

THE CONNECTOR

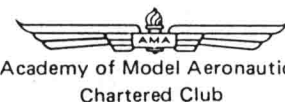
The Official Newsletter of the Aeroguidance Society, Inc.

Endicott, New York



JOE FELICE— NEWSLETTER EDITOR

JERRY SKRECKOWSKI— President GORDON GOTTLIEB— Vice President GROVER ELLIS— Treasurer
TERRY TERRENOIRE— Secretary JIM McKEOWN— Board Member BILL TOMSA— Board Member at Large



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AGS CALENDAR OF EVENTS

<u>DATE</u>	<u>TIME</u>	<u>PLACE</u>	<u>EVENT</u>
9/06/86	7:00 AM	RHINEBECK N.Y.	WWI JAMBOREE
9/09/86	7:00 PM	NYSEG	NOLL'S GROUND SCHOOL
9/09/86	7:30 PM	NYSEG	AGS REGULAR MEETING
9/13/86	11:00 AM	SAYRE CLUB FIELD	STRCA
9/15/86	7:30 PM	JERRY'S RESIDENCE	AGS BOARD MEETING
9/21/86	10:00 AM	GREENWOOD PARK	AGS ANNUAL FLOAT FLY
9/27/86	10:00 AM	DAMASCUS N.Y.	FLOAT FLY (TENTATIVE)
10/14/86	7:00 PM	NYSEG	NOLL'S GROUND SCHOOL
10/14/86	7:30 PM	NYSEG	AGS REGULAR MEETING
10/14/86	8:30 PM	NYSEG	ELECTION OF OFFICERS
10/20/86	7:30 PM		AGS BOARD MEETING

AGS SWAP SHOP

FOR SALE:

1/2 HP Power-Pal
Air Compressor Less hose \$60.00
And Attachments

CALL : Grover Ellis 625-3257

LOST: 1 (ONE) MALL HAMMER THAT WAS
LOAN OUT AT AGS CONTEST AND
NEVER RETURN. PLEASE CALL IF
YOU HAVE THIS HAMMER ????

CALL : GROVER ELLIS 625-3257

THE PREZ SEZ;

Labor Day is done, The summer is over Flying is through for this year. WRONG!! We have Rhinebeck on sept 6-7, STRCA at Sayre on Sun Sept 14th, Float-fly on Sun Sept 21st at Greenwood and another at Forest park on Sat Sept 27th. Also, we usually have some fine flying weather during October. We may even have some great weather in November because the summer was somewhat of a bummer.

The STRCA will be at Roundtop park South of Sayre, where the Sayre club calls home and are the host. The STRCA meet is a casual fun fly between the local clubs who choose to attend. It is a fine opportunity to meet our neighboring RC'ers and have fun. We will set a meeting place at the Sept AGS meeting at NYSEG so that we group up and get lost together. We won't get lost this year because I found it last month (without help). Bringing your own food and refreshments is recommended. Flying starts at 11 am.

Get floats on your bird. You will be able to use them TWO WEEKS IN A ROW. Float flying gives you the fun RC boating and flying at the same time. The runways are long and wide TOO. The Greenwood event is AMA sanctioned and has in the past drawn a number of visitors. The Forest Park event is a club event on a very nice private site.

Bill Underkofler consented to be our Nominating Committee Chairman. The slate up for election at the October meeting is:

President	Jim Mckeown
Vice president	Bob Punker
Secretary	Terry Terrenoire
Treasurer	Grover Ellis
Board Member	Bart McTague

Dick Fish will complete Jim Mckeown's 2-year term as Board member.

The current prez will serve out the one year Past Prez Board member post and then take an extended vacation.

A disturbing incident involving careless observance of Frequency control at our field recently occurred and resulted in a catastrophic SHOOT DOWN. The way I heard it, The SHOOTER was at the field checking his equipment WITHOUT PLACING HIS CARD IN THE "IN USE" SLOT on the BOARD. The SHOOTEE came along, finding no card on his freq put his card in and proceded to fly (but for a very short period).

THE LESSON IS: NO MATTER HOW FEW PEOPLE ARE AT THE FIELD DON'T TURN ON THAT TRANSMITTER UNTIL YOUR CARD IS IN THE "IN USE" POSITION. WHEN NOT IN USE YOUR TRANSMITTER MUST HAVE THE ANTENNA RETRACTED AND SHOULD BE IN IMPOUND. Notice that this is just a restatement of our frequency control rules. FOLLOW THEM!!!

SAFE FLYING!!

