

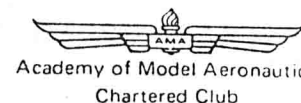
THE CONNECTOR

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 2

February, 1992

NEXT MEETING: February 18, 1992 @ 7:30pm

Place: Vestal Amer. Legion

AGS CALENDAR OF EVENTS

DATE	TIME	PLACE	EVENT
February 16	11:00am	Moore Park	1992 Snow Fly
February 18	6:30pm	Vestal Amer. Leg.	Ground school
February 18	7:30pm	Vestal Amer. Leg.	Regular meeting
February 24	7:30pm	AGS Board mtg	Jerry Bernhardt's home
March 28	6:00pm	AGS Banquet	Vestal Legion

This Months Auxilary Calander Events

February 15 Valley R/C Banquet, Athens, Pa.

February 22,23 WRAMS Trade Show; Westchester County Civic Center

PROGRAM FOR THE MONTH

How to get started in RC Giant Scale by Ralph Jackson

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.

NEXT CONNECTOR INPUT DEADLINE IS FEBRUARY 29, 1992

Flying For Fun

Aeroguidance Society Inc. 1

PREZ SEZ

by Wynn Aker

February, 1992

HELP WANTED! Introducing a new AGS Board Member position, PIZZA MAN AT LARGE. Now, this person doesn't have to be large, but minimum qualifications include:

- Sauce on upper lip or mustache
- Drinks beer (evidenced by protruding waistline)

Applicants seeking consideration should call me as soon as possible, in order to begin obtaining suitable post-meeting refreshments. Photo not necessary.

Now that the Mall Show is over for 1992 and the weather has truly turned rotten, I have admitted to myself that we are firmly entrenched in the BUILDING SEASON. So by now, one project is finished, another nears completion, and two should be in pretty good shape by the time Project Night rolls around. Trouble is, Project Night ain't all that far away, if you think about it: Daylight Savings Time is in only 8 weeks! I do have one project, however, that right now I don't much care if it ever gets done, except for the money tied up in it. I'm so mad at this kit that I am completely de-motivated to finish it, because there's no excitement to finish and fly it. I would probably crash it the first day due to lack of interest and from not paying attention. So, I'm giving it some time to re-generate that little flicker of interest necessary to keep working on it. What, you might ask, is this little gem of a kit? Why, it's the Goldberg Extra 300. I shouldn't beat it up here, so I'll do that at this month's show-and-tell. What a disaster.

When you pick up a new kit design, you run the risk of maybe getting a lemon, possibly with defective design or materials, and maybe even a "porker" in the air. That's not the case with the Great Planes Ultra-Sport 60. Popular consensus on this aircraft is very good, and I have flown several of them. The nicest looking and nicest flying US-60 that I've seen belongs to one of our club members, Mike Dinardo. So, I asked Mike to do a kit review of the US-60, and it is included in this issue. This kit is truly well engineered, and flies really well. Give Mike's article a perusal, and see if you might like the plane. Decide also if you like the idea of kit reviews in the Connector. You're entitled to dislike the idea. Just give me some feedback one way or the other. My plan is to do one on the Scat Cat next month.

Details of the Annual Banquet, to be held March 28, at the Vestal Legion, have been finalized. The price will be \$15.00 per person. A first sign-up for helpers for "Casino Night" was done at the January meeting. Thank you, to the members willing to help with some of the work to be done. Please be prepared at the February meeting to sign up the number of people in your family who will be attending the banquet, or call John Raney AS SOON AS POSSIBLE to let him know. There will be one more meeting, in March, before the banquet, which will end up being the "drop dead" date for confirmation and paying your moneys. This fun and games night comes only once a year; DON'T MISS IT!

This month's program is entitled "How To Get Started In Giant Scale," by Ralph Jackson. Ralph will be telling us some ways to get started with the best chances of success, and a minimum of initial investment. If you have been interested in this facet of the hobby, please attend and give Ralph your attention. Ground School will also continue this month, with its 3rd of 4 meetings beginning at 6:30 p.m. in the meeting hall. Turnout and interest has been very good; we may want to grow this activity next year, especially for the newer members.

