

THE CONNECTOR

The Official Newsletter of the Aeroguidance Society, Inc.

Endicott, New York



TONY CAMMARATA EDITOR

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Secretary-TERRY TERRENOIRE Treasurer- GROVER ELLIS
Board Member- RICHARD FISH Board Member At Large- BART McTAGUE



VOLUME 19

ISSUE XII

December 2, 1986

AGS CALENDAR OF EVENTS

<u>DATE</u>	<u>TIME</u>	<u>PLACE</u>	<u>EVENT</u>
12/09/86	7:00 PM	HOOPER ANNEX	MAIN ST. ENDWELL
12/09/86	7:00 PM	HOOPER ANNEX	NOLL'S GROUND SCHOOL
12/09/86	7:30 PM	HOOPER ANNEX	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
01/11/87	12:00 PM	IBM OWEGO	GLIDER FLY
01/13/87	7:00 PM	NYSEG BUILDING	NOLL'S GROUND SCHOOL
01/13/87	7:30 PM	NYSEG BUILDING	AGS REGULAR MEETING
01/13/87	9:30 PM	THE VILLA	SOCIAL HOUR
01/17/87	7:00 AM	OAKDALE MALL	AGS MALL SHOW-ALL DAY
01/18/87	10:00 AM	OAKDALE MALL	AGS MALL SHOW-ALL DAY
01/19/87	7:30 PM	McTAGUE RESIDENCE	AGS BOARD MEETING
01/20/87	7:30 PM	NOLL'S RESIDENCE	HANGER SESSION (RSVP)

MEETIN

PLACE

HOOPER

ANNE X

Prez Sez
by Jim McKeown

MEETING ON TUESDAY, 9 DECEMBER AT THE HOOPER ANNEX

It was necessary to change the December meeting Place due to not being able to get a room at the usual NYSEG location until Thursday, December 11. For anyone who is not familiar with the area, the Hooper Annex is on Main Street in Endwell, directly across from the Burgher King. The room that we will be meeting in is the Arts and Craft Room on the Second Floor, West End of the Building.

This will most certainly be one of the most important meetings which I will have during my term of office. The business Portion of this meeting will be chiefly devoted to Presenting, discussing and voting on the Purchase of a 24 acre Parcel of land to the north of our existing field. This Purchase has been under consideration since just before the November meeting and each of you should have received a letter from the secretary explaining in broad terms the Purposed Purchase. At the meeting, we will endeavour to give a detailed Presentation of this subject, after which, we will entertain a motion for this Proposal. The subject will then be open for general discussion and questions. When this Portion has been completed, we intend to have a roll call vote on this motion. This is a very critical motion to the well being of our club and each of you are urged to attend this meeting so that you can fully understand this action and have an active Part in its Passing.

The Christmas Party Plans are firmed up and the "Flyer" outlining the details was Presented in last month's as well as in this connector. Any of you who wish to attend, Please send your money and reservations to either G. Ellis or R. Punkar as soon as Possible. The deadline for reservations is the 9 December meeting.

At the December meeting, we will be voting on several new members. Those concerned have been advised by letter of this vote. It is essential that you attend in order to have the vote on your Particular membership take Place.

The holiday season is again here. Make sure you ask Santa for all those Goodies and stocking stuffers which will Perpetuate your ability to be an active member of the club. I am still working desperately on my list. Each year it becomes more difficult for me to find useful things since I have been fortunate in the Past to get just about anything I really needed or wanted. My long suffering better half will surely attest to this.

Safety Corner

By Tony Cammarata.....Editor

Chemical Pneumonia

This can come upon you insidiously. Years ago I was building a Vagabond and decided to use silk and dope for a finish. This plane had a 60" wing span. I thought it would be nice to copy Hazel Sigafos's "star burst" which is now quite a common design. I was use to brushing my dope on, but now I was the proud owner of a spray gun! Thinking I should allow enough space for fumes I elected to spray in my double-car garage. I sprayed on three coats of dope (clear) and then my colors. The paint job took two evenings, thus I was living in a mist of butyrate fumes for several hours over the course of two evenings. Now it was winter, and to be sure the dope would dry properly, I elected to ventilate via two garage windows. It was much too cold out to consider opening the garage doors. The windows, 15 x 30 inches in size turned out to be inadequate for the volume of fumes I created. On the third day, I experienced chest pain. I continued to experience pain for two days, at which time I became really concerned. Yes, I was told by my doctor I had contracted chemical pneumonia. I recovered nicely.

