

# THE CONNECTOR

The Official Newsletter of the Aeroguidance Society, Inc.

Endicott, New York



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## AGS CALENDAR OF EVENTS

DATE	TIME	PLACE	EVENT
08/08/87	10:00 AM	ITHACA N.Y.	FUN FLY, BOMB DROP
08/08/87	9:00 AM	OLEAN N.Y.	STARS SCALE RALLY
08/11/87	7:30 PM	AGS FIELD	AGS REGULAR MEETING
08/17/87	7:30 PM	MCKEOWN RESIDENCE	AGS BOARD MEETING
09/05/87	7:00 AM	RHINEBECK N.Y.	WWI JAMBOREE
09/08/87	7:00 PM	NYSEG BUILDING	NOLL'S GROUND SCHOOL
09/08/87	7:30 PM	NYSEG BUILDING	AGS REGULAR MEETING
09/12/87	11:00 AM	SAYRE CLUB FIELD	STRCA
09/14/87	7:30 PM	PUNKAR RESIDENCE	AGS BOARD MEETING
09/20/87	10:00 AM	GREENWOOD PARK	AGS ANNUAL FLOAT FLY



PREZ SEZ  
by Jim McKeown

The flying field has been a busy place this summer and it would be in order for all of us to re-read the field rules with respect to safety, mufflers and insurance related items. We have one of the finest fields of any club in the country and it would be a shame to jeopardize it by a careless moment. Along these lines, it has come to my attention that there was some damage to the field early in the spring by some person who had access to the lock combination at the gate. Since that time, I have inadvertently found that this damage was caused by the son of a club member. The person causing this damage was not associated with the club in any way himself. Again, I would like to caution each of you that the combination to the gate is for the use of club members only and should be retained only by members.

The annual intra-club fun fly and picnic was to be held on July 26th. As most of you know, the morning of the 26th was extremely bad, clearing about noon. The fun fly was scheduled from 11:00 am to 3:00 pm and, since only a few members were on hand at 1:00 pm, we decided to forego the fun fly and have it on August 16th at 12:30. The picnic was held and was a success. I, unfortunately, had to meet another commitment and was unable to be on hand for the picnic.

In July, I appointed a nominating committee for the October elections. This committee is chaired by Bob Punkar and has Phil Andrews and Roy Weideman as members. If you are interested in any of the club offices for next year, please contact one of these persons.

In keeping with my commitment to inform the club concerning up-coming meets, the Binghamton Aeros are having their annual giant scale fly-in at the Chenango Bridge Airport on August 22 and 23, flying to start at 9:00 am each day. I urge any person interested in giant scale to support this meet.

You may have noticed that there are some new wire reels at the field to be used for tables or benches to assemble and repair planes and equipment. These were obtained by Frank Gioffreido and it appears that he will be able to get some more as needed. Our thanks to Frank for keeping his eyes open and using his initiative.

There have been several planes lost at the field this summer. Generally, these have either gone down to the south or east of the field in the briar patch or where there is heavy undergrowth. If any member has any suggestions as to how to find these models, please let me know. I would like to again stress the importance of getting a "line" on planes that are on their way down and well removed from the run-ways. To ensure that this occurs, when all appears to be lost, it would be a good idea to announce (in a calm manner?) that the plane is out of control so that more eyes will be on it at its last sighting. Perhaps this may help.

Again, I have consumed more than my share of this connector so, as always, I will look forward to seeing each of you at the club functions. Don't forget the intra-club fun fly on August 16th.

Keep 'em flying.

## **SAFETY CORNER**

By Tony Cammarata.....Editor

Of recent there has been a great deal of discussion in several model magazines about the subject of safety. In dutifully reading these accounts of unfortunate events, it occurred to me that our club should have the potential or opportunity to lower the odds against a serious mishap. I am eluding to personal care of the flier(s) at the field should one experience an injury or worse, a serious physical trauma, that is a heart attack, choking, etc. On cogitation I concluded that "it would be great" to have a phone at the field (for emergencies of course) although the phone obviously could be used for many other legitimate reasons. Expensive yes! I mention it here for consideration for open discussion as to how we can improve the odds for safety (survival?) in case of a personal emergency. Perhaps we can get permission to call from a close by home? Perhaps we should know what emergency number to call for help with posted directions to give to the recipient, such as an emergency squad, fire department etc. so they can correctly and quickly get to the field?

### **Flammable Liquids**

Here are few tips for handling flammable liquids.

