

# THE CONNECTOR

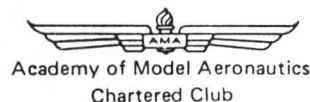
The Official Newsletter of the Aeroguidance Society, Inc.

Endicott, New York



TONY CAMMARATA EDITOR

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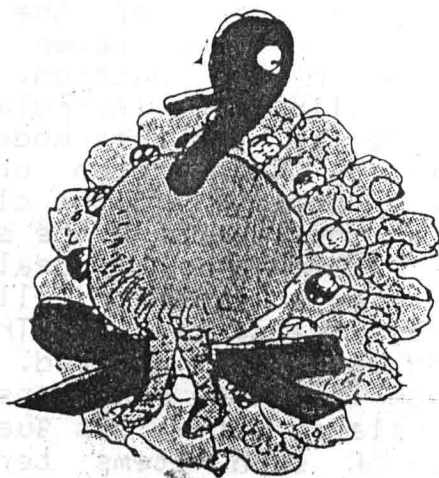


VOLUME 19

ISSUE XI

November 4, 1986

<u>DATE</u>	<u>TIME</u>	<u>PLACE</u>	<u>EVENT</u>
11/12/86	7:00 PM	NYSEG BUILDING	NOLL'S GROUND SCHOOL
11/12/86	7:30 PM	NYSEG BUILDING	AGS REGULAR MEETING
11/12/86	8:00 PM	NYSEG BUILDING	AGS ANNUAL AUCTION
11/17/86	7:30 PM	TERRY'S RESIDENCE	AGS BOARD MEETING
12/09/86	7:00 PM	TO BE ANNOUNCE	NOLL'S GROUND SCHOOL
12/09/86	7:30 PM	TO BE ANNOUNCE	AGS REGULAR MEETING
12/09/86	9:30 PM	PIZZA HUT	SOCIAL HOUR
12/12/86	6:30 PM	OWEGO TREADWAY	BAR OPEN (XMAS PARTY)
12/12/86	7:30 PM	OWEGO TREADWAY	XMAS PARTY DINNER
12/15/86	7:30 PM	FISH RESIDENCE	AGS BOARD MEETING



PREZ SEZ  
by Jim McKeown

As the new President of such an old and established club as the Aero Guidance Society, I realize that I have a well established tradition of excellence to follow. I hope, with the help of all the membership, that I will be able to uphold this tradition.

There are quite a few things which are forthcoming in the near future and I will try, through Phone calls, Personal contact, letters and the connector to keep you all informed as much as possible. As I indicated at the October meeting, the committees have been formed and, if connector space permits this month, I will include a list of these appointments. It is my intention, in so far as possible, to delegate my responsibilities to the committee chairman for each indicated area. If you have any problems, suggestions or constructive criticism, feel free to contact either the appropriate committee chairman or myself and we will attempt to deal with your specific need.

As might be expected, I have one problem already which some of the club members may be able to help me solve. As indicated in the October meeting, the NYSEG buildings are to be closed on November 11 due to the Veterans Day Holiday. This, in itself is no disaster however as an encore to this fact, no rooms are available for the December meeting until Thursday Dec 11th. I feel that it is important to keep the traditional second Tuesday of the month and therefore would like to find several alternate meeting places to preclude the necessity of this happening in the future. If any club member knows of a location which has available public meeting rooms, please contact either Ralph Jackson or myself and we will pursue the matter further.

The November meeting will be the annual auction and, in order to expedite the auction, I am going to keep the business portion of this meeting to an absolute minimum. Many of the older members are aware of the manner in which these auctions are run but for the newer members, I will briefly outline the format for the auction. The auction is for anyone interested in selling modeling related items. The club does this as a service to the area modelers and, in no way does it profit from any transaction unless the seller wishes to use an item as a donation to the club for its use. Any transaction is between the buyer and the seller therefore there is no complicated bookkeeping to deal with from the aspect of the club and you as a buyer or seller get the best possible deal from the transaction. The items being presented for sale should be hobby related. In the past, I have seen some things such as tape recorders, cb radios etc whose value as a model related item was questionable being presented for sale. Sale of such items tend to dilute the

sale of items of real interest and therefore should not be presented. The seller has the option of setting a minimum price but any person is cautioned that, if this price is too high, there will be no bids. It is better to set a moderate bottom price and, if you, as a seller are not satisfied, bid to raise the price to a more realistic value.

