

THE CONNECTOR


The Official Newsletter of the Aeroguidance Society, Inc.

Endicott, New York



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Academy of Model Aeronautics
Chartered Club

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CALENDAR OF EVENTS

<u>DATE</u>	<u>TIME</u>	<u>PLACE</u>	<u>EVENT</u>
3/12/86	6:30	NYSEG	Ground School
	7:30	NYSEG	Regular Meeting
	8:30	NYSEG	Show & Tell
	9:00	NYSEG	Program: Paris Airshow Video
	10:00	Pizza Hut	Social Hour
3/13/86	7:30	Jim McKeown's	Board Meeting
3/14/86	---	----	Deadline for AGS Dinner Dance
3/18/86	7:00	Bob Noll's	Hanger Session/RSVP
3/21/86	6:30	House of Yu	Ags Dinner Dance
4/6/86	12:00	IBM Owego Helipad	Glider Fly
4/8/86	6:30	NYSEG	Ground School
	7:30	NYSEG	Project Night
	10:00	Pizza Hut	Social Hour
4/14/86	7:30	?	Board Meeting
4/18/86	7:00	Bob Noll's	Hanger Session/RSVP

***** MEETING DATE IS NOT ON A TUESDAY *****

MEETING CHANGE NOTICE!!!!

MARCH MEETING WILL BE HELD ON WEDNESDAY MAR 12TH

AT NYSEG

7:30 P MEETING

6:30 P GROUND SCHOOL

THE PREZ SEZ:

We are now in the last half of the building season. However, the adventurous pilots and watchers attended the recent SNOW FLY organized by Bill Tomsa. The weather cooperated (it was above freezing) and we had an enjoyable event. Thanks Bill.

The event of the month for march is the **annual DINNER DANCE**. The reservation form is in this issue. Get your reservation and check in to Gordy Gottlieb soon. Where else can you go to a dinnerdance for two for \$25. We will also have last years Historian's Report with slides and who knows what else.

Several months ago The Board decided to change the frequency control at our field to the "additive" system from the present "subtractive" system. The additive system is based on putting a clip on the frequency board WHEN YOU ARE USING THAT FREQUENCY rather than attaching the specific frequency pin to your transmitter before you turn on. I will not not go into further details at this time.

The board unanimously voted to change the system because we have found it virtually impossible to keep a full set of frequency pins at the field. We have purchased and/or fabricated (a significant volunteer effort by Grover and others) THREE SETS of pins over the last FOUR years. Last year we were short pins by July. The additive system does not require maintenance of a set of pins. Also, the additive system is not new and has been successfully used by a number of clubs.

The Board commissioned Bob Noll to form a committee to detail a workable plan for implementation this year. At the last Board meeting, Bob presented the committee's proposal. It was a well thought out plan which includes fabrication of the frequency board by Ed Hall. The Board approved the Plan. Since there are still a few details to be finished, the final detailed plan will be presented at the April meeting as the first project for Project NITE. The April CONNECTOR will contain the rules and description of the additive frequency control system which will be implemented at our field this year.

Jerry Skreckoski

Again we have managed to get through the month of February and the flying season seems to be just around the corner. As many of us know, the high point of the winter is the WRAMS show which traditionally falls on the last weekend of February. In recent years, I have been attending this show more frequently and, this year was no exception. I always enjoy going to model associated events of this type because, like the NATS, you are certain to see many old friends from the Past.

The WRAMS show has many commercial exhibitors and it is a golden opportunity to see many neat things which most of us can ill afford to buy but then it only comes once a year so enjoy it!

The swap shop is one of the highlights of the show and there were many models and goodies for sale and swap. If one is looking for bargains, it is questionable if you will find any real bargains but if you are looking for a specific model which has been already built, you will probably find one here.

the model display was lower in entries this year but the quality of those on display was outstanding.

The attendance this year was even bigger than any other and it was exceedingly difficult to get to see many of the exhibits in detail because of the huge crowds around the most popular ones. I did not see many really new or revolutionary things this year but then how long can the hobby keep expanding by leaps and bounds? There seemed to be more boat, car and helicopter exhibits this year. The usual model manufacturers were well represented and radio manufacturers were there in good quantity. I feel that this show could be enhanced by finding a larger auditorium where it could become even bigger.