I might have avoided the problem by:

1. Using a good paint spray respirator. Such a respirator is effective for protection against organic vapors, paint, lacquer and enamel mist AND dusts, and
2. Adequately ventilate

Today a third option would be not use chemicals, but elect to use one of the many mylar coverings currently available on the market.

Cyanoacrylate Glue

This is a "safety" tip. Who of those among you (builders that is) that have used the stuff and hasn't affixed his finger(s) to a part, at least temporarily. While planking a cowl up for my new project (A Great Lakes Special), I came upon the idea of using a small piece of plain old wax paper to hold the part in place, for a few seconds until it stays. Works real good without gluing your fingers to the part, and the wax paper doesn't stick to the part, either!

Re-used Rubber Bands

I was flying with a friend some time ago on a very hot day. He was flying a A-Ray (very nicely I'd say). As he was breaking in a new engine, in the air, he was doing a lot of inside loops.....pulling some pretty good G's. His loops were not concentric, but were growing progressively elongated. About 100 feet off the ground he pulled up and the wing separated from the fuselage (lifted from the force of the G's at the bottom of the loop). Needless to say the plane's flight became extremely erratic, so much so he could not control it, and it dove full tilt into a stand of trees. In our discussion on what went wrong, I discovered he re-used his rubber bands, treating them with dusting powder to "restore" them. When I asked why he treated them with dusting powder, he said he did so to "remove the oil". He had two reasons for throwing away those rubber bands. The first was that a rubber band loses elasticity when stretched to it's "limit", and the A-Ray wing cord accomplished that. The second was that a rubber band that had been exposed to exhaust oil (oil soaked) would retain a fair amount of oil (dusting powder accepted), thus, containing poor holding power, at best. This was a planned failure (out of ignorance).

Safety is NO ACCIDENT, so make it not happen.

December Meeting Program

Alternate Power Source

After years of domination is the 2-cycle glow engine threatened with replacement by new(?) power plants(?).... Electric, Gasoline-Spark Ignition, Davis Diesels, 4-cycles. Are these really quieter, more economical, more cost effective?

At the December meeting, a panel of experts will present facts and opinions to answer these questions or maybe further muddy the waters.

December AGS Trivia

As was announced in the November Connector we will be starting an AGS Trivia contest in December. Please write your answers on a piece of paper; one (1) answer each. Put your name on the paper and bring it to the meeting. All correct answers will be put in a box for drawing and the winner in December will win a roll of monokote. December questions are:

- * 1. How many club members on the 1986 Roster were on the 1973 Roster?
2. What was the last item up for bid at the November Auction?

LETTER TO THE EDITOR

RALPH JACKSON

The Aeroguidance Society now has an opportunity to increase the size of its club field by purchasing about 24 acres north of the flying area. I believe that it is very important for the club to make this purchase for the following reasons:

1. Most importantly, the property in question is going to be sold by the present owner. If the AGS does not purchase it, it may be bought by someone hostile to the club. If that were to happen, flying activities at the field would be severely limited since it is now common practice to fly over that area, particularly when the north-south runway is in use. A hostile neighbor could prohibit over flights and prevent access to airplanes accidentally lost in that area, a fairly common occurrence.
2. Because of increased home building near the field, it is in our general interest to extend the borders of the field as much as possible to provide isolation from houses in all directions.
3. The AGS is extremely fortunate to own this beautiful flying site and it is worth a large effort by the membership to preserve its availability for flying in the future.
4. The club is in a position to buy this property through a combination of voluntary bond purchases by club members and using some of the club assets currently in the bank. Historically, the club used bonds to pay for the present field. Bond purchase was strictly voluntary. Those who wished to bought whatever amount they wanted. The club then paid off the bonds plus six percent interest over a period of ten years. Money to pay off the bonds came from the \$45 annual membership cost and some fund raising activities such as the annual club contest.