As a final item, I would like to address the matter of the annual Christmas Party. Due to several previous commitments, I was unable to attend the last board meeting and am presenting this information second hand. The Christmas Party is all go! It is scheduled for the 12th of December at the Owego Treadway Hotel. A cash bar cocktail hour is scheduled for 6:30 PM followed by a dinner at 7:30 PM sharp. The dinner is to be a choice of Lobster Newberg (\$11.50) or Prime Rib (\$14.00). Please note: these prices are tentative at this time and will be firmed up by the next meeting. The prices include tax and gratuities. For further details, contact Bob Punkar. This Party is for our members friends and guests so lets have a real enjoyable time.

I seem to have taken much more space than I intended in this article but feel that it was all necessary. Lets all work together this year to make it an enjoyable one for all.

## GREETINGS FROM YOUR NEW EDITOR

It is a privilege to be contributing to the vitality of our club, as I serve as your new editor. I sincerely hope you find this organ not only informative, but educational as well. I plan to give you all the opportunity to contribute to your newsletter over the next year. Please do not be reticent (bashful) as all of you, yes even the newest member, can contribute on a topic of wide interest. Nuff wash!

As a long time RCer (long on building, but short on flying) I thought that it might be useful to the membership to begin a "column" on R/C safety. However, with my relatively limited flying experience, I will have a difficult time sustaining a column, solo. But a collective column would likely be feasible. So here is your chance to share meaningful incidents and experiences. Let's hear from you all. Just send me your stuff and I'll arrange for it to go to print!

## Safety Corner

By Tony Cammarata.....Editor

For my first column I want to touch on two personal experiences. As with most accidents, they are in your control or avoidance as were these. Now let us learn from each other.....

### Incident #1

This past spring while putting the finishing touches on a plane I was spraying, I noticed a very small spot I missed. Having inspected my work, and not noticing the missed spot until all spray equipment was cleaned, I decided to touch-up using a brush. I was using K & B Epoxy paints and thinner. The hand touch-up went just fine, the brush clean up did not. After cleaning the brush, I "flipped" the bristles to remove the thinner. Right you are, I caught a drop of K & B Super Poxxy thinner in my eye (and I wear glasses, which were on at the time). I immediately read the directions on the can under FIRST AID and I quote: In case of skin contact, flush with plenty of water; for eyes, immediately flush with plenty of water for 15 minutes and get medical attention. If inhaled, remove to fresh air. If swallowed, call doctor immediately. Induce vomiting. Do not use table salt solution, unquote. I followed these directions to the tee and fortunately did not suffer any permanent damage to the vision in my right eye. Safety goggles would have done the

## **Incident #2**

This was really a very big surprise. I have owned and operated a Dremel Jigsaw for over 10 years. For the first time in my use of the saw, I broke a blade while sawing some 1/8" soft aircraft ply. Where that blade ended up is unknown to me. I am only thankful that none of the parts struck me. Yes, I was closely following a pattern I was cutting, and my face was fairly close to the work piece. Goggles win again. [The prange that that blade made when it broke was really startling.]

## **Fuel Can Explosions**

This is not something that happened to me, but I was so taken by the seriousness of the event I thought it worthy of mention. After reading many articles on flying safety, I have concluded that I should not fly without a "buddy". This person need not be a fellow flyer, but could be any acquaintance. The reasons are many, the least of which is to go for help if needed. If you haven't read John Preston's column "Safety Comes First", in the October issue of Model Aviation; DO READ IT. The tale of the explosion is hair raising (editorially speaking), the lesson is a sober one, indeed.

