

THE CONNECTOR

The Official Newsletter of the Aeroguidance Society, Inc.

Endicott, New York



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Board Member-RICHARD FISH Board Member At Large-BART McTAGUE



VOLUME 20

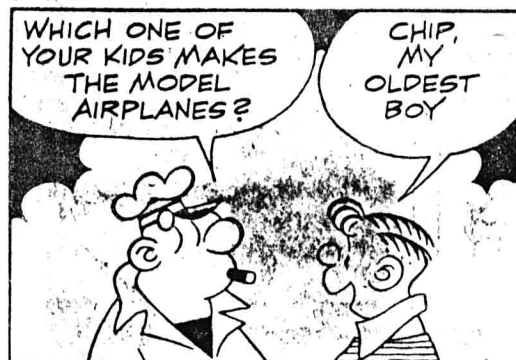
ISSUE VI

June 3, 1987

AGS CALENDAR OF EVENTS

DATE	TIME	PLACE	EVENT
06/09/87	7:00 PM	NYSEG BUILDING	NOLL'S GROUND SCHOOL
06/09/87	7:30 PM	NYSEG BUILDING	AGS REGULAR MEETING
06/15/87	7:30 PM	FISH RESIDENCE	AGS BOARD MEETING
06/20/87		KINGSTON ONT.	FUN FLY
06/27/87	8:00 AM	SAYRE, PA.	ANNUAL PATTERN CONTEST
06/28/87	8:00 AM	SAYRE, PA.	ANNUAL PATTERN CONTEST
07/14/87	7:30 PM	AGS FIELD	AGS REGULAR MEETING
07/18/87		ATHENS PA.	VALLEY R/C FUN FLY
07/18/87		VALLEY R/C FUN FLY	
07/20/87			NO BOARD MEETING
07/26/87	3:00 PM	AGS FIELD	ANNUAL AGS PICNIC
07/26/87	10:00 AM	AGS FIELD	ITERCLUB CONTEST

HI and LOIS/Browne & Walker



PREZ SEZ
By Jim McKeown

The flying season is really under way now and the training is going well. I have attended several of these sessions to assist and noted that the Wednesday attendance is good. The Friday sessions have not been as well received. The last two that I have attended have had no trainees. In all fairness though, one of these was very windy. In fact, due to a gust of wind during a landing, I had a mishap with my Kaos which required an hour or so for repairs. Any persons interested in joining the Friday night training sessions should contact Dick Fish.

The STRCA meet was held at our field on May 17th. There were only two clubs represented, the Valley R/C and AeroGuidance. Again, it appears that the week-end chosen had several conflicts which affected the attendance because there were only about five modelers from each club. Since the turnout was so sparse, we decided to abandon the meet and just fly! This turned out to be a good decision as far as I was concerned because I totaled my model.

Don't forget the Pattern meet on June 27 and 28. As pointed out in the last connector, we will need good club participation and assistance to make this function a success. In the next week or so, many of you will be contacted for help. I urge all of you to provide any help you can.

The June 9th meeting will be busy since the agenda includes two major topics, each of which is equally important. The first is dealing with the tabled motion to increase the Membership assessment. Details of this motion can be found elsewhere in this Connector. The second portion is to be devoted to administrative details associated with the Pattern meet. As with past years there are always numerous small details which must be addressed and these seem to take time therefore I plan to devote as much time as needed to deal with these.

A further reminder that the July and August meetings are planned to be held at the field. Hopefully these will be short and each will have some type of program associated with the outdoor aspects of the hobby.

Again I am looking forward to seeing each of you at our meetings and functions. Keep 'em flying.

SAFETY CORNER

By Tony Cammarata.....Editor

Now that the sun is high in the sky, I want to talk a bit about your eyes and the potential damage that can be caused by the sun to your most precious vision. Yes, I know you may have heard about this before, but are you protecting yourself? Little will the world note or remember when and if you subject your eyes (now knowingly) to potentially damaging sun rays. The type of rays that are destructive to your eyes are the ultraviolet and these are the same ones that you are advised to shield yourself from when swimming at the beach or lake. Sun glasses, smoked glass, and other types of filters do not provide adequate protection against the ultraviolet rays. Do not look directly at the sun if you can avoid doing so.

LIGHTNING

How not to get hit? Don't be the tallest object around. If you are outdoors, get inside if possible. If you are at the field and can't get off the mountain in time don't get under the shed. Get into a car, close all doors and windows, don't lean against the doors or play the radio or operate your CB radio while lightning is in the area.

