

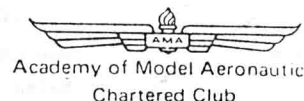
# THE CONNECTOR

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: Wynn Aker  
Secretary: George Kelsey  
Board Member: Tom Kopl

Vice President: John Raney  
Treasurer: Jerry Bernhardt  
Board Member: Terry Terrenoire II  
Past President: Chris Engler

VOLUME 25 ISSUE 1

January, 1992

NEXT MEETING: January 21, 1992 @ 7:30pm

Place: Vestal Amer. Legion

<u>AGS</u> <u>CALENDAR</u> <u>OF</u> <u>EVENTS</u>			
DATE	TIME	PLACE	EVENT
January 11	1:00pm	Wynn Aker's house	Hanger session; foam wings (as opposed to hot wings?)
January 17	8:00pm	Oakdale Mall	Oakdale Mall Show set-up
January 18, 19	9:00am	Oakdale Mall	Oakdale Mall Show
January 21	6:30pm	Vestal Amer. Leg.	Ground School
January 21	7:30pm	Vestal Amer. Leg.	AGS Regular Meeting
January 27	7:30pm	George Kelsey house	Board Meeting

## Auxiliary Calander Events

January 25 9:00-5:00pm N.Y.S. Fair Ground Syracuse Symposium

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\* PROGRAM FOR JANUARY MEETING. \*  
\* Features and operation of the Futaba "Super-Seven" radio system \*  
\* by: Wynn Aker \*  
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## ATTENTION

MEETING CANCELLATIONS WILL BE TIED TO BROOME COMMUNITY COLLEGE EVENING CLASS CANCELLATIONS. IF BCC CANCELS THEIR EVENING CLASSES DUE TO BAD WEATHER, THEN THE AGS MEETING IS ALSO CANCELLED. MONITOR YOUR RADIO FOR THE WORD.

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NEXT CONNECTOR INPUT DEADLINE IS JANUARY 31, 1992  
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# PREZ SEZ

by Wynn Aker

January, 1992

HAPPY NEW YEAR! Welcome to another year of your life! I hope Santa and your wife (or husband, as the case may be) were good to you this year, and gave you lots of goodies suitable for creating masterpieces out of balsa and glue, and burning fuel in the warmer months. Just as the last issue of the Connector went to bed, I realized that I failed to wish everyone a Merry Christmas. It was kind of hard to think of Christmas in November, but I'll have to do a better job in the future. I can only imagine what it is like for the writers and editors of the major magazines that have deadlines months in advance. To help make up for my lack of foresight, Happy 4th of July! There ... that should do it!

This Christmas season was a happy one for my family, what with all of the holiday buying (my wife tried singlehandedly to stimulate the local economy!), banquets (including the AGS' Christmas banquet), the BC Pops holiday show, and our more-or-less annual 2-week trek to Kansas to visit all of our relatives. Yes, Dorothy and Toto are alive and well, and still collecting royalties after all this time. We made sure to write Santa Claus and tell him where we would be on Christmas Eve, so as to insure that the presents would be delivered to the proper place (very important to 6- and 7-year olds!), and piled everything except the cat into the van for the 3000-mile journey (a 3-hour tour, a 3-hour tour ... the weather started getting rough, the tiny van was almost lost, ...). Well, the weather was pretty bad in Pennsylvatlucky and Ohio, but perserverance prevailed, and things cleared up enough for our oldest daughter, now 16, to drive.

What does any of this have to do with the AGS, you might ask? Well, glad you asked! I had kind of a revelation, and without any stimulants, I'll have you know, while I was riding shotgun during her driving through Missouri. When you're on Interstate 70, with all of the normal cars and trucks, plus the holiday travelers, things can get kind of busy on the old 4-lane. So, while we're driving and having some lessons on the techniques of determining closure rate on the car in front of you, checking your rear- and side-mirrors for cars and their respective clearances and closure rates to us, and then deciding when to apply the turn signal and hit the gas a little harder to ease right into the gap in traffic, ... just so ..., well, maybe you'll do better next time honey, and don't worry about that guy that just gave you the hawaiian peace sign as he went off the road! I'm sure there weren't any serious injuries. After all, they should have noticed that our license plates were New York! Now, doesn't the driving story sound quite a lot like learning to do something new, especially motor skills like flying? How many times have you, as a beginner, not been able to simultaneously grasp all of the nuances of managing airspeed, wind direction and velocity, altitude, energy trend, onset of stall, engine speed (if it's even running!), other aircraft in the air or on the ground, some idiot talking in your ear, and that engine screaming in the pits? Oh, and don't forget the trees off to the right or left at Moore Park or our field? Fairly often, I would say. And don't forget, as an instructor, isn't it almost as frustrating trying to put into a set of understandable words and phrases something that the person whom you are trying to help will grasp, and be able to perform miracle aerobatics in that one session in which you are helping him, and thus ensure your fame and notoriety forever?! Not bloody likely!