The annual Snow Fly will be held this month, February 16, at 11:00 a.m. at Moore Park in Vestal, our traditional winter-season flying site. At a minimum, hot-dog and coffee concessions will be provided by the club, so put those skis on the plane, and buy a new pair of wool socks. Here's a tip from your Uncle Wynn: go to Dick's Sporting Goods and buy a pair of felt shooting gloves, and cut out the thumb pads. This will keep your hands warm while providing tactile feedback to your thumbs while you fly, at least until the onset of frostbite gets you. By then, however, it's probably too late!

Enclosed in this issue of the CONNECTOR is a ~~one~~ page pullout containing this year's AGS calendar.

A TALE OF TWO INSURANCE COMPANIES:

This is the story of two modelers, Joe Kerr, and Ida Wanna. Joe was your basic, no-nonsense, get down to business flyer, participating in all kinds of modeling, including that unattainable level called perfection. Joe enjoyed competition, newsletters, and all kinds of things that put hair on your chest. Ida, on the other hand, was your basic, everyday Sunday "Sport Flyer." Ida only wanted a place to fly, and as cheaply as possible, thank you. So, in the midst of everyday life, advertisement is seen by both Joe and Ida, in a major modeling magazine, calling for modelers everywhere (in the U.S.) to drop AMA for the sake of something called the "Sport Flyers Association." Now, Joe asks himself, "Self, just what is this Sport Flyers Association?" Getting no answer from his inner self, he reads the enclosed literature on the S.F.A., and views with skepticism the claims and implications made by the S.F.A. vis-a-vis insurance providers and the AMA's ability to serve the needs of modelers thereto. On the other hand, Ida sees this same advertisement, and arrives at a different conclusion than Joe, finding that cheaper insurance for flying these here aeroplanes can only be to the better of us all! Go for it! So here we are, two people with two different conclusions. I guess that's good: they could have come to three conclusions! But anyway, which one is right, and is this merely a hypothetical situation?

After having set the backdrop for our heroes, it appears that both of them could be right, and it's not merely hypothetical. I guess everyone probably knows that the AMA, our host organization, provides some pretty decent insurance coverage as a side benefit of membership. Unfortunately, some people in the modeling world (this is not directed at any AGS members specifically) see the AMA as merely an insurance program, and a prerequisite to membership in most, if not all AMA-chartered aeromodeling clubs in the U.S. Well, along comes a group of aeromodelers based in Florida, and coincidentally lawyers as well, and they devise this "great" scheme to start up a "new" insurance program for modelers, at a price less than full membership in the AMA. For the record, this group calls themselves the "Sport Flyers Association." You may have heard of them by now ... in fact, I would be somewhat surprised had you not, since they are advertising nationally in most of the major magazines in the hobby. At first glance, it might seem like a good idea to get individual insurance at the slightly reduced rate of \$15.00, but you know, it ain't all what it seems. You must read carefully, and between the lines, every piece of data you can, and that includes Dave Brown's and Vince Mankowski's articles in the Executive Report section of the February, 1992 issue of Model Aviation. Dave Brown's article in particular recognizes the necessity of the AMA Executive Council to fully communicate the fundamental premises by which our AMA insurance program is funded and administered. You will quickly learn from reading this column that the Sport Flyers Association has embarked upon advertising either with a lack of knowledge, or with intent to deceive by implication. Be very cautious in your evaluation of membership in the S.F.A., and remember, AGS membership requires membership in the AMA. At this point, there is no intent to make a change in site insurance coverage just because there is a new kid on the block, especially since they are just that, a new kid on the block. Try and remember that the AMA is much more than an insurance program; we rely on the AMA for frequencies, national lobbying, organization, and many other various and sundry tasks. The S.F.A. brings us none of the associated benefits of being in the world's largest aeromodeling association. Support your AMA.

WRAMS SHOW - February 23,24

If you have the chance, I strongly encourage attending the WRAMS show in White Plains, NY, Feb 23 & 24. It's a great opportunity to see and talk to leaders and industry in our hobby one-on-one, virtually unrestricted. I go about every other year, and it's a great experience. I would like to spend a few minutes at the February meeting talking about groups of the club going down to the show, and getting some of the newer guys into cars heading down there. If possible, I would like to organize a group picture on Saturday the 23rd, at Terry T's booth. We'll know more details soon. Please keep your calendar open for that day, and let's go have some fun!