WARNING: An eerie sensation that your hair is standing on end, or your skin is tingling, is often a warning that lightning is about to strike nearby.

The source of the above information is the National Weather Service, and extracted from Woman's Day June 16, 1987 article. These are only excerpts; for more information on lightning and how to protect yourself refer to the article.

Official AMA Safety Code RADIO CONTROL

1. I will have completed a successful radio equipment ground range check before the first flight of a new or repaired model.
2. I will not fly my model aircraft in the presence of spectators until I become a qualified flier, unless assisted by an experienced helper.
3. I will perform my initial turn after takeoff away from the pit, spectator, and parking areas, and I will not thereafter perform maneuvers, flights of any sort, or landing approaches over a pit, spectator, or parking area.

This concludes the "series" on the Official AMA Safety Code General and Radio Control categories.

Safety is no accident, make it not happen

THE ACTION AREA - by BOB NOLL

IS IT RICH OR LEAN???? - This month I would like to discuss some of the basics regarding engine carburetor and throttle adjustments. Here is a list that you may want to cut out and put in your field box for future reference.

- * NEVER run your engine lean. Your engine needs adequate lubrication which is included in the fuel mixture. Therefore, the more fuel, the more lubrication and vice versa.
- * If you close or screw in the needle valve you reduce the fuel to air ratio and thereby LEAN out the fuel mixture. To RICHEN the mixture, open or screw out the needle valve which increases the fuel to air ratio.
- * Here are several ways to tell if your carburetor is set correctly which is to say that the engine is running slightly on the rich side;
 1. By sound - Listen to the engine when it is in full throttle and open the needle valve until the engine is running in a 4 cycle mode which has a characteristic rough sound and has an excess of fuel coming out of the muffler. Then close the needle slowly and listen to the sound. It will change from a rough sound to a smooth sound and the RPM will increase. When the engine is running at a solid 2 cycle, STOP closing the needle and open it back up about a 1/4 turn or until the engine is just breaking back occasionally into a 4 cycle.
 2. The nose up method - When you think the needle is set correctly, pick the plane up and point the nose to the sky. Your needle is set correctly if the engine goes to a solid 2 cycle (smooth sound) and the RPM increases slightly. If the engine slows down it is not getting enough fuel because it is set too lean.
 3. Pinch the fuel line method - This is a particularly useful technique to use with a pattern plane or larger size rather than having to lift it nose high. It also works great when the sound method is difficult as in the case of piped engines. With the engine running at full throttle, pinch the fuel tubing briefly and listen for a slight increase in RPM. The RPM of a properly set engine will increase slightly while a reduction in RPM will occur if the needle is set too lean.
- * Here's how to tell if your low speed carburetor adjustments are set correctly.
 1. Be sure the high speed needle is set correctly. DON'T CHANGE IT!
 2. Reduce the throttle until the minimum RPM is attained.
 3. Wait and listen to the engine. If the engine dies, the throttle is closed too far or the idle mixture is too lean. You will have to use a little trial and error to get the correct throttle opening and the correct idle needle adjustment.
 4. If the engine continues to run at low speed for about 30 seconds proceed to open the throttle quickly. If the engine spits and quits, the idle mixture is too rich and you should lean out the idle mixture by gently closing the idle needle.
 5. Continue to check the idle and make adjustments until a reliable low speed idle is achieved, one that will continue for at least one minute and will provide a smooth transition to high speed when the throttle is opened.
- * If your carburetor does not have a separate idle needle, then you control the idle mixture by adjusting the air bleed screw in the

front of the carburetor. Open the air bleed hole by turning out the screw to lean out the idle mixture and close the hole to richen the the mixture. This type of carburetor will take more careful adjustment and the transition from low to high speed is usually not as good.

1987 ACTIVITIES - by Bob Noll, Activities Chairman

The next activity for this season is our 32nd Annual Pattern Contest. This will be the largest event for the club as it takes most of our membership to put on this major competition which draws top pattern contestants from all over the northeast.

Here's a short outline of the activities that weekend of June 27 & 28;

- 6 PM Fri. - set up and prepare site
- 8 AM Sat. - registration of contestants
- 9 AM Sat. - start of competition
- 7 PM Sat. - buffet dinner and open flying
- 8 AM Sun. - resume competition
- 4 PM Sun. - awards ceremony
- 5 PM Sun. - clean up and relax

Be there for the 32nd Annual and for a weekend of club fellowship and top notch competition. If you like to camp, bring your tent or trailer and stay the night at the airport for the weekend. Many of the contestants do and several of the AGS members will be camping there also.