1. Never use a flammable liquid near a flame or source of sparks. Be aware of hidden sources like water heater pilot lights, electric motors or heaters.
2. Do not use gasoline as a cleaning fluid for clothing, metal parts or anything else. Use it only as a fuel in equipment that is designed to run on gasoline.
3. Always fuel gasoline-powered equipment or kerosene-burning space heaters outdoors. Never refuel power mowers, chain saws, motorbikes or space heaters while they are operating. Shut them off and wait until they have cooled before refueling. Remember that refueling creates flammable vapors; move the equipment away from any possible vapor source before restarting.
4. Never use gasoline to start a fire. Use only charcoal lighter fluid to start fires in charcoal-burning grills; use dry kindling in wood-burning stoves or fireplaces.
5. Always pour flammable liquids outdoors or in a well-ventilated space, away from fire or sparks.

**Safety is No Accident, Make it Not Happen!**

## THE ACTION AREA - by BOB NOLL

HELPFUL HINTS - One of the most vital links to successful flying are those mechanical connections between our radios and the control surfaces of our planes. It's important to pay considerable attention to these PUSHRODS and here are a few tips that may come in handy for your next project, or you may even want to make an improvement on the planes you are now flying. Hang this page up in your workshop for future reference.

### Pushrod Do's

- \* Select a material for the rod that is strong enough for the job, but no need to overdo it. Try arrow shafts or hardwood dowel.
- \* Attach your 1/16" music wire or clevis rod securely. Bend the end of the wire at a right angle to provide positive retention.
- \* Make the rod material as long as possible. Arrow shaft or dowl is stiffer than 1/16" music wire.
- \* Use a nylon or metal threaded clevis for adjustments at the control horn only. Put it where you can get at it.
- \* Terminate the wire at the servo so it is captured by the servo arm with a Z-bend or a 90 degree bend and keeper. No need to use anything else between the rod and the servo output arm that can loosen up and fail.
- \* Maintain as straight a line as possible for the entire length of the pushrod. A little planning and you can have a rigid, slop free installation.
- \* Keep the exit slot in the fuselage sides as small as possible without binding. There are several good exit guides on the market.
- \* Be sure there is enough threaded rod in the clevis. To be sure, you should be able to see the threads extending through the clevis about 1/8".
- \* Keep it simple and streamlined.
- \* Use a 1/8" piece of fuel tubing over the clevis to insure that it wont open up unwillingly.

### Pushrod Don'ts

- \* Don't use a threaded clevis at both ends of a pushrod. the rod may rotate under vibration and disconnect.
- \* Don't use more wire at the ends than you absolutely need to. The wire is too flexible. If you must use more than 3 or 4 inches be sure that it supported by a bulkhead or fuselage side.
- \* Don't depend on solder glue or a screw to hold your pushrod to the servo arm. If anything can come loose it will, sooner or later.
- \* Don't put large bends in the wire ends, keep them as straight as possible.
- \* Don't accept second best. If you think you can do a better job with your next pushrod installation, stop and do it now.

THE AGS AT ORANGE - One week after our 32nd Pattern Contest, seven club members travelled to Orange, Mass. for a two day pattern contest. This is by far the largest turnout of any single club that I am aware of in the northeast. As Dick Allen mentioned, this must have been like the good old days in the 70's when the AGS was always well represented

on the pattern circuit. Oh yes, you are obviously wondering who those pattern practitioners were that would travel so far to put their skill up against members of some unknown clubs, not to mention their appetite for shrimp, all kinds of salads, steak, cake and drink. So here they are; Mike Zabadal, Dick Fish, Terry Terroniere Jr., Terry Terroniere Sr., Todd Kopl, Jim McKeown and myself.

NEXT ON THE PATTERN CIRCUIT - There are two more pattern contest that several club members are planning to attend this year. Maybe you would like to join the group. We have a ball even if we don't win the big trophy and there's usually a seat or two available in someone's car.

The next contest, sponsored by the Lehigh Valley R/C Society, will be held on August 29 & 30 near Easton, Pa. The following week the Firebird Classic will be held near Utica, N.Y. Should be another fun time for the competitors in the group.

RHINEBECK '87 - The WWI Jamboree is coming again. This will be the 21st held at the Old Rhinebeck Airdrome, Rhinebeck, N.Y. and sponsored by the Mid Hudson R/C Club. Several AGS members always travel to this extravaganza and Jim McKeown has just test flown his new Nieuport 28 with a .80 four stroke. This years event will be Sept. 12 & 13.

