohio became a reality.

I.M.A.A. is incorporated in the state of NY as a non-profit organization, has 11 District Directors in the USA with a pres, Vice pres, secretary and treasurer. After only 5 years, IMAA has 164 Chapters actively recruiting, educating, and controlling giant scale interest in their areas. I.M.A.A. also has one or more chapters in the majority of European countries as well as Australia, S. Africa, and S. America.

As one of the largest special interest groups of AMA, giant scale rules and regulations regarding size, safety, and format are strictly set up by the directors and officers of I.M.A.A. AMA's insurance coverage (2 million dollars) is fully enjoyed by all members of I.M.A.A.

The concept of non-competitive, fun, relaxed flying at AMA-IMAA sanctioned events came about as a direct result of many modelers that tired of the "competition" scene and desired flying for sport only in what they felt was a more realistic approach to RC modeling, in other words, "the bigger, the better". With the utilization of magneto-fired gasoline engines and unlimited imaginations, and COMPLETE

CONTROL of building methods and equipment standards, Giant scale modeling has become the SAFEST R/C aircraft sport in the nation.



It may interest you to know that all giant scale aircraft to be flown at AMA-IMAA sanctioned events must be safety inspected before allowed to fly. I.M.A.A. believes in preventative safety measures to be certain that any crash-related incidents are due to pilot error rather than equipment failure.

Dues are only \$12.00 per year and include I.M.A.A.'s quarterly magazine called HIGH FLIGHT. Al Novotnik of Norwalk, Conn. is editor and the publication gives news of ALL Giant scale activity in the USA and Europe as well as construction articles and data relating to large aircraft exclusively.

The premier annual event is the I.M.A.A. International Giant scale Fun Fly Festival, the 5th annual to be held at Mobile, Alabama. Considered the "Nats" of giant RC modeling, this 4-day convention draws modelers from all parts of the world.

The site will be the USS Battleship Alabama memorial park, a huge park with many world war II aircraft on display, a large concrete runway, parking for 3000 cars, hotels only 3-4 minutes away, and facilities to stagger one's imagination. More details later. Plan to attend!

IMAA Festival '85

July 18-19-20-21

IMAA - AMA SANCTIONED

plane TALK: **TOLEDO COMING UP!**

by Don Godfrey and guests

Here's the inside scoop on the famous Toledo RC show at the end of March:

Date: March 29-30-31, Fri-sat-sun.

Place: Sports Arena, Toledo, Ohio

If you have yet to attend one of these shows, you have been missing out on one of life's best RC treats. Whatever turns you on, you'll find it at this show! It's all there.

Accommodations? My favorite spot is the Royal Inn, phone 419-666-5120. This is IMAA headquarters during the show and almost walking distance to the arena. For a special room rate, mention that you are with IMAA. Good luck! If you call a bit too late and need more hotel info, just call me.

You'll find an IMAA party invitation in this "Connector". We have a real once-a-year blast at this event and it marks the 5th birthday of IMAA. Come join us, you'll never regret it!

Treasurer's Report...

Grover Ellis sez...."We're not broke yet!"..and the bills are paid. (Amen).

Hey guys!...if you move, please let me know so that I can update your name on the AGS computer disc. And if you have not yet paid your AGS dues, this will be your last "Connector". We can't afford to send Connectors to non-dues paying members.

And did you know that the AGS has a FAMILY MEMBERSHIP PLAN? It works like this:

Dad pays the \$45 yearly dues. For an additional \$12, each and EVERY family member can be AGS members, no limit! Of course, only one "Connector" will be mailed per household. A good deal!

My thanks to Ed Hall for giving me my first printing job. (I'm for hire)

(Ed. note: Grover keeps a very current radio freq. roster. If you have made any changes in your radios and frequencys, please let Grover Ellis know at once. Thanks)



Ken Runestrand of Roseville, CA and good friend of mine just took on the responsibility of writing the "Big is Beautiful" articles for RCM. (A welcome change in venue)

Even though Ken writes generally in the Giant scale theme, his findings in RC are extremely revelant to EVERYONE's success in the hobby. You'll find his approach refreshing and dar'near exciting. Ken sent a note to me regarding....

* * INTERFERENCE * *

that I will bring to you now in the following paragraphs. Enjoy!

George Steiner, electronics expert, designed a "Spectrum analyzer"... which allows visual demonstration of interference problems. The analyzer was turned on and George pointed out that "spikes" (wave peaks) of different freq. bands demonstrated the am't of air traffic, then zero'd in on a 72 band which appeared as a stright line on the analyzer display screen.