An automobile goes nowhere efficiently unless it has a quick, hot spark to ignite things, to set the cogs of the machine in motion. So I try to make every player on my team feel he's the spark keeping our machine in motion. On him depends our successes. Knute Rockne

FLYING- Def: The art of being free from the Earth's problems for a few Glorious minutes. I believe everyone,including myself follows this concept.

My love of flying has been with for as long as my memory can remember.I was borne on Beale AirForce Base,Marysville,Ca. My Dad was stationed there at that time. After his discharge, my Parents moved back to the Binghamton area in 1958. After 30 yrs I still live in Endicott with my wife Claudiann. She knows the hobby quite well. Her Father was in the hobby numerus years. We have been married 12yrs.,3 children ages 6-11. I been employed by United-Health Services at Wilson 171/2yrs ,been a member of the S.T.A.R.helicopter ground support team for the past 2yrs. The recent loss of our chopper places us into an unfortunatate setback.

As a kid I went through the usual U-Control airplanes, free-flight gliders,etc.I have many fond memories of the air-Shows A.G.S. had in the 60's & 70's at the Tri-Cities airport. I always had the dream of participating in this great hobby. In 1987 my 1st flight happend by accident while observing a friend fly. A brief statement "Would you like to fly?"Followed with the quick placement of a transmitter in my hands. The severe panic gradually dissappeared & quickly became a feeling of great joy & satisfaction. I too have become hooked,&joined the A.G.S. in 1988. After receiving my wings last year I have set my goals for "92" they are - Learning Pattern,&further improving my building skills. Currently I am serving as Secretary . I also enjoy skiing,biking,camping,hunting, & golf. And yes I manage to find time to doeverything.

Just What Does It Take, Anyway?.....by Tony Cammarata

Economics of Publishing (The Connector). Have you ever thought about managing the Cost of the Connector? We encourage contributions for obvious reasons (any Editor will take all the help he/she can get). Some parameters, if I may. Each Connector page costs five cents per side, thus a sheet (two pages) is ten cents. That is cheap compared to other printing outfits; this economy (savings for the AGS) is due entirely to George Brooks who "donates" his print facilities to the AGS (in essence). George only charges us what it cost him per page. Remember that the next time you go to G.J.'s. Next bit of cost comes from The Postal Service. One ounce of first class mail is 29 cents. This is equal to five 40# weight sheets. Each time we go to five sheets we need to check to make sure the one ounce postage is correct. Conveniently, George has a postage scale. Don't forget the mailing label and staple (only one for obvious reasons). One month, the 40# weight paper, five-sheet issue was just 2 to 3 grams under one ounce! So what happens when you go to six sheets, right you are! We would have to go to the two ounce level (even for a couple of grams). This results in doubling the mailing cost (66 mailed copies on average equals \$29.19 for the "one extra page"). That's expensive. (The cost of the page in itself is a given.) The prudent thing to do is keep the Connector at the five-page max. This is why contributions for publishing are sometimes deferred until the next issue or two. Just thought you might like to know; now to change the title of my column this month.....

MEMBERSHIP MATTERS

by Bob Noll, Membership Chairman

Visitors at January Meeting: We started out the new year with six visitors at our January meeting. Guess these cold months make men think of different things including the great hobby of R/C.

Dan Carissimo - Endicott
Brian and Thomas Yarrington - Endicott
Bob Kipp - Endwell
Todde Brawn - Endicott
Mike Gazy - Apalachin - past regular member

Each of these visitors received the pitch and package and are an enthusiastic group who I expect will be bringing their membership applications to the next meeting.

* * * * *

Dateline Canada - by Bob Noll

On Saturday January 25th, Ivan Kristensen hosted the 5th Annual R/C Pattern Fun & Fellowship in Guelph, Ontario. This winter gathering of many of the top pattern flyers in North America was once again a fantastic event. Ivan Kristensen, the top pattern flyer in Canada, a US Nationals winner and 4th at the recent 1991 F3A World Championships in Australia once again managed to put together a great happening. Think about being able to see world championship planes and pilots gathered within the confines of the Desert Inn Hotel and Conference Center in frigid Guelph Canada.