A purchase plan now being considered for this new area would use almost \$6000 in bond purchases already voluntarily pledged by some members as a result of the letter sent by the board of directors recently plus about \$3000 from the treasury to complete the purchase. The bond purchasers would be making a fairly good financial investment, essentially lending money to the club and being repaid in yearly installments for ten years with six percent interest. This is a pretty good investment considering current bank interest rates. The entire club membership would be required to increase the annual membership cost from \$45 to \$50 to have funds to pay off the bonds. This amounts to an increased annual cost to each member of about the price of a half gallon of glow fuel.

In conclusion, I believe this purchase is very important for the future of the Aeroguidance Society and I urge all members to vote for it.

LAND PURCHASE OPPORTUNITY

by Dick Allen

The AGS has before it the opportunity to greatly improve it's property, while at the same time, significantly decrease the possibility that we may someday be forced to give up our present field.

As you know, the 24 acre plot immediately to the north of our flying area's northern border is for sale. The club has signed a contract to buy it, subject to the approval of the membership. I believe such approval is vital to the club's best interests and future vitality for many reasons. However, the following two reasons are, in my judgement, the most important:

1. Our purchase of this land will prevent its falling into the hands of someone whose interests are not compatible with ours; or ...worse...who may even be hostile to the club. This property is the only land that borders our cleared flying area that is not owned by the club. It is the only non-club land that is impossible to avoid flying over during normal flying.
2. If we owned this property, we could (by cutting a few dozen trees) open up a clear approach to the Northwest runway. This would vastly increase the usefulness of this runway to all members....beginner and expert alike.

In conclusion, I would estimate that over 90% of all AGS aircraft which have gone down on property not owned by the club, have gone down in this area. It is fortunate that we have has the permission of the present owner to retrieve our aircraft there.

LET'S BUY IT!!!!

Dick

THE ACTION AREA - by BOB NOLL

ACCESSABILITY IS ESSENTIAL - Plan ahead when you're building to insure that all of your equipment is totally accessible. By this I mean that you should be able to remove engine, tank, servos, receiver and battery AT THE FLYING FIELD with only simple tools readily available in your flight box. I've seen several installations that were very well done except that they prevented simple maintenance that will be required sooner or later. Here are a few errors that I have noticed;

- 1) Fuel tank cannot be removed because servo mounting rails were installed after the tank and restrict the tank's movement to the rear.
- 2) Fuel tank is completely sealed into nose with no hatch or hole in bulkhead for removal.
- 3) Servo rails are positioned too close to servos and prevent servo removal by restricting passage of servo cable without placing any stress on the wire.
- 4) Receiver and/or battery pack is held in place with a piece of wood that is glued in place and must be broken away in order to remove them.
- 5) Pushrods installed so that they prevent the removal of receiver, battery pack or servos.

There are undoubtedly more examples of installation deficiencies that prevent total accessibility to all the elements of our airborne equipment. Just remember to be sure you can remove everything because sooner or later you will need to and you won't want to deface the airframe to do it.

HANGER SESSION UNDER WAY - The November session was not well attended due to the 6 inch snowfall that made it's way to the southern tier that evening. Several members did make it over to my hanger and we managed to put away some snacks and fuel. Here's hoping that mother nature will not interfere with the next session which will be held as follows;

Tuesday December 16, 1986
7 to 10 PM
2317 Acorn Drive, Vestal
Phone 754-5279

Bring along the pattern plane you have been flying so we can discuss those little tricks that we all use to solve a particularly sticky problem.

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

PLANE PROJECT RESULTS PART 2 - Here is more information on building projects that I received at our last monthly meeting.

Elwood Campbell --- PU deCiel is 80% complete and a 1/4 scale J3 CUB is 50% complete.

Bill Tomsa --- KAOS 40 is still unfinished, rebuilt vertical stabilizer and elevator. Still needs ailerons, radio, tank, engine

installation and covering. (Ed - This plane was purchased at the 1985 club auction and was initially built by someone else.) 1/2A WARLOCK is finished and flown once. OLYMPIC 650 is finished and not flown yet. SONERAI (full scale) has 2 fuselage sides tack welded.

Bart McTague --- KADET I does not fly without wing, DEAD, DECEASED, GONE.

Joe Felice --- Royal ME 109 E-3, lousy kit.

Bill Hendrickson --- Nosen CHAMP, good kit, revamping nose for a twin. Nosen 310G, bad kit.

