

# THE CONNECTOR

The Official Newsletter of the Aeroguidance Society, Inc.

Endicott, New York



TONY CAMMARATA EDITOR

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



VOLUME 20

ISSUE IV

April 7, 1987

## AGS CALENDAR OF EVENTS

<u>DATE</u>	<u>TIME</u>	<u>PLACE</u>	<u>EVENT</u>
04/05/87	12:00 PM	IBM DWEGO	GLIDER FLY
04/14/87	7:00 PM	NYSEG BUILDING	NOLL'S GROUND SCHOOL
04/14/87	7:30 PM	NYSEG BUILDING	AGS PROJECT NIGHT
04/20/87	7:30 PM	FELICE'S RESIDENCE	AGS BOARD MEETING
04/21/87	7:00 PM	NOLL'S RESIDENCE	HANGER SESSION (RSVP)
05/02/87	9:00 AM	AGS FIELD	FIELD OPEN / BREAKFAST
05/06/87	9:00 AM	AGS FIELD	FLIGHT SCHOOL STARTS
05/09/87	10:00 AM	DAMASCUS N.Y.	FLOAT FLY (TENTATIVE)
05/10/87	9:00 AM	AGS FIELD	RAINDATE FOR OPENING
05/12/87	7:00 PM	NYSEG BUILDING	NOLL'S HANGER SESSION
05/12/87	7:30 PM	NYSEG BUILDING	AGS REGULAR MEETING
05/17/87	12:00 PM	AGS FIELD	STRCA
05/18/87	7:30 PM	ELLIS'S RESIDENCE	AGS BOARD MEETING

## OFFICERS AND COMMITTEE MEMBERS FOR 1986/1987 TERM

PRESIDENT: J. MCKEOWN 754-7204  
TREASURER: G. ELLIS 625-3257

VICE PRESIDENT: P. PUNKAR 748-7930  
SECRETARY: J. FELICE 754-2816

## BOARD MEMBERS

R. FISH 642-3378

B. MCTAUGE 729-5031

## COMMITTEES

MEMBERSHIP: T. DONOLAN 797-8747

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 754-5279

CONNECTOR EDITOR: A. CAMMARATA 754-0209

MEETING ROOM: R. JACKSON 748-1707

HISTORIAN: G. SKRECKOWSKI 625-4103

PREZ SEZ  
by Jim McKeown

By now, we should all be ready for the flying season. The weather is definitely better and Perhaps some of you have already been out enjoying it at Moore Park. I was down there a couple of weeks ago and met some of the members flying.

We have finally closed on the field Purchase. As of the thirteenth of March, we own the additional 24 acres of land north of the existing field. This was the culmination of a few months hard work and negotiation on the part of several club members. Since the December meeting when the club approved this Purchase of land, we have known that the special assessment was going to be raised by an additional \$5.00. The April Portion of the dues and assessments is now due. At the March board meeting, it was decided to include this additional amount in this Payment. This means that the amount to be Paid is now \$25.00 and is Payable at the April meeting.

The annual banquet on March 27th was a big success. Jerry Skreckoski Presented the annual history report for the year 1986. Bob Noll honored us by having a birthday on that day and the entertainment, including the awards by Bill Underkoffler was well done. Many thanks to the banquet committee for a great job.

As the active flying season approaches, we must not forget the other clubs in the area and their activities. As I become aware of any activities, I will try to keep the membership posted. I recently received information from the Aeros that they are having a Four-Stroke and Giant Scale rally at the Chenango Bridge Airport on May third. Any of our club who is interested in further details, can contact either Chris Dascano or myself.

Don't forget the annual club Project night at our next regular meeting (April 14th at NYSEG Auditorium). I am hoping that we will have a memorable night with good Participation from the area clubs.

I have been informed that the field is still too wet to drive up to safely without causing damage to the upper road and flying surface. It has been a Policy in the Past to Park at the end of the Gravel road and walk the remaining few yards to the Pavilion and flying site. Please, for the time being, don't drive all the way to the top. The formal field opening will be May second and there will be ample flying time after that for all of us. A minute's thoughtlessness now may cause a large amount of undue work and expense later.