I attended the new AMA movie release called "Diamonds In The Sky" which was released just prior to this show. This movie is available in video tape form and I strongly recommend it for anyone who wishes to spend an enjoyable evening seeing the many fascinating facets of the hobby.

I must apologize to anyone who was brave enough to show up for the February second glider day at Owego. The weather forecast in the morning was so bad that I decided that it would be a disaster to even show up so I stayed home and cleaned the snow and ice from my drive. As it turned out in the afternoon, we could have probably made a good show out of it. The April meet at Owego will be on April 6th. Since the weather will be much warmer in May, I am going to forgo these meets till fall and work on flying Power through the summer.

Don't forget to support the Project nite at the April Club meeting. See you all at the many Club functions.

Jim

HELICOPTERS AND OTHER THINGS-Bill Underkofler

Water Shows: The Syracuse and WRAM shows are past. The Syracuse Symposium featured a super turnout of models, but the technical symposium and swap shop were disappointing. The WRAM show was typical huge crowds, many manufacturer displays, great swap shop. Models on display were very good, but much fewer than previous years.

Radio Topics: Much discussion lately about interference problems and radios needed to cope with them. A new approach to narrow band receivers is being marketed by Tech R/C. This is a single conversion receiver with narrow banding achieved by a special filter. It will be low priced and available as a kit. I've had excellent results with Tech R/C receivers. So if you're looking for a new generation receiver and you like to build kits consider this one.

Helicopters: No new models were shown by the manufacturers at the WRAM show. There were some nice accessories-Gyros, pitch gauges, custom blades, etc.

The GMP-Hirubo Shuttle has been well received. Flyers report that it flies great and feels like a small Cobra. Some people have complained of fragility of the plastic parts, particularly in cold weather.

Technical Trends: Blade and head balancing has become more sophisticated, and many people are running tip weighted blades. In the old days we used to crudely teeter balance the paddles and blades and then try to trim out the shakes with field adjustments. A better method is to do a two axis precision balance with a High Point balancer. For further sophistication you can adjust the individual blades for equal weight and spanwise center of gravity position. This virtually guarantees a smooth running machine the first time out.

The latest refinement is use of tip weights. Tip weights give more inertia for better autorotations, and also improve hover stability. In addition, if properly placed to get fore and aft balance around the feathering axis they can give improved cyclic pitch response and better dynamic balance since the lead-lag angle will be zero even with free swinging blades.

I bought a High Point balancer at the WRAM show and plan to try tip weights as soon as the weather improves.

THE ACTION AREA - by Bob Noll



HANGER SESSIONS CONTINUE - The February hanger sessions were great. We had the opportunity to see the workshops of three of our more experienced members. We started out at Terry's where we saw a very efficient use of space from the custom built workbenches to the power tool center and many space saving ideas for tool and material storage. Terry's shop is probably the most productive in the club based on planes produced per square foot. He has already finished a Sig KING KOBRA and is working on a Bridi XLT. Terry Jr. is still working on his Hanson

TIPO 750. Dick Allen's shop is definitely the greatest collection of hand tools that any one person could possibly use. A tool for any occasion would be just great but Dick seems to have at least two or three for each job. If you come upon a new building requirement, give Dick a call and I am sure he will be eager to tell you about the tool of the month that will be just what the doctor ordered. Dick has two new projects underway. One is a very nice quarter scale Zimbabwe CAP 21 and the other is an electric powered plane. We got to Ralph Jackson's about 9 PM and were treated to the finest line-up of giant scale planes around. There they were lined up on the floor of the hanger with Ralph's latest, a Great Planes CAP 21 ready to go. Ralph's shop is spacious and has plenty of room to maneuver even the large ones. No other projects were evident except for an engineering change being made to a Commanche wing. Ralph's final project of the evening was to satisfy our hunger which he did very well with some special goodies and some drink.

