

# THE CONNECTOR

The Official Newsletter of the Aeroguidance Society, Inc.

Endicott, New York



TONY CAMMARATA EDITOR

President-JAMES McKEOWN Vice President- ROBERT PUNKAR  
Secretary-TERRY TERRENOIRE Treasurer- GROVER ELLIS  
Board Member- RICHARD FISH Board Member At Large- BART McTAGUE



VOLUME 20

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February 4, 1987

## AGS CALENDAR OF EVENTS

DATE	TIME	PLACE	EVENT
02/01/87	12:00 PM	IBM OWEGO	GLIDER FLYING
02/08/87	12:00 PM	MOORE PARK	SNOW FLY
02/10/87	7:30 PM	NYSEG BUILDING	AGS REGULAR MEETING
02/10/87	9:30 PM	PIZZA HUT	SOCIAL HOUR
02/10/87	7:00 PM	NYSEG BUILDING	NOLL'S GROUND SCHOOL
02/16/87	7:30 PM	PUNKARS RESIDENCE	AGS BOARD MEETING
		TO BE ANNOUNCE	HANGER SESSION (RSVP)
02/21/87	10:00 AM	YONKERS RACEWAY	WARM'S SHOW
03/01/87	12:00 PM	IBM OWEGO	GLIDER FLY
03/10/87	7:00 PM	NYSEG BUILDING	NOLL'S GROUND SCHOOL
03/10/87	7:30 PM	NYSEG BUILDING	AGS REGULAR MEETING
03/10/87	9:30 PM	PIZZA HUT	SOCIAL HOUR
03/16/87	7:30 PM	PUNKAR'S RESIDENCE	AGS BOARD MEETING
03/17/87	7:00 PM	NOLL'S HOME	HANGER SESSION
03/20/87	6:30 PM	TO BE ANNOUNCE	ANNUAL DINNER DANCE

## NOTIFICATION OF BOND ISSUE

This is it. Those of you who pledged monies for the AGS new land acquisition please bring your checkbook to this next meeting. Our lawyer has made the bonds ready in the prescribed pledged quantities. At this meeting we will be expecting you to write your check for your pledge quantity, and you will be issued your bond(s) right there.

## PREZ SEZ

by Jim McKeown

It's the middle of the winter and, by now those winter Projects should be well under way. Even though the winter tends to limit some of the club activities, there are still some important functions that the club has to offer. By the time you read this connector, the Mall Show and Snow Fly will be history. The Annual Banquet in March and the Project night at the April Meeting will be the next activities to look forward to.

The Mall Show, in spite of the limited space created by the sidewalk sales occurring on the same week-end was successful. Steps have already been taken to ensure that there will be more space available for the next Mall Show.

The field Purchase negotiations are well underway and all members who have pledged toward the bond issue are reminded that their pledge is due at the February meeting on February 10th.

We are in the process of forming a committee to review the club by-laws in order to up-date and modify these if necessary. To this end, copies of the existing by-laws will be distributed to the members present at the February Meeting. Each member is urged to review these by-laws for amendments and corrections. Any comments on the by-laws should be submitted to the secretary in writing in order that the appointed committee can take appropriate action.

At the January Board Meeting, there was some discussion of re-initiating the monthly Pylon races this coming season. This was attempted the summer of 1985 and did not have the same amount of participation as we had in 1984. We need comments on this subject and perhaps it can be revived again. It is the intent of the club to provide activities with participation for as many members as possible. To this end if anyone has ideas to provide activities, please let either myself or our activities chairman, Bob Noll, hear them so that they can be considered for inclusion in the club activities agenda.

In the months between now and our Project night, let's keep the saw dust flying in our workshops so that there can be an abundance of Projects from the club. Hope to see you at the meetings and club activities. Keep 'em flying.

## **Safety Corner**

By Tony Cammarata.....Editor

### **Electric - Modified Propellers**

The most recent issue of Model Aviation (March 1987) contained a disturbing article regarding prop modification for the purpose of "saving a bent prop shaft". This modification is explained in detail in Bob Kopski's column; "Radio Control: Electrics". As I am not into flying electrics, I cannot empathize with bent prop shafts. However, I do feel that the cure (for a bent shaft) is potentially worse than the ailment i.e., a bent shaft per se.

In his column, Bob describes how to cut slots in the prop hub to weaken the prop, thus permitting the blade to easily break off on impact, presumably saving the prop shaft. I do not agree with this solution. The fact is that these electrics turn up a heck of a lot of rpm's and generate a good deal of power. Deliberately faulting the propeller hub promises to lead to trouble. Though I have never personally witnessed a "sound" propeller explode, I've heard and read about the same. Don't tempt fate.