So much for this month. I am looking forward to seeing you at the Project night. Happy flying.

## SAFETY CORNER

By Tony Cammarata.....Editor

Well April is upon us and the flying season is "underway". This is an exciting time for most fliers that have not enjoyed the pleasure of their own bird in majestic flight since before winter. It is easy to get careless when we are impatient to get into the air. Because the first flying days for us early birds are likely to be cool (or downright cold) I caution you to be extra careful as the day might warm and you open your jacket (unzip the zipper), but not remove your jacket because it is not quite warm enough to do so. You should not be anywhere near a rotating propeller with hanging clothing (watch those draw strings...nasty). Remember to not fly alone. A recent article in Preston's safety column in May's Model Aviation cites another example where you may need a buddy's help if you should injure yourself.

### Soldering Aluminum

As occasion would have it, modeler's will sooner or later come upon a time when he (or she) needs to do some aluminum soldering. Generally, aluminum flux contains cadmium. When heated, poisonous fumes may be produced. DO NOT breathe the fumes. Use the stuff only with adequate ventilation such as a fume collector, exhaust ventilator, or air supplied respirators. If chest pain, cough or fever develops after using the flux, call a physician immediately. And by all means, keep you children out of the area you are using the stuff.

### Official AMA Safety Code

#### Rule 5.

At air shows or model flying demonstrations, a single straight line must be established, one side of which is for flying, with the other side for spectators. Only those persons essential to the flight operations are to be permitted on the flying side of the line; all others must be on the spectator side. Flying over the spectator side of the line is prohibited, unless beyond the control of the pilot(s). The only exceptions which may be permitted to the single straight line requirement, under special circumstances involving consideration of site conditions and model size, where, speed and power, must be jointly approved by the AMA President and the Executive Director. In any case, the maximum permissible weight for flying models is 55 lbs.

#### Rule 6.

I will not fly my model unless it is identified with my name and address or AMA number, on or in the model. Note: this does not apply to models flown indoors.  
Flight School Sign-up

### Flight School Sign-up

As a reminder, the April meeting is for sign-up both for students and flight instructors. The seasons flight instruction begins May 6, 1987 at the AGS field. This is a Wednesday. The second session of the week will be each Friday night. Thereafter, instruction will be available each Wednesday and Friday for a number of weeks to be announced at the next meeting.

### Land Purchase

Friday the 13th past was a banner day for our club. The AGS closed on the 24 acres of land added to our flying site. This puts our total land ownership at 90 acres (if my arithmetic is correct). Congratulations to all of us! And a special thanks to Dick Fish who carried out a yeoman task in negotiating with the lawyer. (Thanks Dick from all of us.)

### AGS Dinner at Dobbs Chenango Inn

Kudos to all who pitched in and worked hard to make the evening a success. And a BIG success it was indeed. We have rarely spent as enjoyable an evening "dinning", as I am sure all the other attendees will attest to. The program was outstanding, both entertaining and challenging. Obviously, a great deal of thought and work went into the planning. At the risk of offending those who helped, I print the names of those who made it happen for well deserved special recognition. In alphabetical order:

Lanny and Bob Noll - Entertainment committee  
Bonnie and Bob Punkar - Dinner committee  
Judy and Bill Underkofler - Entertainment committee

Thank you folks.

### AMA Survey

I just received my first AMA National Newsletter from the AMA. It included a survey which the AMA asks the membership to take the time to fill out the survey, and send it in. On a page in this newsletter you will find a copy of the survey. Make your voice heard. The address that you mail the survey to is included at the bottom of the survey.

Safety is no ACCIDENT; make it not happen

Let's all get on the stick!