He next set up three transmitters on a table, all within a foot or two of each other and the spectrum analyzer. One transmitter was turned on and produced a nice long spike on the scope display screen. When the second transmitter was turned on,

Only the unwise say it can't be done

Plane TALK ... continued

another spike appeared, along with a THIRD spike off to one side! When the third transmitter was turned on, all hell broke loose! Spikes of varying sizes appeared all over the display screen!!

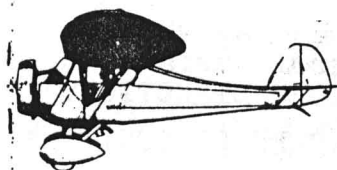


As I understand it, the spikes are all RF signals on frequencies generated by interaction of parent signals and if the "extra" signals fall in your frequency range, you have INTERFERENCE. The signal interaction is called... "intermodulation" (IM). Receiver design has the responsibility of sorting out the correct signal but sometimes can't do it at all.

The more frequencies, the more IM is present with IM signals also producing more IM with a cascading effect as demonstrated on the spectrum analyzer. The severity of the IM's effect depends on a number of things, such as receiver design, tuning, proximity of transmitters, cheap or too few parts to do the desired job, worn parts and probably many other factors that we are not even aware of.

The Big culprit producing IM type interference is close proximity of transmitters and physical separation distance is proportional to the severity or strength of the IM signal. How far is enough separation? You cannot have TOO MUCH! As to cheap radios and parts, we consumers are our own worst enemy!

We want "small" and "inexpensive" receivers and the industry has done a whale of a job satisfying our desire. If fewer and less expensive parts are used for competitive as well as consumer desire reasons, we will have the problem. "You get what you pay for" is trite but true.



I need a good radio!

Some experts agree that the best receiver on the market is only 80% as good as it could or should be. About 10% OF THE RADIOS AT THE NATS THIS YEAR FAILED FREQUENCY CHECKS!



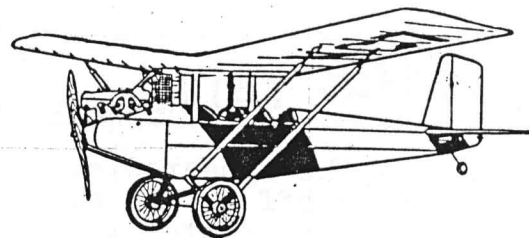
Reasons were many and varied, ... from bad tuning to worn out radios only two years old. (Gads!) Inexpensive radio parts deteriorate faster and just cannot retain performance. So what can we do to avoid playing "Russian roulette" at the flying site? Plenty! Personally, buy the best equipment you can afford, to do the job. Get the ONE GOOD ONE and not two or three inexpensive ones. Price alone is not the determining factor, of course. New technology can make a radio less expensive without sacrificing performance, for example:

Don't be satisfied by the price, color, or number of switches. Check and compare data, specifications, and demand the best with the price being the LAST consideration. The ideal present state of the art receiver should be a dual conversion, FM receiver, on narrow band. Dual conversion means exactly THAT and is a MUST. The signal is converted twice, not just once in the receiver, doubling the signal selectivity.

In order of most effective "improvement", dual conversion is far ahead and on top of the list. An AM signal that was displayed appears as a broad based wave with maybe smaller spikes along the bottom of the wave. Poor modulation or poor tuning of an AM transmitter can cause splatter clear over into the next channel. FM does NOT have this splattering effect and is the preferred modulation. FM is more resistant to "noise" such as metal to metal or ignition-type interference. (Continued, next page...)

AN EFFORT... ..KEEPS FAILURE AWAY

plane TALK: ... continued



At present, old equipment design uses 40 mhz spacing between frequencys. With narrow band tuning, only 20 mhz is used. That means that the receiver is that much more selective. George Steiner has compiled a graph to depict receiver selectivity to stray RF noise, IM and adjacent channel selection when three or more RC systems are in use at one time.

The graph shows no receiver to be 100% effective! AM dual conversion and FM dual conversion, narrow band, are best and about 5% of each other. AM dual conversion is about 5% less selective and notes that dual conversion is about twice as selective as the average receiver,

All other receiver types are less than 70% effective! George notes that the graph is a compilation and some radio brands are better than others. The graph is an "over all" picture, not dealing with specific receiver brands.

