

THE CONNECTOR

The Official Newsletter of the Aeroguidance Society, Inc.

Endicott, New York

Editor: **TONY CAMMARATA**



THE CONNECTOR is the monthly newsletter of the Aeroguidance Society, Inc., Radio Control Model Club. The club owns and maintains its flying field in Endicott, N.Y. Anyone interested in joining the club should contact any of the officers listed below.



President: **Jerry Bernhardt** Vice President: **Tim Roger**
Secretary: **Michael Pelliccotti** Treasurer: **Chris Engler**
Board Member: **Bob Johnson** Board Member: **Robert Punker**
Past President: **Joe Felice**

VOLUME 23

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March, 1990

NEXT MEETING: March 20, 1990 @ 7:30pm

Place: NYSEG

AGS CALENDAR OF EVENTS

DATE	TIME	PLACE	EVENT
March 20	7:30pm	NYSEG	AGS regular meeting
March 24	7:30pm	Vestal Steak House	Annual AGS banquet
April 17	7:30pm	NYSEG	AGS project night
May 5	9:00am	AGS Field	AGS club field opening
May 12	TBD	AGS Field	Pylon racing day
May 15	7:30pm	NYSEG	AGS regular meeting
June 9-10	8:00-5:00pm	Blue Swan Airport	AGS 35th Annual Pattern Contest
June 19	7:30pm	AGS Field	AGS regular meeting
July 17	7:30pm	AGS Field	AGS regular meeting
August 4-5	TBD	Blue Swan Airport	Annual Southern Tier Scale Contest
August 21	7:30pm	AGS Field	AGS regular meeting

NOTICE

As you may have noted, the regular AGS meetings for the months of June, July and August are at the AGS Field. Conducting the meeting at the AGS Field allows us to fly after the business meeting. So bring a plane to fly.

NEXT CONNECTOR PUBLISHING DEADLINE IS March 30, 1990

PREZ SAYS-----by Jerry Bernhardt

The Board of Directors has developed the following policy with regard to guest fliers at the club field. A guest flier could be a friend or relative of a club member, a newcomer to the hobby or a person from out of town who would like to use the club field for a short time. A guest flier must be a current AMA member and must attach his/her AMA card to the frequency board when flying. A student flying on a buddy box does not have to be an AMA member.

As guidelines:

1. The field may be used up to three times to introduce a guest to R/C flying. The guest must then become a member if he/she wishes to continue to use the field.
2. A person from out of town who wishes to use the field more than a couple of times should contact the Membership Chairman who will provide a guest pass for up to 60 days. This pass must be attached to the frequency board while the guest is flying.
3. A guest should be accompanied by the hosting club member while flying at the field.
4. Club members should use good judgement when determining how often to bring other types of guest fliers to the field.

On a different subject, the board authorized the purchase of a scraper blade for use in maintaining the field road. The cost is \$275, but this should be a good long term investment.

These are some of the subjects we plan to discuss at the March meeting: need for a volunteer to run the ground school, distribution of updated bylaws and the flight school policy.

We will also pass around a signup sheet to determine if there is enough interest to order decals. The decal shown below may be purchased as shown and also with the words "35TH YEAR" added. The price will be \$1.50 each. We will need orders for at least 200 decals in order to proceed with this project. If you would like to order decals, but won't be at the next meeting, please contact me before March 20th.



SAFETY CORNER.....by Tony Cammarata, Editor

McDaniel R/C, inc. Ni-Starter. Well I went to the RAM show, and it was a great show for me. It is sort of a "a passing right of spring for me". It's great fun to jostle with the crowds and muscle into the vendors to "throw your bucks at them". For those of you that read this column you are well aware of my previous comments about Ni-Starters and my encounters with them. At the RAM Show I happened on Mr. McDaniel of starter fame who was manning his booth. I thought to mention to him about my experience with his Ni-Starter. Though he was well meaning, I felt under attack for "misusing" his starter. My conclusion was that there are many folks misusing his product and he is "tired" of hearing about it flying off the glow plug. I am sure many of you are aware of the extensive accolades accompanying the product, but if you are like me, you may not always read all information. On the reverse side of the yellow card that the starter comes packaged in is the following statement **"WARNING: DO NOT LEAVE NI-STARTER ON A RUNNING ENGINE FOR WARM UP!! REMOVE IMMEDIATELY AFTER STARTING"**. Following that is this **"CAUTION: Leaking Glow Plugs (around electrode stem) will cause plastic to melt"**. Here is some dope I picked up from Mr. McDaniel. Early versions of the Ni-Starter were manufactured with a brass pluglock. These early versions of the product would tend to deform and fit loosely. Of course the loose fitting plug would sometimes come off during starting and warm-up. If you have an early version of the product (you can tell by the amount of meter face exposed; the early product's meter did not extend "into" the "top" of the Ni-Starter thus not giving you a bit of a window from "above" to easily see the deflection of the ammeter). The later version of the product has a stainless steel shaft (pluglock) making it much more resistant to deforming. It still is part of the instructions not to use the Ni-Starter as a plug wrench, and not to leave the Ni-starter connected during warm up. If you have one of these early versions of the Ni-Starter, Mr. McDaniel said he will take it in exchange and give you a new one for less than 10 bucks. I believe he said eight bucks (for the brass starter). For those of you that might want to do this, the mailing address is: 12206 Guinevere Road, Glenn Dale, MD 20769. (Telephone area 301-464-2260). Another do, do consider using the remote adapter on engines that have GLOW PLUGS that are installed on the propeller side of the engine head (Enya or 4-stroke). A bit on the meter operation. The meter is an ampere meter and reads current. As with any amp meter, it is designed to deflect under load (when attached to the glow plug). It will not "read" (deflect) to show a full charge, after charging. Also, do not expect it to deflect to full scale when connected to your glow plug. It will not do so; unless your plug is shorted! Here are some guidelines on expected deflection (provided by Mr. McDaniel).