Thanks Terry, Dick and Ralph for letting us into your emporiums and sharing your skills and ideas with us. The variety of projects we saw demonstrated how versatile our club members really are and that the AGS has something for everyone. Whether your interested in gliders, scale, pattern, engines or electric, small or large, the AGS has it all and its backed by more years of experience than any other club around.

The March hanger session will be back at my shop as follows;

Tuesday March 18, 1986
7 to 10 PM
2317 Acorn Dr, Vestal
Phone 754-5279

We plan to continue our discussions of building and finishing techniques as most of us move on toward the completion of our winter **pattern** projects.

31st ANNUAL PATTERN CONTEST - Would you believe it, the AGS is going to be 31 years old this year and our birthday will again be celebrated by hosting the annual pattern competition at the Blue Swan Airport in Sayre, Pa. I have received our 1986 AMA Sanction for the weekend of June 28 & 29. So if you're the type that likes to plan ahead, put these dates on you workshop wall and make sure your better half is aware that you'll be in Sayre that weekend having a great time with the boys. I spoke to Ivan Kristensen and Dave Brown about the contest at the WRAMS Show and both would like to attend if they can work it into their busy schedule. Grover is already working on the prize request letters and I will keep you informed of our progress toward this major happening in the world of pattern competition.

THE ACTION AREA (continued)

PROJECT PROGRESS - My ZLIN is coming along nicely and I am following the finishing technique that I outlined in last month's Connector. All parts are now covered with "00" grade silk span and have received one coat of Aerogloss after the silkspan was attached. If you are planning to use this procedure you must use Aerogloss. Many modelers don't realize that Aerogloss is a special formulation. It is neither a nitrate or a butyrate dope. As such it has some different properties, one of which is that it sticks extremely well to epoxy. Remember that the balsa was completely coated with clear epoxy paint before the silkspan was applied. I have found it necessary to use my fingers to ensure that the silkspan is intimately in contact with the balsa when using the light weight "00" material. And this must be done carefully since it is easy to stretch this paper and create bubbles if you're not careful. However, don't panic if some small bubbles appear as you are applying the paper since all of the small ones will disappear after the dope has dried thoroughly, which takes 4 to 6 hours. One thing that is very important when using dope is to be patient between coats and be sure the previous coat is thoroughly dry before brushing on the next coat. Another comment I should make when using the "00" grade of silkspan is that it doesn't come in very large size sheets. But don't fear since it is very easy to make seams with this stuff. You can either butt join the sheets or use an overlap. I like the overlap of only about 1/32" since it can be easily sanded flat after the dope has thoroughly (there goes that word again) dried and with this approach there is never a gap between sheets.

FUELS - Here is a bit of info from the January K-FACTOR. Remember, the K-FACTOR is the newsletter of the National Society of Radio Controlled Aerobatics. Pete Callas, who is from California and place 2nd at the Nats in Masters, has been working hard to prolong the life of his engines which get a pretty good work out when mounted in a pattern machine. Here are a few comments from Pete. "On an ABC-type motor, try to stay with a pure synthetic oil for the real high RPM's. Castor oil tends to bake and varnish the piston and the sleeve fit and I would much rather change bearings than replace a good-running, good-fitting piston and sleeve. Synthetic fuels with a small amount of castor are probably okay, but if you run the motor dry and load it with a good light oil, I don't foresee any problems using synthetics (if you like to mix your own fuel, try Klotz KL-200 synthetic oil)."

N S R C A - For those of you who have not yet joined the National Society of Radio Controlled Aerobatics, you may want to get your name on the list to receive their K-FACTOR newsletter. Just send \$10.00 annual dues to:

Suzi Stream
3723 Snowden Ave.
Long Beach, CA. 90808





IREZ. SEZ.

Well guys, I guess it's about time for me to say my piece for a change. Going over the AGS roster I've found that a few of us are on the same frequency. The following list of frequency are the ones that members of the club owns or are in use most of the time. Due to the fact that a couple will be banned or a strong WARNING due to a interference which some of you flyers has experience.