Even with the best of equipment,... **MAINTAIN SEPERATION!!** To combat effects of IM which equipment is **STILL** not selective enough to sort out, keep maximum physical seperation between transmitters and possibly limit the number of transmitters in use at one time. With care, knowledge, and attention, problems can be minimized. Most of all, be aware that there are possible problems and don't depend on others to report to you the possibilities as there are just too many variables that can occur.

A computer printout of those possibilities would be bigger than a Sacramento phone book. The more you know and understand (or even suspect)... the better and **SAFER** your actions and choices will be. Article by:

Ken Runestrand, 301 Bitner Street
Roseville, California 95678



The flying season is just ahead and it may be a very good time to look over your "old faithful" as a pre-flight, pre-spring check over. Let's start by:

1. Clean and inspect frame.
2. Change glow plug, clean your spark plug.
3. Check control horns, do clevis' have keepers?
4. Engine secure? Muffler secure? Fuel lines ok?
5. Field kit updated?
6. Servos hum? Jitter?
7. Batteries cycled?
8. Hinges loose?
9. Props balanced?
10. Does radio range-check?
11. Range-check w/enginerunning?

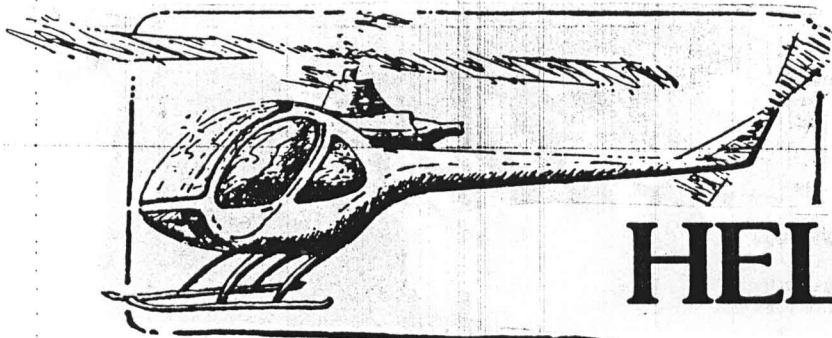
Let's discuss some common sense area's that are easily overlooked:

1. Is battery secure?
2. Enough foam RUBBER around the receiver? ($\frac{1}{2}$ " minimum)
3. Is receiver antenna away from servos and exit properly?
4. Is CG where it was last year?
5. Do the wings balance from tip to tip?
6. Are landing gear bolts and wing hold-down bolts nylon? Secure?
7. Fresh supply of rubber bands, glow fuel or gasoline? Misc?
8. If you've changed servos or radio, do control surfaces **MOVE IN THE RIGHT DIRECTION?**

* * HAVE A GOOD SAFE SEASON! * *

Be kind to mushrooms

THEY JUST MIGHT BECOME
THE FUEL OF THE FUTURE
(Look Ma!...They Fly!!)



BILL UNDERKOFER....

Talks about
those amazing

HELICOPTERS

* * MISCELLANEOUS TOPICS * *

* * * * *

GYROS: Not necessary, but awfully nice for tail rotor stabilization. I learned, and flew Helicopters for years without a gyro. Last year I tried one and I like it...makes my hovering look better with less tail wiggle. A Gyro can help you learn to fly quicker. I know people who just never could learn tail rotor control until they put in a Gyro, ...then it becomes easy.

RADIOS: A special Helicopter is not necessary until you're ready for advanced stuff: autorotations and inverted flight. However, if you're buying a new radio anyway, get a Heli special. The Heli features won't interfere with airplane use.

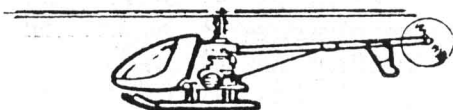
Transmitter Stick Mode: Controversial as always. Mode II is the most common, but not necessarily the best. Your busiest control and biggest problem is TAIL ROTOR CONTROL. Mode II puts this on your clumsy left hand, which simultaneously has to manage the throttle.

I prefer single stick, which puts tail control on my more adept right hand. After near extinction, single stick radios are easily available again (Kraft, Ace, Airtronics, JR, and soon Futaba). Unfortunately, none of these are human engineered with trim controls at the left hand,

which is why I'm still using a 12-year old Pro Line radio.

Mode I is clearly the worst for Helicopters, since it puts pitch and roll controls on separate hands. This is ideal for pattern flying, but dead wrong for Helis. Pitch and roll on a Heli are really a single function governing direction of movement over the ground, and should be on the same stick.

One final thought: Your instructor will be better able to trim your machine and teach you to fly if your stick mode is the same as his.