TYPE GLOW PLUGS	METER READING
K&B - 1L & 1S	On line between red and green
K&B - R/C	1/3 to 1/2 up into green
Fox R/C	1/3 to 1/2 up into green
Rossi R/B	1/2 up into green
Enya #3 - 5**	5/8 up into green
OPS R/C 300	Full green

** Note - Ni-Starters were designed **not** to fit Enya #3 & #4 Plugs because

they do not want you to use NI-STARTERS within propeller arc!! It is unsafe to do so. Go with God....

Safety is no accident, make it not happen.

March Program.

Our program for this month is in two parts.

Part 1 - Amateur Radio License by Jim McKeown

Part 2 - Maintenance and Tuning of Cox Engines by Bill Underkofler

MEMBERSHIP MATTERS

by Bob Noll, Membership Chairman

New Regular Member: Matthew Struck was voted into regular membership at the February meeting. Born in Johnson City, Matthew lives in Apalachin with his mother Mary Ann and Dad Robert and is a sophomore at Owego Free Academy. He has an older sister who is away at college, an older brother who is a junior at OFA and a younger brother who is in the sixth grade.

Matthew is interested in Electrical Engineering and may follow in the footsteps of his father who is an EE at IBM Owego. Although he has some interest in model railroading and model rockets, his greatest love is model aviation. He has been flying an OS 20 powered Eaglet 50 and is building an Olympic 650 with .049 power.

Bob Punkar and Jerry Skreckoski have been assigned as Matt's sponsors.

New Associate Social Member: Robert Struck

Box 530C, Long Creek Rd.

Apalachin, NY 13732

751-2288

Bob is the father of new regular member Matt Struck.

February Visitors:

Mike Dinardo --- Owego

Bob Ayers ----- Endwell

John Cioci ----- Binghamton (John visited our
winter fly at Moore Park.

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WINTER FLY REPORT

by
Jim McKeown

February 11th turned out to be an excellent day. For some reason, we have been very lucky to get such nice days for activities like the AGS winter fly at Moore Park. Early Sunday, it sure looked like we were going to have a very windy, cold day but by 11:00 AM when we started the meet, the sun came out and it was a beautiful day for February.

The "Goodies" were supplied by Bob and Bonnie Punkar and they did an excellent job. We had hot dogs, baked beans and plenty of coffee. Thanks to the people who came to the meet and ate these with relish, we managed to clear slightly over \$6.00 which was much better than I expected.

Our attendance of both flyers and spectators looked like the who's who in AGS. I took an attendance of all those who either were flying or spectating and it was surprising to see at least 15 people turned up with Airplanes and flew and we had a total list of attendees of 25. For the time of year this is outstanding and all the people who showed up made this a memorable event.

The following is a list of my attendance record:

Darren Alber	Rod Maier
John Cioci	Ralph Jackson
Joe Felice	Jerry Skreckoski
Jerry Bernhardt	Bill Underkofler
Bob Punkar	Tim Roger
Wynn Aker	Terry Terreniore II
Herb Spicer	Bob Davidson
Doug Kerr	George Brooks
Mike Woodingham	Dick Allen
Tony Cammarata	Charlie Lecher
Scott Anderson	Terry Terreniore III
Ed Hall	

If I have missed anyone in this list, please let me know so that I can give it to the Club Historian for our annual report. Again, I would like to thank each of you for providing such excellent support to another Aeroguidance Function.

OVER THE YEARS AND THROUGH THE WOOD

To the AGS' 35th we go! Welcome back, nostalgia fans, to the one and only singularly unique column anywhere in the world that will tell you about the history of the AGS over 35 years. Today we're talking to the first president of the AGS, Dick Allen, one of two founding members still in the club. Dick, who was born Sept 2, 1928, started modeling at age 12, with his first rubber-powered kit in Elmira, NY. Back then, what few engines there were (Thor, Rogers) almost never ran. The first successful engine that would run fairly reliably was the Olsen .23. Keep in mind, now, that these are ignition engines because the glow plug wasn't invented until about 1945! Dick started flying U-control in about 1945 (you know, the ones with the strings attached so that they don't fly away!) which was very popular with kids in those days. Young people would run for miles to watch model airplanes fly then, perhaps more than now due to the present availability of TV, malls, video games, etc.