### **OFFICIAL AMA SAFETY CODE**

Last month I spoke a bit about the AMA Safety Code and the obligation of each of us to be familiar with and practice the code when flying our aircraft. With the permission of our members who are familiar with the code, and I know those members that compete are knowledgeable thereof, I take the liberty to publish the safety code over the next several months, a couple of rules at a time. Hopefully they will be read and easily digested.

#### **GENERAL**

##### **Rule 1**

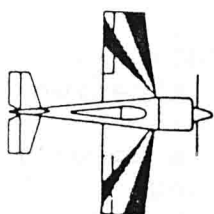
I will not fly my model aircraft in competition or in the presence of spectators until it has been proven to be airworthy by having been previously, successfully flight tested.

##### **Rule 2**

I will not fly my model higher than approximately 400 feet within 3 miles of an airport without notifying the airport operator. I will give right-of-way to, and avoid flying in the proximity of, full-scale aircraft. Where necessary, an observer shall be utilized to supervise flying to avoid having models fly in the proximity of full-scale aircraft.

Safety in NO ACCIDENT; make it not happen.

## THE ACTION AREA - by BOB NOLL



NEW PRODUCT - From time to time there are some new products that come on the market that are really different. It's great if you can drop by GJ's to check them out, but many times it's a specialty item and the only way you can see what it's like is to get it by special order. Such is the case with a new product by **BOB VIOLETT MODELS**.

The product is **MAGNALITE**. MAGNALITE is the product name for a series of composite materials that have been professionally developed and processed from carbon fibers, epoxy glass and in some products end grain balsa into a variety of laminates and rod stock for many uses in many high stress areas of your model. Bob advertises that proper use of these products not only yields a stronger structure but a total airframe weight potentially 20% less.

I sent away for Bob's sample package for \$15.00. It comes with samples of each **MAGNALITE** product and a well written and well illustrated booklet of the products and their uses. I'll try and remember to bring them along to the next meeting for Show & Tell.

If you have purchased a new product let everyone know by either bringing it to a meeting or giving me a call so I can mention it in the **CONNECTOR**. Could be that other members are interested in the same thing.

HELPFUL HINT - Would you like to know how to make a really strong but very light former for your new plane? Here's how. Make a laminate of 3/16" or 1/4" soft balsa between 2 pieces of 1/64" plywood. Use epoxy for glue but don't use too much, you won't need to and no one needs the extra weight of unnecessary glue. I put the laminate between 2 pieces of waxed paper and then place it under a heavy metal surface plate on a flat surface in order to insure intimate contact and flatness. Oh by the way, this is a good way to use up smaller pieces of balsa sheet. You can make a 4" former using 4 pieces of 1" balsa. Just remember to put some glue between the balsa and you will have a very light and strong structure.

HANGER SESSIONS CONTINUE - January's session revealed several new projects that are under way for the upcoming pattern season. **Bart McTague** had his **SUPER KAOS** well underway and **Scott Seaman** had a **KAOS 40** and a **T2A-II** kit. Scott already has a **T2A-II** almost ready for painting.

We spent some time checking out the foam cores and plans for my new project. I'm building a **MAYA Mk II** for my 1987 FAI pattern plane. The **MAYA** was designed by **Dean Pappas**, the guy who won FAI at our annual contest last year. The foam cores were purchased from **ROBIN'S WINGS**. These precision cores are made by **Robin (Bob) Hunt** who is editor of **Flying Models**. They are already sanded and the wing cores are cut with the proper dihedral already in the cores so that the wing panels can be joined by simply placing the bottom chocks on a flat surface.

My hanger will not be open for a hanger session in February. If someone else can host the February session we'll let you know at the

next meeting. Lanny and I will be heading to Ft. Meyers, Florida as chaperons with the Vestal Band.

SKI FLY - Don't forget our annual winter SKI FLY on Sunday February 8. It starts at 12 noon at Moore Park in Vestal. Moore Park is located between Old Vestal Road and the river just East of the Take-A-Break Restaurant. According to Dick Fish, there has already been some use of the snow at the park to check out skis. Dick, Bart McTague, Fred Buchler and Jerry Skreckoski have been getting in some practice.

There are no planned events, just open flying. Of course, if anyone there has a novel idea we'll give it a try. And don't ever say that I don't have pull with the weatherman. I told you I guaranteed snow and look what happened, a record for January.

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#### Program For February's Meeting

#### Mechanical Engineering Of Structures

by Jim McKeown

Many kits and designs are heavy yet structurally weak. Jim will show, with models and demonstrations, how to improve structural strength and reduce weight.