My personal approach to learning flying technique has been to boldly approach not only the edge of the envelope of the airplane, but my abilities as well. Some will read this and say that this will lead to an increased cost of balsa and monokote, and my answer is a definite maybe. I'm not talking about going out and doing your first inverted limbo at stall speed, 6 inches off the ground, you know! For example, if you have trouble with landings, go do 1,000 touch-and-go's. After all, a good landing isn't really in putting the wheels on the ground, it's "energy management". My phrase, copyright 1990, thank you very much. Use your energy management to determine not what the darn aircraft is doing, but what's it going to do, based on those 1,000 approaches you made, now that you're an expert at managing airspeed, wind direction and velocity, altitude, onset of stall, etc...., ad nauseum. If you can consistently shoot touch-and-go approaches at the right energy management for that particular aircraft, place it at the proper altitude, at the proper speed, with the proper engine setting, and all of that stuff, you will have a good landing. Bet on it, Aker's prescription for crummy landings. Of course, this only applies to the landing phase of the flight, but the same holds true for other aspects, as well. So you can't do aerobatics ... then go practice them! Don't bore holes in the sky for 95 percent of the flight, do two loops and one roll, and then go complain that you can't do aerobatics! No wonder!

I just wrapped up the last of my records for the 1991 flying season, and the numbers are in: 377 flights. A lot of fuel from the pocketbook, wasn't it, oh, wife of mine! What's the significance of 377 flights? A couple of years ago, Terry T. wrote an article in the Connector about keeping track of your flights, and logging them down in some fashion. Also, Bob Noll advocates keeping records of your equipment such as dates of battery packs and their capacities. Things like that. Well, I don't do all of this, but I started in 1990 keeping track of days flying and number of flights. I refined it in 1991 to include some other data, which you may or may not find interesting, and the result was the ability to get a look at monthly flights, what types of flying I am doing, such as pattern, helicopter, fun fly, electric glider, sport, etc., and analyze some things. You know, I really learned some things from doing this, and I only started it on a lark. One result of sitting back and analyzing the results of 1991 was the new ability to see what I may be able to do in 1992. My goals for 1992 are to learn the new Masters pattern and go compete in it on a reasonably competitive level, remain competitive in Fun Fly and possibly compete at the Nats in it, further improve my helicopter flying to the extent that I can confidently do aerobatics with it, and I wanted to build a new X-Cell 60 helicopter. Lot's of stuff, huh! So, I wrote all this stuff down, and wrote some numbers down beside each goal indicating by month how many flights I would need to have to do all of this, and I found out that it isn't possible. Not even close. And the only reason I could determine this is because I could compare my expectations with a couple of years of history of my flying, and by what type of flying. I then had to prioritize my goals, and the new X-Cell 60 fell out the bottom. In a manner of speaking. Sorry, Bill. Maybe this type of thing isn't really up your alley, but keeping even small records of my hobby is a helluva lot more fun than keeping records for the IRS! Try it, you may find it interesting. If not, what have you lost?

Well, the rambling part is about over for today, because the drugs are starting to wear off. We can do the administrivia now. The upcoming departure of Jim McKeown to England for IBM leaves us with a vacancy for the Board Member at large position in the club. I am appointing Terry Terrenoire II to the position, effective immediately. Terry brings a tremendous amount of energy to whatever his endeavor, and has worked very hard over the years for the club. Welcome Terry, back to the Board.

The AGS Christmas banquet at Brother's Two was a great success, with the predictably great food, and lots of it. The magician, Gary Freed, did a wonderful job entertaining our group with some really slick tricks by some very fast hands. Maybe he could help me with a trick to influence the pattern judges ... you know, give me all 9's and 10's ... that'll be the day! Anyway, thanks, Terry, for a very nice Christmas gathering. For those of you that missed it, our next big organized social gathering is the annual banquet, in March, at the American Legion. Entertainment at the March banquet is not yet determined, but should be every bit as good as last year's "Night At The Races."

Please contact Mall Show coordinator Terry T. if you have not yet signed up to help set up, tear down, work during, or provide airplanes or trophies for the Mall Show, this month, starting friday, 1/17 through sunday, 1/19. We can always use all the help we can get. During the Mall Show, Terry will be framing an airplane, and I will be monokoting something, probably in pink (sorry!). Also, please make sure and call if you forgot the times for which you signed up to work or whatever. BE THERE! Friday night, 8:00 p.m., to help set up tables and airplanes. Many of us go out for pizza and beer afterwards, too, if that's an incentive to anyone.

Lastly, there will be a hangar session at my house on Saturday, 1/11/92, 1:00 p.m. Subject: foam wing construction. We'll look at cutting, balsa sheeting techniques, retract and servo installation, and a video by R/C city on some of the same things, including wing lightening techniques. Beer will be provided, but bring a bag of chips or something.