This list starts out with the most use frequency down to the least use.

72.240 ...	11 Members	46 ...	4 Members
72.160 ...	9 Members	48 ...	4 Members
72.400 ...	8 Members	50 ...	4 Members
72.080 ...	7 Members	54 ...	3 Members
75.640 ...	7 Members	52 ..	2 Members
44 ...	6 Members	72.030...	1 Member
72.960	6 Members	40 ...	1 Member
56 ...	5 Members	42 ...	1 Member
72.320 ...	4 Members	27.045 ..	1 Member
38 ...	4 Members	75.550 ..	1 Member

Now your frequency committee has work hard on this project of grouping the frequency to prevent interference & 3IM. I've been for this addive system for about two years. I kept working on the B.O.D. and finally got this thing a rowing. Thanks to the committee for there time and effort that I hope we as a club can get together and make this WORK.

NOTICE NOTICE NOTICE NOTICE NOTICE
Your 2nd half of 1986 dues are due. New membership cards will
be issue on the MARCH MEETING OR APRIL MEETING.
REMEMBER ***** DUES ARE DUE

I used to have the misconception that summer was for flying RC and winter was for building (or re-building for some of us). But then I "discovered" ski flying! It's GREAT! To use an old advertising cliché, "Try it you'll like it!"

A couple of days before our scheduled snow fly on Sunday, February 9th, we got a bunch of the white stuff dumped on us. Just a week prior temperatures were pushing the high 40's. It looked like there might not be enough snow! Either way it was starting to look like there would be "s'no" flying. OK. OK. So it's not one of my best puns. Actually, it turned out to be near ideal for winter flying. Conditions at Moore Park in Vestal were almost dead calm, warm enough to fly without gloves, only a few flurries and enough but not too much snow. It was a bit too soft to take off from, so we used the 55 gallon trash cans to roll out a 20 x 60 foot runway for take offs. Landings were another story. You just picked a spot and plopped the plane into the nice white snow. Terry Terrenoire got the non-existant "carrier pilot" award for hitting and/or touching down on the miniscule runway.

Coffee, tea and donuts, as well as a nice fire thanks to those who brought wood, helped make things more comfortable.

All in all there was a lot of flying packed into three hours, with two or three aircraft in the air most of the time. About fifteen people showed up for the Snow Fly with seven or eight of us actually flying. One nice benefit of a get together like the snow fly is the opportunity to see a number of different solutions to a problem. There were as many different ski set ups as there were aircraft. Some were made out of laminated plywood, some out of aluminum and at least one set was constructed of wood and plexiglass.

My thanks to those of you who showed up to fly and helped make the event a fun time.



Bill "CRASH" Tomsa



O.K. Who's going to tell Tomsa that's not what we had in mind for a "Snow Fly"?

AGS VIDEO WATCH

The AGS has a good selection of VHS tapes on file and for those of interest I will list most of the TITLES that we have up to date. These films are available just by CALLING Grover Ellis your Tresurer at 625-3257. Some VHS has more than one program on them. All the VHS are good for the BEGINNERS an the OLD, don't be bashful and give me a call at 625-3257. These films are on VHS ONLY; NO BETA .There is a charge of \$10.00 DEPOSIT on each one with FULL REFUND upon return in good shape. The list of video VHS are as follow :::

R/C VIDEO MAGAZINE VOL. #4 with 9 PROGRAM AS FOLLOW:::

INTRODUCTION	1:17	MIN
FLOAT PLANE EVENT	23:31	MIN
PATTERN COMP. AT NATS	20:00	MIN
JEFF TROY'S TRIX	9:00	MIN
AMA MUSEM TOUR	6:00	MIN
FIRST WORLD HELI. CHAMP	25:00	MIN
BYRON'S JET RALLY	10:00	MIN
'85 WW II REINACTMENT	6:00	MIN

R/C VIDEO MAGAZINE VOL. #3 with 9 PROGRAM AS FOLLOW:::