#### Trivia Questions For February Meeting

1. Who was AGS president in 1985?
2. What was the program in January?

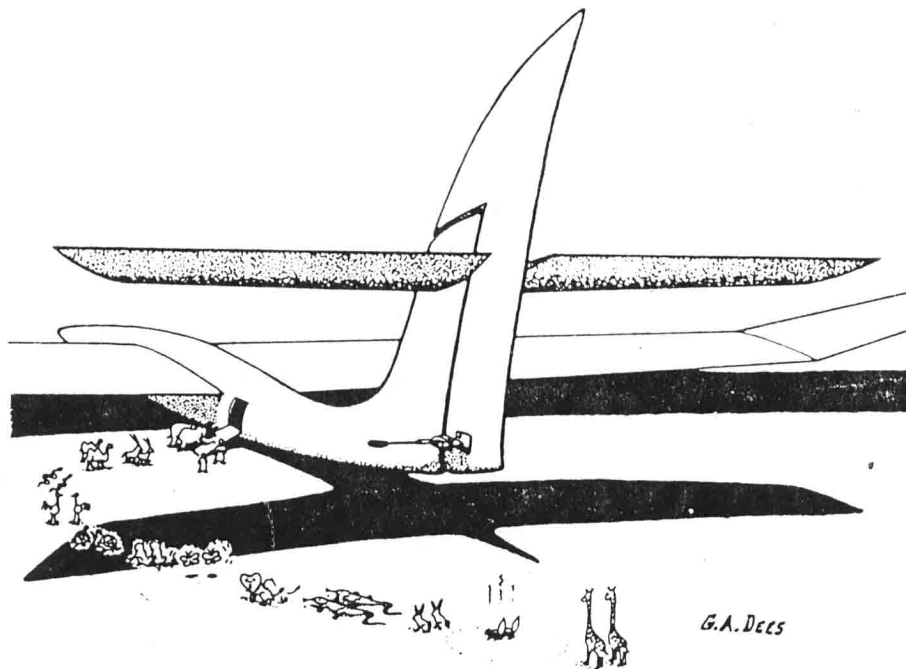
This month's winner will receive a kit for Japanese "O".

## AGS SURVEY

The recent Aero-Guidance Society Survey conducted at the last meeting showed some interesting facts. Presently the 31 participants in the survey own 298 aircraft with the average being 9.6 aircraft. Of the 298 aircraft 95 are ready to fly! The average number of aircraft per person ready to fly was three. As whole, the club flew 2,096 flights. This works out to an average of 70 flights per person for this last season. During this last building season the average number of models assembled were 1-1/3 models. There are an average of 3 complete radios per person in the club. Twelve people have flown off water (nineteen have not). Seventeen pilots had flown off snow; 14 had not. The average number of years in the hobby is 14-1/4 for the club. Also the survey showed the participants are involved in two other hobbies. No visitor data is included in the survey.

Thanks to all members that contributed to the results.

Brian Peters





# LOOKING

# AHEAD

## 1987 ACTIVITIES - by Bob Noll

As activities chairman for this year it is my job to be sure that there are some organized activities for the club during the year. Of course for a club with as much tradition as ours, it's very easy to come up with a list of activities that have become annual happenings due to their popularity with club members. So, I have put together the following list and had it approved by the board of directors at their last meeting.

I am now looking for event director to handle each of the activities. So if you would like to help your club, give me a call. I will be handling the SKI FLY myself and Bart McTague has volunteered to direct PROJECT NIGHT.

If you're interested in any other activities please let me know and we'll find out how much interest there is in the club. Several people have approached me about having pylon races again this year like we did several years ago. We scheduled several mid-week race nights during the summer and had a great time. If you're interested let me know.

## 1987 AEROGUIDANCE SOCIETY ACTIVITIES CALENDAR

<u>ACTIVITY</u>	<u>DATE</u>	<u>LOCATION</u>
SKI FLY	SUNDAY FEBRUARY 8	MOORE PARK, VESTAL
PROJECT NIGHT	TUESDAY APRIL 14	NYSEG, VESTAL
PANCAKE BREAKFAST	SATURDAY MAY 2	CLUB FIELD
STRCA FUNFLY	SUNDAY MAY 17	CLUB FIELD
ANNUAL PATTERN CONTEST	SAT & SUN JUNE 27,28	BLUE SWAN AIRPORT SAYRE, PA.
INTRACLUB CONTEST AND FAMILY PICNIC	SUNDAY JULY 26	CLUB FIELD
STRCA FUNFLY	SUNDAY AUGUST ??	TO BE DETERMINED
FLOAT FLY	SUNDAY SEPTEMBER 20	GREENWOOD PARK

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



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**COMMAND  
PERFORMANCE**

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