Safety is **NO ACCIDENT**, so make it not happen.

The following is per Bob Noll. Those of you at the last club meeting may have seen a copy of the R/C tabloid Bob showed around. For those of you interested in subscribing you write to: R/C Report Corporation. Address all correspondence to R/C Report; P.O. Box 1706, Huntsville, Al 35807. Subscriptions for R/C Report Magazine are \$9:00 per year or \$16.50 for two years.

Have a safe month. Regards.

Tony

## **"Rotations Off The Water"**

This month I would like to give you some information on our float flies this summer. We started out with our Spring Float Fly, Mar 10th at Forest Hill Park in Damascus, N.Y. The weather was excellent and we had about five flyers along with Grover and his boats. Everybody had a great time and came away a little smarter about where the floats had to be mounted in order to lift off the water under smooth-as-glass conditions.

Our next event was the inter-club Float Fly at Greenwood Park, September 21, 1986. The weather was overcast, but the rains held off so we had a good day of flying off the lake. There were several fliers from Sayre and other clubs so again we had an opportunity to exchange ideas and learn more about rigging models with floats.

The third Float Fly scheduled for September 27th at Forest Hill Park was a very wet one in more ways than one. It rained before we got there, rained all the time we were there, and the ceiling must have been about 75 feet! You could say the weatherman didn't give us much of a day for anything, but we made the best of it, and still got in a couple of flights. We had two visitors that came all the way from Corning, N.Y. to see us fly off the water, so we couldn't disappoint them. They were interested in information as they were building models to fly off their lake at home. The fourth Float Fly was held at Forest Hill Park, October 18th. Our weather was a little chilly, but the sun came out bright and we had a very nice afternoon flying and boating. I took pictures at all four of our float flies and you may see them at our next meeting, after which they will be placed on display at G.J.'s. It's a lot of fun flying off the water and for those of you who haven't tried it, now's the time to think about getting a pair of floats ready for our Spring Float Fly at Forest Hill Park next year. Keep your radio and servo's dry till next year!

P.S. Rumor has it that Bart McTague has asked SANTA (Mary) for an over sized hot tub so he can set up his floats for our spring float fly!!! If he does luck out and get it I'll be setting up a schedule for all who would like to take their plane up to his house and make use of the hot tub.....

See you at the auction!!!!,

**Dick Fish**

## THE ACTION AREA - by BOB NOLL



HANGER SESSIONS BEGIN - As mentioned in the last issue of the Connector, it's time again to start our series of "hanger sessions". These sessions are designed to help those members who have or plan to take on the challenge of building and flying pattern aircraft. Whether you plan to compete in pattern competition is not important. What is important is that you are interested in perfecting your building skills to the degree that you have the best built flying machine when you are done, with respect to its aerobatic performance capabilities.

The first session will be dedicated to discussing the results of the past season, what we learned about pattern flying and how our planes performed. One of the benefits that we get out of these sessions is the sharing of information and ideas with each other. It is useful for all of us to examine the results of the 1986 season so we can make improvements and achieve a better pattern machine for the coming year.

The first session will be held in my hanger. There is plenty of hanger space there so bring along your planes, especially if you have some neat trick that solved a problem for you. Seeing is worth a thousand words. Here are the details:

Tuesday November 18  
7 to 10 PM  
2317 Acorn Drive, Vestal  
Phone 754-5279

Please give me a call if you plan to attend so I can be sure to have enough "fuel" on hand.

PLANE PROJECT RESULTS - Here is the information I promised you regarding the results of the building projects that I published last spring.

Dick Allen ----- CHALLENGER electric glider - Excellent, only problem has been getting it down.  
CAP 21 1/4 scale by Zimpro - no progress, no results

Ralph Jackson --- PORTERFIELD COLLEGIATE electric scale -  
CAP 21 1/4 scale by Great Planes - both planes fly very well and have many flights

Tony Cammarata -- Sig COMMANDER - flew great until pilot error, has been rebuilt.