Politics are almost as exciting as war, and quite as dangerous. In war you can only be killed once, but in politics many times. W. Churchill

## Safety Is As Safety Does.....

by Tony Cammarata

Propane Gas. Do you have a propane torch? Most of us do. Where do you store your propane (the cylinder) for the little devil? If you said "not in the house" you answered "correct" from a safety point of view. I store my torch (and the cylinders) in my garage. I have had cylinders with valves that didn't "immediately" close upon removal of the torch itself. This made me uncomfortable as the gas leaked for a second or two. Now I install the nozzle on the cylinder outside, and if I have to use the torch inside (never for modeling inside) I return outside again to remove the nozzle. I keep the whole kit in the garage which, in my case, is away from the house. I recommend you do the same.

Flux. While on the subject of torches I think it timely to address the topic of flux once again. I am fully aware that this topic has been covered in the past; but repetition is the mother of learning (some one wise said that). So I repeat it briefly for new folk, and as a gentle reminder to us older ones. The hazards of soldering, brazing and welding can be insidious. The process can be harmful but enticing (seductive). Its effect can be cumulative (it is subtle) and can be well established before becoming apparent. I bring to mind a tale riddled to me by an experienced welder (an instructor) who told of a person that cut drums using a torch and as a result of this activity, is believed to have died from the effects of his doings. Not so much from using the torch, but from what he was using it on. Oh, how easy it is to dismiss use-in-the-home "dangers". Don't do it. If you diddle with aluminum the container for the flux is likely to warn you that it contains Cadmium. This is bad stuff. (To think we rejoiced when we flamed it in chemistry lab! This was ignorance, pure and simple.) If you use it, don't use it in the house. Wherever you use it, wear a good respirator; one that filters out the resulting fumes, and be sure the area is well ventilated. You don't want the fumes circulating through your ventilating system (forced air); think of the children, your food stuffs etc. So your strictly a silver-solder buff. O.K., you too should read the directions; the ones that say "keep fumes and gases from your breathing zone and the general area". Pretty nasty stuff eh? Well enough of that, just use common sense; read the label and take proper precautions. Know what your "using it on". If you must do it; do it safely!

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BOARD MEMBER PROFILE . . . . . by Jerry Bernhardt

The Board of Directors agreed to each write a profile about themselves for inclusion in The Connector. It sounded easy. Now I am sitting here, instead of watching a football game or building an airplane, trying to think of something interesting to say.

My wife, Jenny, and I live in Vestal with our four kids ages 8 to 19. We have been here for six years. My wife and I grew up and lived in Nebraska until 11 years ago when we came east. I am the General Manager of Amphenol located in Endwell. We manufacture cable assemblies and devices for the computer industry. Well, enough of the personal stuff and on to the main subject: airplanes.

Like many club members, I played with balsa airplanes and U-control airplanes as a kid. My Dad decided I was pretty young for my first U-control plane so he attempted the first flight. After a smooth takeoff and about two seconds in the air, he dove the plane straight into the pavement. The airplane (and my Dad's ego) were severely bruised. I learned how to fly my second U-control plane without my Dad's help.

My interest in R/C airplanes began 3 years ago after that first fateful trip to GJ's. I learned to fly on an Aerostar 40 with help from several people. Since that time, I have built quite a few airplanes, learning a little more about building and flying from each one. My main current area of interest is fun fly competition and those wacky new fun fly airplanes.

I joined the AGS shortly after building my first R/C airplane. I have served as the President and am currently the Treasurer. The AGS has provided new friendships and lots of fun club activities. It's a great club and I am proud to be a member.

# MEMBERSHIP MATTERS

by Bob Noll, Membership Chairman

New Regular Members: Two Associate Members were voted into Regular Membership at our December meeting, they are;

Gib Vandling      Linh Nguyen

Welcome to continued membership in the AGS.

Sponsors List: I'll be circulating the sponsor's list again at the next meeting since only eight members signed the list at the last meeting. I would like at least 15 names on the list and with a club the size and talent of the AGS this should not be a problem.

A sponsor is an experienced Regular AGS Member who is willing to lend a helping hand to one or more of our Associate Members.

This includes;

- welcoming the member at meetings
- offering advice if requested
- providing assistance in flight training
- getting the new member in touch with the proper officer if he is unable to answer questions concerning club business or policy
- generally staying in touch with the new member so he has someone to contact if necessary

The membership chairman will assign sponsors from the list to new Associate Members.