I've finished my winter building and maintenance, and I'm eagerly awaiting some warmer weather. I have been flying some all winter and I find that plastic gears get brittle and shed teeth easily in cold weather....and that FROZEN HANDS make for clumsy flying.

HERE'S TO SPRING!

Bill Underkofler



THIS IS YOUR YEAR!

Flying High...

— by Jim McKeown and a friend —

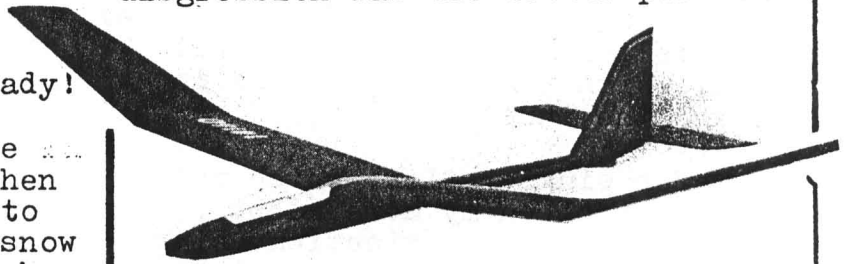
I recently had the occasion to re-experience the exhilaration of flying gliders in the winter. From '76 to '83 I managed to get in one flight of some type each month. This was accomplished by using gliders in cold weather simply because it was easier to set up a winch and tow the glider aloft rather than try to start an awkward glow engine in below freezing weather.

To this end, Bill Underkofler and I decided to once again try to start the tradition of once-a-month flying at IBM, Owego. The first Sunday of February was chosen as the great day. I got out my old trusty winch which had not had the battery charged for two years, brushed the dust off of the motor, topped the battery with water, and put it on slow charge (5 amps) on Friday nite. By Sunday AM it had all the charge it could hold as indicated by free-bubbling of the electrolyte. I also charged my glider batteries at the same time.

Sunday morning came and all was ready! The thermometer outside my kitchen showed a temp of 4 degrees F. There were some misgivings about going when the temp was so low and I decided to go out and clean the newly fallen snow from my drive before making any rash decision about flying. By the time I had cleaned the drive, with all the winter clothing I had on, I was as warm as toast and felt like I would enjoy the whole day outdoors. I called Bill and found that he too had the same misgivings, however it took very little persuasion to convince him that we ought to go. I had the winch set up by the time Bill arrived. Bill, as you may know has been experimenting with a small

glider designed for slope soaring and he gave it a launch which was admirable for such a small ship. I trudged out across the foot-deep snow, retrieved the tow line, and launched my old faithful SAGGITA.

With my tired old winch and battery, I got about a 350' high launch and found only marginal thermal lift. The whole flight lasted about four minutes. Bill then had his second flight. While he was flying, I again walked about 100 yards across the snow, retrieved the line and prepared to launch again. With glider hooked to line, I turned the receiver and transmitter on and did the pre-launch radio check. For some reason, the elevator function refused to be accounted for during this check! Since the weather was cold (and hands get VERY cold playing with such items), I decided that disgression was the better part of



valor and put the glider aside for the day. Bill, however continued to fly for several more flights and I continued to retrieve the line for these flights. I had time to reflect on the beautiful day (Temp got to 18 degrees) and how great it was to be able to get out and get some exercise. I knew that we would do it again next month. Any takers for the 4th of March? 754-7204 Jim M.

Believe in What You are Doing , Be Active !



AEROGUIDANCE SOCIETY 30th ANNIVERSARY Dinner-Dance

SATURDAY MARCH 23rd, 1985

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Vestal Parkway
Vestal, New York

COCKTAILS 'n GLOW FUEL
6:30 p.m. ALL YOU CAN
EAT BUFFET 7:30 p.m.

Dancing
9:00 p.m. TIL ?

Chinese-American Buffet ... A harvest of fabulous food
that you can go back again and again for ! Anniversary
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30 YEARS AGO !

\$14.00 per person... Reservation deadline: March 20

Send Check to - DON GODFREY AGS Party Chairman
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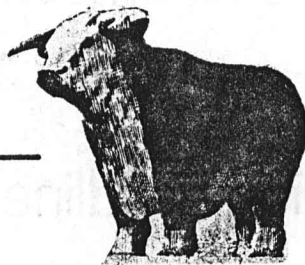


Aero Guidance Society, Inc.
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Vestal, New York 13850-0039

March 23rd, 1985



* IT'S NO BULL!



== YOU'RE INVITED TO

Have a Blast!

* See Editorial