Mike Zabadal ---- SUPER KAOS JR - didn't fly good, too much right thrust, pulled hard right

Todd Card ----- WARLOCK 1/2A - built good, rebuilt OK, rather not talk about the rest



Jerry Skreckoski - 21 SPECIAL (original design) - very fine sport plane, good vertical performance, handled wind well, wide speed range, slows down well, will modify design to improve ground handling

Bill Underkofler - HOUSE full scale - completed roof and siding, wiring half done

Tony Gioffredo --- COMMANDER MK II by Sig - still under construction but looks good

Fred Buchler ---- SKIES and FLOATS - fine  
CHEROKEE 40 - high wing loading due to high weight, flies heavy

Bud Kishpaugh ---- Limited flights but flies good and enjoys flying

Jim McKeown ----- TIPO 750 - excellent results, best flying model he have had in years

Bob Noll ----- DALOTEL repainted - flew as well as before new color scheme, improved visibility helped pattern performance  
SLIM ZLIN by Hanson - flies very good, similar to Dalotel but with slight thrust problem

Here are the names of other members who were on the original list last spring but did not respond to the survey at the last meeting. I'll give them the opportunity to share their successes with us in a future issue.

Tom Socha ----- Sig KADET with 4 cycle .46  
Elwood Campbell ---- PU deCeel  
Bill Tomsa ----- KAOS 40 rebuild, 1/2A WARLOCK,  
OLYMPIC 650 sailplane  
Phill Andrews ----- KADET MK II  
Bart McTague ----- KADET MK I  
Dick Fish ----- CALIPSO and PHOENIX 8 pattern  
Stephen Mortimer --- SNARK 20  
Dennis Munday ----- 1/4 scale autogyro  
Bill Hendrickson --- CHAMP by Bud Nosen  
Joe Felice ----- FW 190 D9 by Pica, ME 109 E3 by Royal,  
P39 by Jemco  
Scott Seaman ----- DIRTY BIRDY 40, T2A pattern  
Terry Terroniere --- Sig KING KOBRA, XLT pattern by Bridi  
Terry Terroniere Jr.- Bridi 15-500, TIPO 750

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## Engine Maintenance- Bearing Problems

by Bill Underkofler

The editor asked me to comment on bearing problems with which he has had some personal experience.

To my knowledge, there are three major causes of bearing failure:

**Overstress.** This type of failure happens most frequently with piped pattern 60's, which run for long periods at high speed and heavy load. The poor bearings just weren't designed for this service: thrust loads as well as radial loads, too much heat and inadequate lubrication. This is a design problem and I don't know of a total cure. You can only replace the bearing when needed and try to find a better quality bearing. O.S. engines seem to have the most problems. K&B has a specially designed bearing with plastic retainer which seems to cope well.

**Rust.** Model fuels contain methanol which has a terrific attraction for water. An idling engine collects a pool of raw fuel in the crankcase which attracts water and quickly rusts the bearings. The worst thing you can do is shut the engine down at idle by grabbing the spinner, leaving the raw fuel in the crankcase. After the last flight of the day you should run the engine dry. At full speed pull the fuel line to clean out dry out the crankcase. In addition, squirt some storage oil into the intake and spin the engine with a starter to distribute the oil.

**Congealed Oil After Storage.** Castor oil turns to jelly with time. When this happens in a bearing the balls slide instead of roll and develop flat spots. Before long term storage you should flush out the engine and lubricate it thoroughly with a non-congealing, non-volatile storage oil. An easy way to do this is to remove the glow plug, squirt a non-hydroscopic solvent (Renuzit, charcoal lighter fluid, kerosene) into the intake and spin with a starter. Repeat a couple of times, then oil and spin to distribute the oil.