Terry Terroniere --- Sig KING KOBRA, above average kit, flies great, plastic turtle deck attached with epoxy OK, being repainted due to paint peeling, will use epoxy this time. Bridi XLT, very good kit, wing sheeting too heavy, discrepancy on dihedral between plans and instruction booklet, not a beginners kit due to complex built up fuselage. Bridi GYRO, average kit, excellent flyer, 40 club racer. Bridi 15-500, above average kit, super flyer, landing marginal.

SCALE NOTES

RALPH JACKSON

A type of paint commonly used on scale models is automotive acrylic lacquer. One of the main reasons for its use is that local stores will custom mix colors to match any of the automobile colors used in the past few years. Since this covers a wide variety of colors, matching colors can usually be found for the paint schemes of most full size aircraft. Other advantages include ease of obtaining a dust free glossy finish and availability of additives to produce a flat finish. Ditzler acrylic lacquer is available at Auto Finishers Supply Co. in Vestal. Martin Senour acrylic lacquer is available at Auto Parts Co. in Owego. Both stores have large color catalogs and custom mix while you wait.

Some care must be taken with acrylic lacquer finishes. Since acrylic lacquer is brittle if used directly out of the can, a plasticizer must be added before use. The plasticizer is called Flexall and is available at GJ's. Exhaust residues must be cleaned off of airplanes promptly to prevent damage to the finish. High nitro fuels (above 10%) should not be used.

ROTATIONS



By DICK FISH

The Nov. auction was again a huge success with many planes and related items changing hands. Biggest problem was enough time to get everything on the block. If you missed it this year, mark your calendar for Nov. of next year as there is always some great buys.

The heavy snow and cold weather really closed our field early this year but for the hearty, there's always Moore Park on Old Vestal Rd. Just a word of warning tho, the soccer goals and nets are still up so you have to be a little careful about your landings. Anyone who can hit our runways at the field shouldn't have any problem, but if you are used to flying in a school yard, your liable to make a couple of points you don't need on landing!

At our Oct. meeting, Ralph Jackson and I urged everyone to write in John Worth's name for president of A.M.A. in the up coming election. If you have or haven't already voted, please read our A.M.A.'s executive V.P.'s article on page 116 of the Dec. issue of Model Aviation, I think it says it all. The Dist. X report on page 128 is also interesting. Lets all be sure we vote!!!

The 1988-89 rules proposals are also in the Dec. issue on page 132, so read them and let the proper contest board member know your feelings. I have already written to George Berko, 8 Bowden Land, Glen Head, N.Y. 11545 who is our Dist. 2 aerobatics committee member and voiced my opinion on some of the R.C. aerobatics proposals. Please review the rule changes and let him know how you want him to vote. Your input is important and he needs to hear from as many modelers as possible to do his job right.

Now for one final item before I get off the soap box this month. As most of your know by now, we have the opportunity to purchase 24 acres of land laying due north of our present property. This is a portion 800' by 1300' laying back of our pavilion which is presently posted. We fly over it and lose planes into it, so I think it is in our best interest to purchase it at this time. There are many other reasons why we should be considering this purchase but a main one is to give us a better buffer zone between our field and future developments. We all know how many fields have been lost due to noise complaints from nearby neighbors. Please attend the Dec. 9th meeting at the Hooper annex and vote.

Hope to see you there,

DICK FISH

FOSTER ROAD

2

TAX MAP 109-1 TAX MAP 109-2

30.2
30.0A

30.1
91A

22
98.0A

PROPOSED AGS
FIELD ADDITION
23.87A

24
78.9A

TAX MAP 110.00

1

TREE LINE



WOODS
AGS FIELD

72.1A

1.2
2000A

30.152

1.2
26.0A

2
6.69A

2

17.582A

4.988A

TAX MAP 120.00

TAX MAP 121.00

32.3
5.0A

32.16
5.00A

32.15
5.00A

32.14
5.0A

32.13
5.00A

32.12
5.29A

32.19
5.28A

32.18
5.25A

32.17
5.00A

32.16
5.0A

WALKER ROAD

14
6.0

22A

7

AEROGUID

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

-----CUT-----

Reserve Friday December 12th 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 9th meeting which will be the deadline for all reservations.



POSTMASTER: Dated Material:
Prompt delivery requested.



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



Merry Christmas