During World War II, Dick built his models out of cardboard and spruce, when these could be found, due to the demand for balsa wood by the war. I'm glad I have balsa! Dick started college at Lehigh in the fall of 1946, and kept up the modeling. He met many flyers at Lehigh, and managed to pick up a Fox .35 on a trip to NY city, and started flying U-control stunt. The Fox .35 dominated U-control then like no other engine ever has dominated anything. Dick's plane then was the "Flying Clown." After spending several years at this, Dick joined the Air Force in 1950, at the outbreak of the Korean War. He ended up at Wright Field in 1951, and started Radio Control in 1952. He has kept at R/C since then. The first R/C plane Dick built in 1952 was the "Live Wire", using a rudder-only escapement, a Mills .09 diesel, and a ground-based transmitter station on the first and then-only 27MHz R/C frequency available. Until then, to legally fly R/C took a type license from the FCC for operation on ham frequencies. Here's the good part: In 1952, just starting R/C, Dick went to the Air Force worldwide R/C meet in Texas, and cleaned up! 1st place R/C, 1st place U/C scale (SE-5), 1st place U/C stunt (barnstormer, Fox .35), 1st place U/C combat (Ringmaster, Fox .35). As a result, he went on to represent the Air Force team at the United States Nationals in 1953. The result? After leading in 1st place until the last day, Dick tied for 3rd place with Walt Good (THE Walt Good) right behind Howard Bonner of Bonner Servo fame. To fly maneuvers in those days with a rudder-only plane, you had to climb up to altitude and spin down using the rudder, hope that your spin would place you somewhere near the judges, and do some sort of maneuver, then climb back up to altitude for the next one. I thought that pattern flying today was tough!

Anyway, Dick started flying the newfangled proportional radios in 1957 and won the 1957 Nats in the rudder-only class. In 1962, he started flying what was called "full house" which was 4-channel control with a "Space Control" brand radio. You had to clean the circuit boards of this receiver each day with a toothbrush to rid it of humidity deposits. Dick started winning alot in the 60's, and designed the "Stark Shark" 4-channel R/C airplane, which was very popular around the country for a while. Dick got into pylon racing in the late 60's, and scale in the 70's, and was the initiator of the World War I scale meet at Old Rhinebeck Airdrome in 1967. His most recent achievement was 2nd place in FAI scale in 1988 with his Junkers J-10. Dick's basement looks like a winner's circle or hall of fame, and the AGS is the better for his initiative to start what is now our premiere event, our pattern contest, which this year will be our 35th annual, on June 9-10 at Blue Swan Airport, in Sayre, PA. Thanks, Dick.

Time Traveler

Aeroguidance Society 1989-1990 Year

Board of Directors:

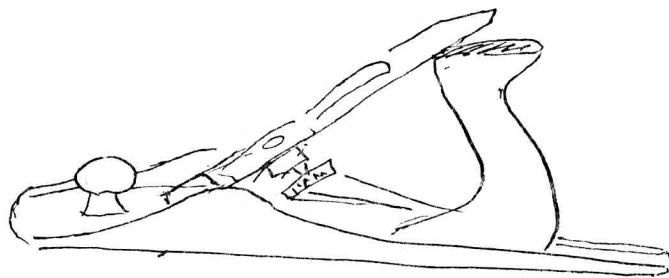
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Past President	Joe Felice	754-2816
Member at large	Bob Punkar	748-7930
Member at Large	Bob Johnson	748-7026

Committee Chairmen:

Contest	Terry Terrenoire III	748-8146
Program	Bill Underkofler	785-3643
Field	Bob Punkar	748-7930
Membership	Bob Noll	754-5279
Historian	Wynn Aker	785-6627
Nominating	Undetermined	
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Safety	Scott Anderson	797-3943
Frequency	Bill Underkofler	785-3643
Sound	Wynn Aker	785-6627
Meeting Room	Ralph Jackson	748-1707
Training	Dick Allen	785-1641
Annual Dinner	Tim Rogers	786-0413
Mall Show	Terry Tennoire Jr.	748-8146
Librarian	Charles Lecher	687-3386
By-Laws	Bob Punkar	748-7930
35th Year	Wynn Aker	785-6627

ANNUAL PROJECT NIGHT:

THE APRIL MEETING WILL BE ANNUAL PROJECT NIGHT. GET YOUR WINTER PROJECTS PRESENTABLE. DRAWING WILL BE HELD FOR DOOR PRIZES. YOU GET ONE TICKET PER ENTRY. THE MORE YOU BRING, THE BETTER YOUR CHANCES OF WINNING.



BUILD YOUR PLANE STRAIGHT

AND  STRAIGHT.

ANON

***** XSC 3/90 *****
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