There are some good after run oils on the market (Prather, for example). Gun oils and Marvel Mystery Oil are also good. Three in one (3 in 1) oil is not good as it is too thin and evaporates.

## SCALE NOTES

by Ralph Jackson

Since those of us who live in this part of the country are fortunate to have a long building season, which is just beginning, now is a good time to start planning this winter's building project. For anyone considering a scale project, I recommend reading the catalog of IKON N'WST. This catalog lists a large selection of scale models with engine requirements varying from .40 4-cycle to Quadra 35.

The airplanes appear to have been selected for good flying characteristics. A few of the subjects include: Taylorcraft for .90 4-cycle, Travel Air 2000 for .40 4-cycle, Waco UPF-7 for .120 4-cycle and Fairchild 24 for Quadra 35. All of the models are conventional built up construction of balsa and spruce.

The catalog may be obtained by sending \$2.00 to:

IKON N'WST  
P.O. Box 566  
Auburn,  
WA 98071

## TRIVIA CONTEST

The following is announced by Terry Terrenoire. Beginning with December's club meeting a Trivia contest will be conducted each month. Each member can submit written answers to the question(s), which will have been published in the previous months Connector. A winner will be drawn from the correct answers submitted. Only club members are eligible to win a prize. Also, you must be at the meetings to be eligible to win a prize. The prize for the December meeting is one roll of Monokote. Terry will develop the questions and run the contest. Good luck to all!

"COME ONE, COME ALL"  
"TIS THAT TIME AGAIN FOR THE A.G.S. ANNUAL CHRISTMAS DINNER"

-----CUT-----

Reserve Friday December 12<sup>th</sup> for a nice night out at the Owego Treadway Inn. No hassle and no gifts to bring, just a good time.

6:30-7:30 Cocktail Hour  
7:30 Dinner

Choice of the Following:

- ( ) U.S. Choice Prime Rib of Beef (10-12 oz.) \$14.50  
( ) Seafood Newburg w/two patty shells (10 oz.) \$12.00

Please indicate number of dinners to be reserved in space above and send this sheet with a check made out to the AGS to:

AEROGUIDANCE SOCIETY INC.

P.O. BOX 39

VESTAL, NY 13850-0039

Please get your reservations in as early as possible since we have to give the Treadway an accurate figure. You may also bring this sheet to the regular December 9<sup>th</sup> meeting which will be the deadline for all reservations.



Officers and Committee Members  
for 1986/1987 Term

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Vice President:

R. Punkar 748-7930

Treasurer:

G. Ellis 625-3257

Secretary:

T. Terrenoire 748-8146

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Committees:

Membership:

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Activities:

R. Noll 754-5279

Training:

R. Fish 642-3378 R. Allen 785-1641

Program:

W. Underkoffler 785-3643 R. Allen 785-1641

J. Felice 754-2816

Field:

R. Jennings 754-3128 L. Grant 642-8046

Sound(Noise):

W. Underkoffler 785-3643 R. Noll 754-5279

T. KoPl 748-2933

Annual Meeting:

W. Underkoffler 785-3643 R. Noll 754-3279

Connector Editor:

R. Cammarata 754-0209

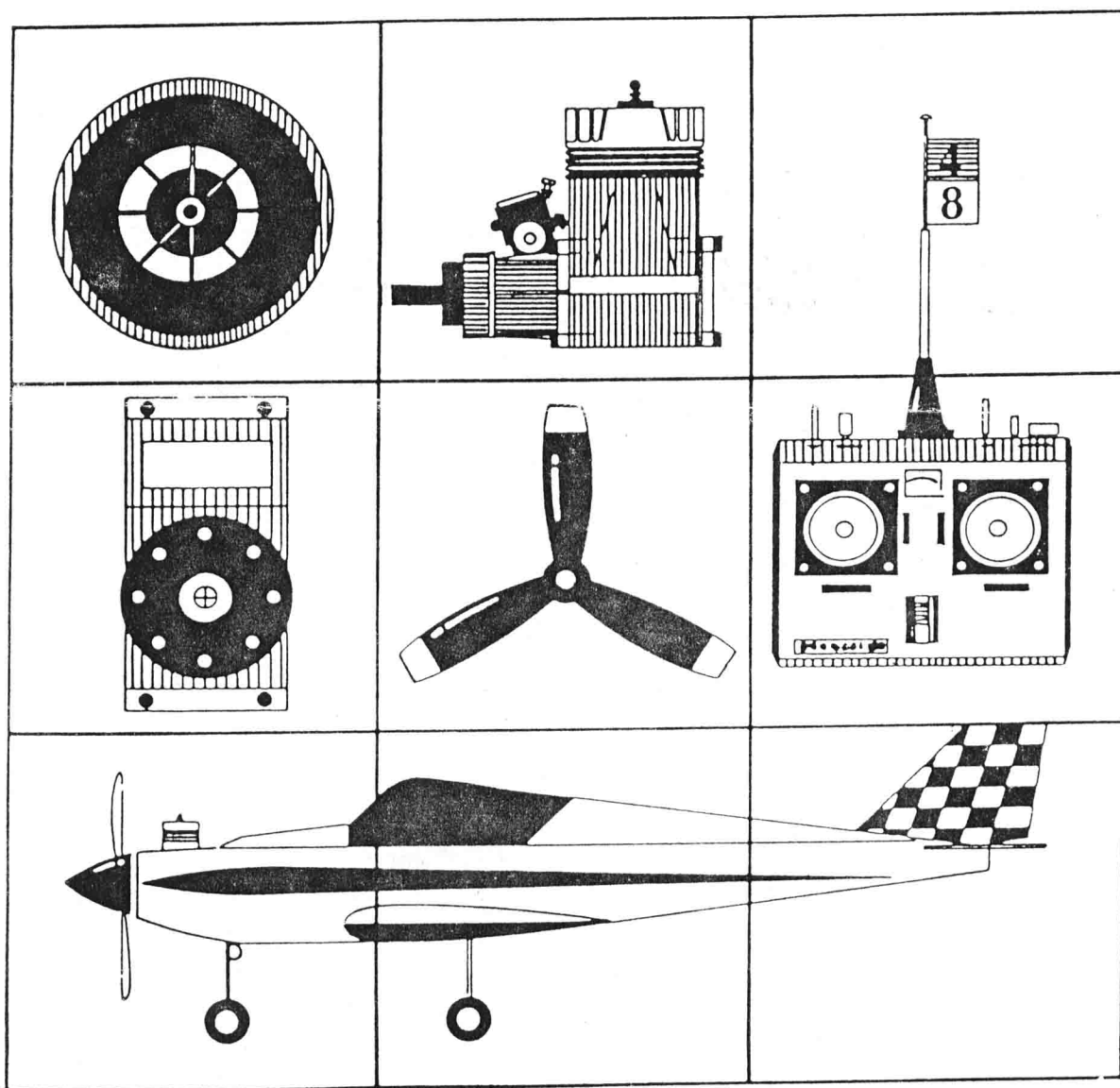
Meeting Room:

R. Jackson 748-1707

Historian:

G. Skreckowski 625-4103

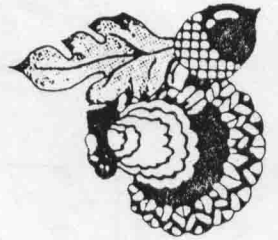
# *Aeroguidance Society's* **MODEL AIRPLANE AUCTION**



**Wednesday NOV. 12 7:30PM**  
**New York State Electric & Gas Co.**  
Old Vestal Rd., Vestal, NY

FOR FURTHER INFORMATION: (607) 748-8146 / 625-2551

**Count on Us  
For Performance**



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



**32 YEARS OF  
MODELING EXCELLENCE!**