This event is a must on my hobby calendar and so Lanny and I drove to our daughter Tracey's apartment in Penn Yan on Friday after work. From there I drove to Brockport where I stayed with Marc Sheda before our journey to Guelph on Saturday morning. We arrived at the Desert Inn at 8:30 AM so you can figure that we got a very early start from Brockport that morning. After check-in at the hotel we took our planes to the conference area and joined the enthusiasm that was getting underway. It's nice to see fellow R/C'er who we had not seen since last year's flying season. Scott Anderson arrived later in the morning as the only other AGS'er to make the trip.

In attendance were the likes of Dave von Linsowe from Mt. Morris Michigan, US F3A team member and 3rd place at the Worlds, Ivan, Dave Patrick and Greg Marsden who represented Canada at the Worlds and earned the F3A Team Championship for their country and Steve Helmes of Irvine California, past member of the US F3A team and presently Marketing Director for Futaba of America. Dave Patrick is Vice Pres. of Goldberg Models.

There were others including Rick Allison who writes a pattern column for one of the model mags and is most famous for creating the world famous IFR Beer Pour event and several other District Vice Presents of the NSRCA (National Society of Radio Control Aerobatics). Rick and his wife Joan came from Seattle Washington (no guys she wasn't

wearing her Nats outfit, it was too cold!). John Britt, team manager for this year's F3A team came from Kansas City, Mike Harrison ventured north from Little Rock, Arkansas and Steve Stricker arrived from Baltimore MD.

The event is made up of some of the most beautiful pattern planes on display, talks on many aspects of our sport and plenty of just good fun and fellowship with great people who share the same interest in R/C. Boy, what a place to pick the brains of the top guns!

Steve Helmes was the special guest this year and it was fun hearing about the creation of Futaba of America and being able to ask all those questions about Futaba radios that are in your mind. Dave Patrick narrated a slide show of the 1991 World F3A Championships in Wangaratta Australia. One of the best things I accomplished was to get the official rules and sanction approval from Rick Allison for the "IFR Beer Pour" that we will have during our Saturday night banquet at this year's AGS pattern contest in June. More on this in a later column. Yes, there was some flying as Dave von Linsowe flew his Nationals Fun Fly plane in the parking lot for those who were crazy enough to venture out in the 10 degree weather. Wearing no gloves, Dave put on quite a demonstration of tight loops, backward flight and staggering touch-and-goes.

The day ended with drinks, a banquet, drinks, a very interesting talk by a radio personality and world traveler and more drinks. Sunday morning started with a breakfast at the local Pancake House and farewells until we meet again at the 1992 US Nationals in Massachusetts. Then it was off to Vestal by way of Brockport and Pen Yan in time to see the Super Bowl.

Valley R/C Model Club

Sayre, Pa.

6th Annual

SWAP SHOP and

STATIC SHOW

March 15, 1992

10 a.m. to 4 p.m.

I-R Clubhouse

Main St., Athens, Pa.

Admission \$1.00 • Table Fee \$5.00

People's Choice Award for favorite model at show
To pre-register send \$5.00
and S.A.S.E. TO

VALLEY R/C CLUB, CARL E. SHAY
708 CHURCH ST., ATHENS, PA 18810

Planes • Copters • Boats • Cars

Bring your R/C car to run on the track (electric only)

Ultra Sport 60 Kit Review.....by Mike Dinardo

The kit was purchased from our local Hobby Shop (G.J.'s). I was impressed with the kit's packaging. All similar pieces of construction material were placed together using either plastic bags or rubber bands. The most impressive item was the 48-page instruction book. It has a complete parts listing including illustrations that help identify the least obvious parts, tips on how to flight-trim the plane, and even a two view drawing to help plan your color trim scheme.

The heart of the book is the construction section. This gives a complete step by step construction from start to finish which includes the tail feathers, wing assembly (fixed or retract landing gear), fuselage assembly, final assembly and finishing. Each step has both written instruction and photos to illustrate each procedure. If you follow each of these steps including the attached full-size blueprints, you will have no trouble building a straight and true airframe.