## THE ACTION AREA - by BOB NOLL

NEXT HANGER SESSION - The next hanger session will be held as follows:

Tuesday April 21, 1987  
7 to 10 PM  
2317 Acorn Drive, Vestal  
Phone 754-5279

HELPFUL HINT - If you're planning to cover your next beauty with one of the mylar covering materials like Monokote, here are a few tips that will make the job easier and help the quality of the job;

- Take plenty of time to prepare the model before you start covering. You can't count on these covering materials to hide sloppy workmanship like nicks and gaps in the wood. Fill and sand and go over it again to be sure before you even think of applying the covering.
- Don't try to cover the whole wing or the entire fuselage with one piece of material. Plan your approach and select the proper covering sequence. On the wing, cover the bottom first using one piece for each panel. Then cover the top being sure to overlap the bottom by at least 1/4" and place this seam on the underside of the wing. Use as many pieces as necessary on the fuselage so that the job is manageable. Careful planning so that the seams are on the sides and bottom will give the best results.
- Cover the tail surfaces before attaching them to the fuselage. This will make the job easier but be sure to cut away the covering at the glue joints. You must glue wood to wood when attaching those tail feathers. Covering the control surfaces before hinging will also ease the pain.
- Smear some epoxy around the engine compartment over the edges of the covering to prevent fuel and exhaust from getting under the covering.

X AGG'ER IN JAPAN - I received a note from Hale Wallace last week. It came from Tokyo where he has been on business since November. He reports that model items are 40% to 100% higher than in the states. An example is a Futaba PCM single stick which is \$550 at home and \$1150 in Tokyo at discount price.

CANADIAN NATS - The 1987 MAAC Model Airplane Championships will be held July 19 - 26 at Arnprior, Ontario. The South Renfrew Municipal Airport is being closed and turned over to MAAC for 8 days. Arnprior is a town of natural beauty located at the junction of the Ottawa and Madawaska Rivers in the middle of prime vacation country just an hour's drive from Canada's capital, Ottawa.

The town is 125 years old this year and is planning a party to mark its birthday. This will be followed by the annual summer festival, Salute To The Ottawa Valley, and both these parties will take place during Nats week. This will mean everything from parades to street dances to outdoor entertainment all week long minutes from the flying site.

I have an information package from MAAC and Lanny and I are planning to go. Let me know if you need more details.

\*\*\*\*\*

1987 ACTIVITIES - by Bob Noll, Activities Chairman

PROJECT NIGHT - Our Annual Project Night is coming on Tuesday April 14. This regular meeting night will be dedicated to showing off our latest projects that we have been working on during the long cold winter. Everyone should bring a project or two or three. The more the merrier. Unfinished projects are welcome also as well as tools and gadgets that would be of interest to the membership. Everyone will receive a coupon for every project he brings. The coupons will be put into a box and drawn for the prizes. The more projects you bring, the more coupons you get and the better you're chances of going home with a prize. For the best interests of the club, bring only new projects that were built since last summer.

ANNUAL PATTERN CONTEST - I spoke to the operator of Blue Swan Airport and we are again very welcome to use the field for our 32nd annual event on June 27 & 28. Put it on your calendar now. Don't miss it!

PANCAKE BREAKFAST - Saturday May 2, in conjunction with the annual field opening we'll start the day with a great breakfast on the hill. Are there any cooks around? If so, please step forward, we could use you're services. Besides, cooks get out of the rest of the work that will be planned by Bob Jennings, field chairman.

\* \* \* \* \*

Binghamton Aeros Flyin Invitation

The Binghamton Aeros cordially invites all AGS members to participate in a flyin. The details follow. \*

Date: May 3, 1987 (no rain date)  
Place: Chenango Airport  
Pilot registration: 9:00am  
Flying period: 9:00am - 5:00pm

AMA Sanctioned.

Aircraft requirements: 4-stroke, any size, all gas or any electric powered aircraft. No gliders permitted.

Other local clubs invited include The MOB and The Apalachin Air Wolves

Directions to flying site: From four (4) corners in Chenango Bridge proceed north (Kattelville Rd) approximately three (3) miles to a right turn marked TO AIRPORT. Follow road to airport about one (1) mile.

Food will be available (chicken barbecue) for nominal cost.

The Binghamton Aeros warmly welcomes you all to come and enjoy a day of fun and camaraderie.

Chris Dascano, President, Binghamton Aeros

# AGS ELECTRIC DURATION CHALLENGE

## Summary:

A \$100.00 prize is offered to the AGS member who makes the longest-duration flight of an electric powered aircraft. All of the following conditions and rules must be met:

## The Aircraft:

1. Any heavier-than-air craft that uses only on-board, rechargeable nickel-cadmium batteries, powering an electric motor for propulsion.
2. The motor battery's weight must not exceed 40% of the total flying weight.
3. The wing-span must not exceed 3 meters (118 inches). Total wing area must be 1,100 square inches or less.