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## **COUNTDOWN!**

Only 105 building days 'til

## **PROJECT NIGHT!**

# J A N U A R Y     B I R T H D A Y S

Larry Kerr..... 1st	Jack Hostetler..22nd
Wynn Aker..... 6th	Ray Yeager.....23rd
Geo. Brooks.....16th	Geo. Kelsey....26th
Mark Fisher.....19th	John Cioci.....27th
Bob Jennings....21st	Jim McKeown....29th

If there are any errors, please call me!!

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## 9TH ANNUAL MALL SHOW

Just a last minute reminder. We will be setting up on Friday night, the 17th of January. We can't set up until the shops close, so if you are scheduled to help please plan to arrive around 8:00 PM.

Have your airplanes there on Friday night too. We want to get as much done as possible so that Saturday morning will go smoothly.

Following is the "work schedule per sign up at the December meeting and my phone calls:

1. Set up Friday: Terry T, Len W, Tony C, Bill U, Bob F, Bob N, Geo. K, Wynn A, John R, John A. (10)
  
- 2A. Sat 10-2: Terry T, Tony C, Rory C, Wynn A, Chas L. (5)
- B. 2-6: Terry T, Jim P, Geo. K, Wynn A, Jerry Sk. (5)
- C. 5-9: Terry T, Mike D, John R, Matt & Bob S. (5)
  
- 3A. Sun 12-3: Terry T, Mike D, Geo. K, Wynn A, Tom K. (6)
- B. 2-5: Terry T, Dick A, Bob N, Wynn A, Jerry B. (5)
  
4. Tear down Sun: Terry T, Bob N, Geo. K, Wynn A, John R, Jerry B. (6)
  
5. Supply Planes: Terry T, Ralph J, Dick A, Mike D, Joe F, Tony C, Bill U, Bob F, Bob N, Geo. K, Wynn A, John R. (12)

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## "B E G I N N E R ' S "     S E S S I O N

STARTS AT 6:30, BEFORE THE MEETING

In December we started a four-part series aimed helping any member who has questions or problems relating to any phase of aircraft construction and flight preparation.

During the first session we covered selection of aircraft, radio, and engine, examined the positives and negatives of ARFs, and looked at a number of Basic-Trainer kits.

The tentative schedule for the next 3 meetings:

- January...start construction of sub-assemblies, wing, tail, fuze.  
                   installation of engine and radio, construction of push-rods.
- February..Assembly of sub-structures, alignment of wings and tail.  
                   Joining methods for wing center sections.
- March.....Covering, from silk and dope to plastics, over solid and open structures. Final pre-flight checks, CG and control surface throws.

If you were unable to make the December meeting, and have some items you would like to see covered, please give me a call or talk to me at the next meeting. In the meantime, have your projects and questions ready for the January meeting. Remember, this is for the 1 hour preceeding the regular meeting at the American Legion. 6:30 to 7:30.

# PEARL HARBOR TO DESERT STORM FIFTY YEARS OF AMERICAN AVIATION EXCELLENCE



CENTRAL NEW YORK  
MODEL AIRCRAFT ASSOCIATION

Presents



16th Annual Symposium & Model Show  
Modelers & General Public are Cordially Invited

SATURDAY - JANUARY 25th - 1992, 9 a.m. to 5 p.m.

NEW YORK STATE FAIRGROUNDS

THE NEW HORTICULTURAL BUILDING

60,000 sq. ft. of Ongoing Live R/C Demonstrations

- CLUB BOOTHS
- DEALER BOOTHS
- A.M.A. BOOTH
- SWAP SHOP
- MODEL SEMINARS
- RCMAA/AMA
- TRANSMITTER CERT.
- MOVIES & VIDEO TAPES
- STATIC DISPLAY
- COMPETITION
- R/C AIRPLANES
- R/C BOATS
- R/C CARS
- R/C HELICOPTERS
- FREE FLIGHT
- ROCKETS

## CONCESSION STAND

## MODELING DEMONSTRATIONS

See: Flying Demo's (Weather Permitting)

DINNER SATURDAY NIGHT FOLLOWING SYMPOSIUM  
A.M.A. DISTRICT II MEETING

Admission: Day of the Show

Adults: \$5.00 - Students & Senior Citizens: \$4.00 - Under 12 Free

ADVANCE TICKET SALES

Adults: \$4.00 - Students & Senior Citizens: \$3.00 - For Tickets, Contact:

Jim Abrams - P.O. Box 461 - Fulton, New York 13069

## PROCEEDS TO BENEFIT THE CNYMAA SCHOLARSHIP FUND

Helpful Directions: Route #690, Exit #7, New York State Fairgrounds, Turn right at end of Ramp.  
Main Entrance to the Fairgrounds is on the Left. Enter and follow the Signs,  
Straight back to the Horticultural Building. Continue to the rear of bldg. where  
you will find ample parking. Admission entrance is located in the front of the  
building.

FOR MORE INFORMATION CONTACT:

Walt Throne @ (315) 453-2291 or  
Richard Snyder @ (315) 465-4113