Jerry

THE ACTION AREA - by BOB NOLL



CONGRATULATIONS BINGHAMTON AEROS - I finally got the chance to attend the giant scale gathering held at the Chenango Bridge airport and sponsored by the newest club in our area, the Binghamton Aeros. The event was well attended by large plane pilots and the Aeros certainly put a lot of effort into this well organized activity. Unfortunately, I could not get there on Saturday when the weather was very good and did not get to see very many planes take to the air in the high winds on Sunday. Thanks to the Airwolves who did most of the flying on Sunday, there was at least one plane airborne for most of the afternoon. Our own Ralph Jackson and Jim McKeown were there but didn't even take their planes out of their cars due to the high winds.

FLYING DISCIPLINE - Have you ever wondered why some pilots just seem to be able to log flight after flight without a mishap. It's the disciplined approach they have developed through some hard work and patience. Lets take a look at what this discipline is made of and see if you fit into the mold of the more successful pilot. Here are a few characteristics to consider;

- 1) Everything is calculated and nothing is left to chance. This starts with the construction of the plane and continues for the duration of the season.
- 2) Equipment is well maintained and proper preventative maintenance is performed on a regular basis.
- 3) Total familiarity with the plane, radio and engine so that any sign of malfunction is readily detected before a catastrophic failure occurs.
- 4) A well equipped field box with a selection of tools and supplies to correct any abnormality with the plane, radio installation or engine. This includes a pad and pencil to record items that need to be corrected in the workshop.
- 5) A cautious approach to flying which means that a healthy respect is always maintained for wind velocity and direction.
- 6) A continuous awareness for ones ability and the control to fly within these limits.
- 7) A plan for each and every flight. Whether it's to trim the plane, try a new prop, perfect a pattern maneuver or sharpen up on takeoffs and landings, you will be better off if you don't just takeoff to bore holes in the sky.

I'm sure you can add to the list but these are some of the things that will help you become or remain a successful pilot.

A FEW MORE TIPS -- This months list will deal with your tank and fuel supply system.

- 1) Use a piece of brass or copper tubing in your tank between the pickup "clunk" and the exit tube. This will prevent the pickup line from bending back on itself during a hard landing. Use only enough flexible tubing to connect the metal tubing together and attach the clunk.
- 2) Filter your fuel before it enters the tank or use a fuel filter in the supply line between the tank and engine.
- 3) If you use a filter on your plane, and I don't recommend it, be sure you add fuel to the tank by disconnecting the fuel line between the tank and filter. - You don't need the crud on the engine side of the filter.
- 4) Mount your tank as rigidly as possible. Contrary to popular belief there will be a greater possibility of fuel foaming if you mount the tank in foam rubber.
- 5) Use an adequate length of fuel tubing so that there is enough tubing to provide a smooth path for the fuel without having to make sharp turns through a restricted fuel line.
- 6) Be sure to use the right size of fuel tubing, a small enough ID so that it is a good fit to the tank and carburetor and a large enough ID so that there is adequate supply of fuel to the larger engines.
- 7) Drain all unused fuel from the tank before you leave the field. Waiting until you get home may mean that the plane will sit around the shop with fuel in the tank which is a safety hazard and is not good for your tank or fuel lines.

SEE YOU AT THE FLOAT FLY!

Bits and Pieces

by

Jim McKeown

The last two months have been rather hectic for me and I have not been able to get anything ready for the connector in time for publication. This month, I made a resolution that I would not miss again.

As with previous summers, I feel that again I have had a rewarding summer and learned and re-learned many things associated with the hobby. The early work conducted with my Tipo has taught me not to assume anything is adequate no matter how nice it looks prior to flight. As I have said in the past, check everything you can think of on a new airplane then check it again. After the initial teething troubles, I went to several contests and did as poorly as expected. These contests however developed a new set of troubles not encountered previously. Most of these were indicated by a problem seen early in the life of the Tipo but I wasn't sharp enough to catch the it's significance. In the spring, I made a landing in which the nose gear wasn't locked. This prompted me to do extensive work on the mechanical retract system which I was using. I finally had a system which worked reliably but seemed to be slow due to an older style retract servo which had only 60 oz in of torque. Money being secondary in nature to performance, I decided to buy a brand X super-duper servo to give me the speed needed to provide a "crisp" system. After installation, the performance was just exactly as anticipated with one small exception. The retracts worked admirably all the time except about every ten times I turned the system on, the retract servo would cycle through a small angle and strip the gears on the servo. I have since developed a system which seems to be foolproof. I pick the airplane up every time I turn it on! A nuisance but most certainly better than the alternative. Another story with a moral: "IF IT AIN'T BROKE DON'T FIX IT".

The month of September seems to be another busy R/C month with Rhinebeck on the 6th and 7th, the STRCA meet on the 14th and the two waterflys on the 21st and 28th respectively. My goodness how we work hard at our hobby! Hope to see you at some of these meets.

Count on Us For Performance



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"I THINK WE FOUND THAT LITTLE BUZZ
IN YOUR EAR!"