INTRODUCTION	:30	SEC.
R-OLAND SPICER'S 400 MILE FLIGHT	14:30	MIN
1933 WACO FLOAT PLANE	9:00	MIN
QUARTER SCALE PART TWO	15:00	MIN
TOLEDO TRADE SHOW	12:30	MIN
DOUG PRATT SCHOOL YARD SCALE	12:00	MIN
SMALL, SMALL WORLD OF WHEELS	5:00	MIN
AMA MUSEUM TOUR	14:00	MIN

R/C VIDEO MAGAZINE VOL. 2 WITH 10 PROGRAM AS FOLLOW:::

INTRODUCTION
 QUARTER SCALE
 FOUR STROKE ENGINE REVIEW
 TOURNAMENT OF CHAMPIONS
 JEFF TROY BUILDING HINTS
 RENO NATS U CONTROL COMBAT
 FOUR STROKE ENGINE MAINT.
 SCALE POWER BOATS
 WILLIAM MORRISEY
 TOTAL TIME OF TAPE = 1 HR. 42 MIN.

R/C VIDEO MAGAZINE VOL. #1 with 3 PROGRAMS AS FOLLOW

R/C VIDEO MAGAZINE VOL. #1
 BYRON ORIG.
 M.O.B. FIELD JET FLIGHT OF M.I.G.-15

AMA FILMS #1

THOSE MARVELOUS MINIATURES
 MODELING'S GRAND ILLUSIONS
 WIRED FOR EXCITEMENT
 THE FUN OF FREE FLIGHT FLYING

AGS ANNUAL DINNER DANCE

see JERRY "DO THE TROT"

MARCH 21^T
6:30 PM

see BOB DO THE "BOUNCE"

ALL COME & see RALPH DO THE "HAT DANCE"

House

see BILL DO THE "LINDY"

COME & HAVE FUN!
10
119

see BILL DO THE "TANGO"

see GOWER DO THE "CHARLESTON"

MUSIC BY
TAKE "3"

Butter of
ALL GOODIES

see REID DO THE "SHUFFLE"

Big TIME

see JOE F. DO THE Rock & Roll

see Jim DO THE "CHIP CHOP"

NOTICE NOTICE DEADLINE : 3/14/86 NOTICE NOTICE

A.G.S. ANNUAL DINNER DANCE

COST : \$ 13.00 Per Person
\$ 25.00 Per Couple

Send Check Made Out To AGS
To: Gordon Gottlieb V.P.
Iris Dr.
Apalachin, NY 13732

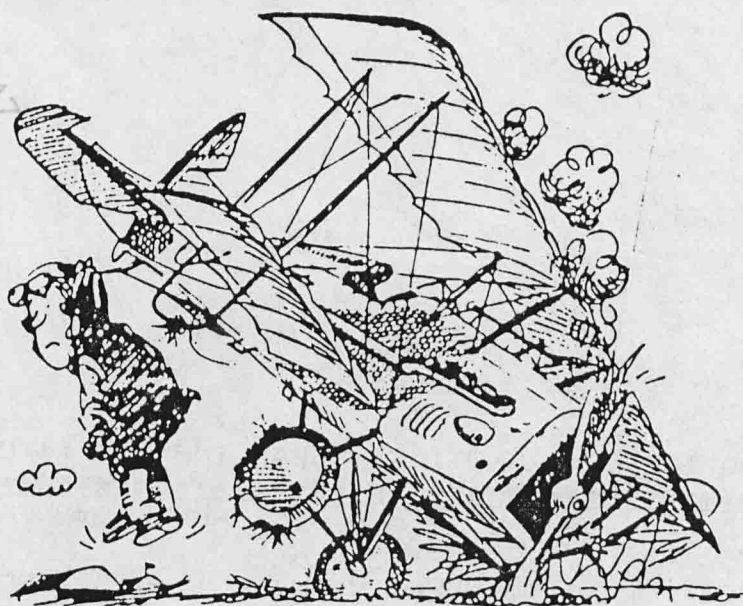
DEADLINE : MARCH 14 1986

NAME : _____

HOW MANY : _____



DON'T BE CAUGHT



HANGING AROUND
COME WATCH US FLY!