## The Flight:

1. The flight must take place at the club field between May 2 and December 6, 1987. It must be witnessed and timed by two people, at least one of which is an AGS member. One witness shall time the powered portion of the flight; the other shall time the glide.
2. The longest total flight time wins, but glide-time in excess of three (3) minutes is not counted.
3. To qualify, power must be applied for at least ten (10) minutes. "Powered Flight" is defined as sufficient power to maintain level flight or climb.
4. The Flight shall take place within two (2) hours of sunrise or sunset. The wind shall not be from the south-east quadrant. Altitude may not exceed 300 feet, in the opinion of the witnesses.
5. For full credit, the aircraft must perform an unassisted take off (R.O.G.). If a hand launch or drop-off gear is used, the first minute of powered flight is not counted.
6. During the Flight, the aircraft must perform one recognizable loop.

R.C. Allen

## 1987 AMA MEMBERSHIP SURVEY

AMA is very concerned about its image in the eyes of the membership. We would like you to tell us a thing or two about ourselves. Please feel in ALL the blanks and return the survey to Headquarters. If you don't know a correct answer, WE WANT YOU TO **GUESS!** That, really is the whole idea. Average response, along with a few comments, will be published in a later issue of MODEL AVIATION.

Have you ever needed AMA assistance with your flying field? \_\_\_\_\_ With an insurance problem? \_\_\_\_\_  
Other? \_\_\_\_\_ Did you GET what you needed? \_\_\_\_\_ Quickly? \_\_\_\_\_  
Should AMA be more involved with youth education programs? \_\_\_\_\_ What if it meant higher dues to finance  
these programs? \_\_\_\_\_ Since NONE of us want higher dues, what's YOUR solution? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

What do you think is the annual salary of the AMA President? \_\_\_\_\_ A District Vice President? \_\_\_\_\_  
Associate Vice President? \_\_\_\_\_ How many persons do you think are employed by AMA HQ in Reston,  
Virginia? \_\_\_\_\_ How many persons do you think AMA employs in other locations? \_\_\_\_\_  
What is your guess as to the fee paid to an AMA Contest Director for running a NATS event? \_\_\_\_\_  
Underline the titles of the AMA Executive who you think drive AMA company cars: Executive Director  
Director of Hobby Industry Manufacturers Technical Director Director of FCC Frequency Requisitions  
Competition Services Director Chairman of the Board of Directors  
How much is an AMA Life Membership? \_\_\_\_\_

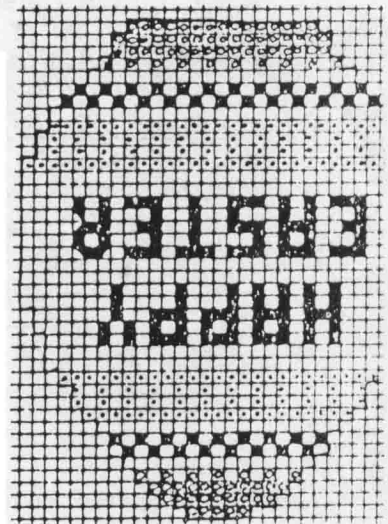
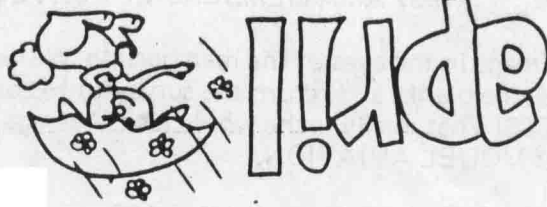
Tell us in YOUR OWN WORDS, what is your opinion of AMA and what it does, or doesn't do, for you

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

By hearing YOUR voice, we will be better able to make this organization serve the needs of its membership.  
THANK YOU for taking the time to help! Please send this form to:

Jeff Troy  
AMA Public Relations Department  
1810 Samuel Morse Drive  
Reston, VA 22090

1987



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

Bunny Basket

Plastic Canvas Basket