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#### 1987 ACTIVITIES - by Bob Noll, Activities Chairman

INTRACLUB CONTEST - Because of the threatening weather on July 26, the annual intracub contest has been rescheduled for **SUNDAY AUGUST 16**. This event is a traditional club activity at which time those club members present at the field will be divided into 2 teams that will compete against each other. The flying will include some very basic pattern maneuvers that can be accomplished with most any powered trainer of any size. The more experienced flyers will be required to perform slightly more advanced maneuvers than the new pilots but no one will be required to fly above their capability. Teams will be chosen with a balance between experienced pattern flyers and those with no pattern experience and the team captain will be responsible to provide the necessary assistance to the beginning flyers.

There will be worthwhile prizes for all who fly and last year several members found out that it can be very rewarding to do some simple maneuvers and cheer for you teammates. So, don't miss this one. Come and fly or help with the judging.

**ANNUAL INTRACLUB CONTEST  
SUNDAY AUGUST 16  
12:30 PM to 4 PM**

STRCA FUNFLY - There is supposed to be an STRCA event in August but at this time I do not know the date. Maybe one of the club officers received this info. from the Valley Flyers. In any event, I'll try to get the word to you at the next meeting and post a notice at the field.

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## Electric Challenge: Update...by Dick Allen

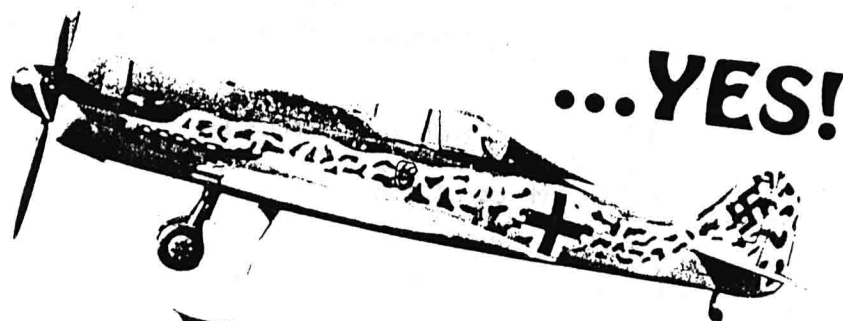
To date there have been three official attempts to claim the \$100.00 prize of the "AGS Electric Duration Challenge" (see the April '87 issue of the Connector).

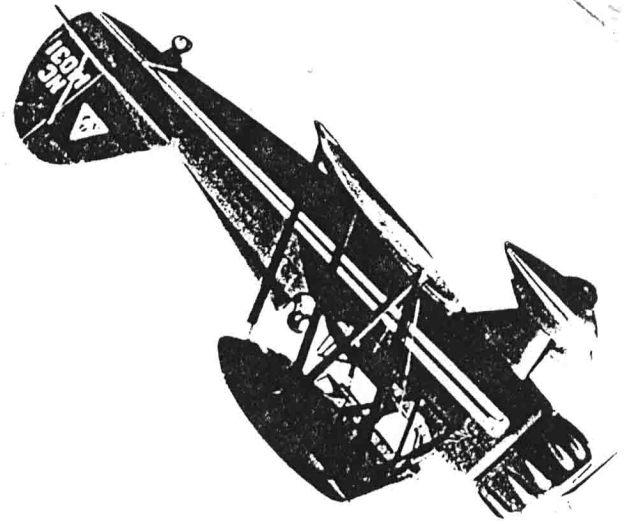
The first attempt was by Ralph Jackson with his 25 Cobalt powered "Porterfield". The plane was not modified for the attempt; but through careful control of the electronic throttle, Ralph came within 28 seconds of the required 10 minutes of powered flight. He also accumulated a glide time in excess of the three (3) minute maximum allowed.

The second attempt was by Dick Allen with his "challenger" glider and an 8 cell, 1.2 amp hr battery pack. The total power time was 12 minutes, 2 seconds; but a 1 minute handicap was subtracted for hand launch. Adding the three (3) minute maximum allowable glide time, then yields a total time of 14.02 minutes.

The third and by far the best attempt was by Gerry Skreckoski using an Olympic 650 especially modified for duration. He achieved a 17:20 minute motor run time from an R.O.G. takeoff. Adding the allowable three (3) minute glide time gives a grand total flight time of 20 minutes and 20 seconds.

While this is the current record-holding time, Gerry predicts it will not be good enough to win the prize by the December 6th, 1987 deadline.





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New Date For Intra-Club Fun Fly  
at the AGS Field is AUGUST 16th  
at 12:30pm. COME ON OUT AND HAVE  
A GOOD TIME. SEE YOU'LL THERE.....