We'll be discussing the contest in more detail at the next meeting. See you in Sayre at the Blue Swan Airport, June 27 & 28!!!!!!

* * * * *

BY-LAWS AMMENDMENT

Per Article 11.1 of the By-Laws of the AeroGuidance Society, there will be a vote at the June Ninth Meeting to change the Assessment structure of the Society. The following is the motion which has been Proposed to alleviate deficit spending:

It is here-by moved that ARTICLE NINE - Assessments of the AeroGuidance Society By-Laws be replaced in its entirety with the following text:

ARTICLE NINE - Assessments

- 9.1 Membership assessment shall be Forty Dollars Per year.
- 9.2 Special assessments shall be approved by a two-thirds majority vote of a quorum at any regular or special meeting following normal written notification.
- 9.3 Special assessments will only be levied on Regular and Associate Members.
- 9.4 Any delinquent member shall be considered subject to such action as cited in Article 3 Section 3.
- 9.5 Junior Members shall pay a Membership assessment of Thirty-Two Dollars Per year.
- 9.6 Social Members shall pay only the Membership assessment Per Article 9 Section 1.
- 9.7 Any Regular Member wishing to include immediate family members residing in their home and who are less than Eighteen years old will be assessed a total additional amount of Sixteen Dollars Per year to cover their combined membership.
- 9.8 Assessments are to be paid in advance at the October and April Meetings. The amount paid at the October meeting is determined by diividing the total annual assessments (Membership plus Special, as applicable) in half and rounding up to the nearest Dollar, the balance being payable in advance at the April Meeting.

Note: The Special assessment of 9.2 is Presently Twenty-Five Dollars Per year as defined in the 11 December 1986 meeting.

32nd ANNUAL Aeroguidance Society R/C CONTEST



JUNE 27&28, 1987
Blue Swan Airport, Sayre, PA

SANCTION 413

PATTERN

- *NOVICE
- *SPORTSMAN
- *ADVANCED
- *EXPERT/MASTERS COMBINED (Expert Pattern)
- *F3A-TURNAROUND

†Note: ONE event per contestant

REGISTRATION — \$20

CLOSES AT NOON SATURDAY

FLYING SCHEDULE

9AM-7PM SAT. 8AM-End SUN.

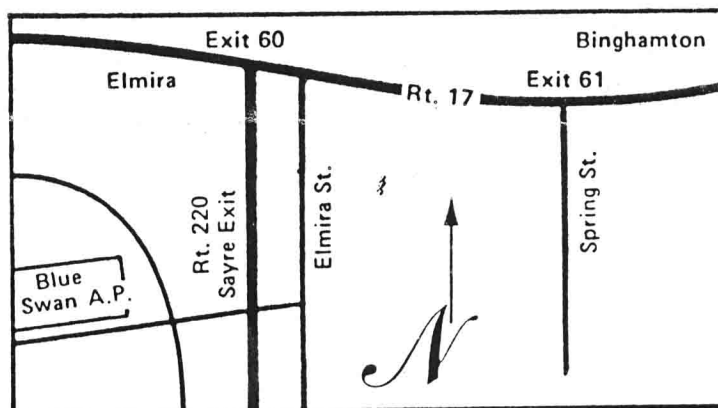
AWARDS

TROPHIES & MERCHANDISE

CAMPING ON SITE
GRASS RUNWAY
CONTESTANT JUDGING (Except F3A)

CONTEST DIRECTOR

BOB NOLL
2317 Acorn Dr.
Vestal, NY 13850
(607) 754-5279



Route 17, Exit 60 approximately 55 miles west of Binghamton, NY

RED JACKET MOTEL
P.B. Box 489
Elmira, NY 14902
(607) 734-1616
7 miles west on Rt. 17

BEST WESTERN SAYRE MOTEL
Sayre, PA
(717) 888-7711
2 miles from site

O'BRIEN'S INN
Waverly Hill
Waverly, NY 14892
(607) 565-2817
2 miles from site

TREADWAY INN OWEGO
Rt. 17C
Owego, NY
(607) 687-4500
25 miles east on Rt. 17C

SUNRISE MOTEL
Rt. 17C
Owego, NY
(607) 687-3881
20 miles east on Rt. 17C
FOUNTAIN MOTEL
Rt. 17
Lowman, NY 14861
(607) 732-8617
11 miles from site

Don't miss our Saturday night buffet!

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For Performance

MODELING EXCELLENCE!
32 YEARS OF



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



JUNE 21 1986