The design of the plane is strong and very pleasing to the eye. All the parts of the fuselage interlock making it fit like a puzzle. The construction of the wing is very strong and is reinforced at the fuselage.

The best part of the kit was that all the die cut and pre-cut pieces fit with very little trim needed. The only areas that needed heavy shaping and sanding were the top of the turtle deck and the top front back, chin block, and side block, in the nose of the plane. This was not hard to shape by hand.

There is plenty of room to install your radio; a Futaba 6-channel FM radio was used in my kit. Since the radio antenna on the outside of the plane gets in the way, one trick was to run it through a small plastic tube on the inside of the fuselage and exit it under the tail feathers. The power plant used was an O.S. 61 SF ABC, which gives excellent vertical performance and speed. Monokote covering was used for the trim material because it is very strong and easy to work with. On an open wing structure, most trim colors are applied over the base color which usually results in air being trapped between the two colors. To eliminate this, the trim colors were built on glass. Each color was overlapped approximately 3/16" and then the finished design was applied to the wing, ironed and then shrunk with a hot air dryer. This method does a nice job and with no trapped air pockets. It can be time consuming, though.

Now for the best part; flying the plane. The initial flight started out nerve-wracking, since so much time was spent building it. After fueling it up and doing my pre-flight check, I taxied out and prepared to take off. To my surprise it only needed a little aileron trim. The plane flies and handles like a dream. It rolls, loops, climbs, and goes where you point it. Burning holes in the sky with this plane is a lot of fun, but it also does just what you ask of it.

The Ultra Sport 60 is a fine sport airplane which is a lot of fun to build and fly. I would highly recommend this airplane to anyone who is interested in flying a very acrobatic airplane that can either go fast or slow, as your heart desires.

1992 AeroGuidance Society Calendar



(2/01/92)

Saturday & Sunday	Jan. 18th & 19th	Mall Show
Sunday	Feb. 16th	Moore Park "Snow Fly"
Saturday	March 28th	Annual Banquet
Tuesday	April 21st	Project Night
Saturday	May 2nd	Field Opening
Sunday	May 3rd	AGS Pylon
Saturday	May 23rd	Electric Fly-In & Contest
Saturday & Sunday	June 13th & 14th	37th Annual Pattern Contest
Sunday	Aug. 2nd	Picnic & Intra-Club Contest
Saturday & Sunday	Sept. 26th & 27th	Greenwood Park Float Fly
Sunday	Oct. 18th	Intra-Club Electric & Glider Fly
Tuesday	Oct. 20th	Annual Meeting
Tuesday	Nov. 17th	Annual Auction
?	December	Christmas Party (tent.)

*For additional details, contact Activities
Chairman Tim Rogers, at 786-0413*

FEBRUARY BIRTHDAYS

Jim Pecha..... 4th
Hai Luu.....28th

Dave Faigle.....13th

If there are any errors, please call me!!

9TH ANNUAL MALL SHOW

Well, it's history for another year. Each year seems to get better. Once again we had many good comments from Mall Management and the local merchants. All the club displays were supper and we have been invited back for next year, NUMBER 10!!

We have gotten oral confirmation for the dates of 1/16-17 for next year.

This year 19 club members covered the 5 time periods, helped set up and tear down, as well as supplying planes. This adds up to 8 "segments" of participation possible. Wynn and Terry covered all 8, George Kelsey covered 5, John Raney 4, Dick Allen, Jerry Bernhardt, Tony C., and Mike Dinardo each had 3. Eleven others covered 1 segment. With 19 of 70 members helping, we had 27% participation.

A discovery we made this year is that on Sunday there are a lot of people in the Mall by 11:00. Our schedule called for 12:00 as a start. Next year we have to remember to have coverage by 11:00.

**"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.

In the January meeting we looked at sub-assemblies of wing, tail, and fuze, plus installation of engine and radio, and construction of push rods.

The tentative schedule for the next 2 meetings:

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 prior meetings, 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 February meeting. Remember, this is for the 1 hour preceding the regular meeting at the American Legion. 6:30 to 7:30.

COUNTDOWN!

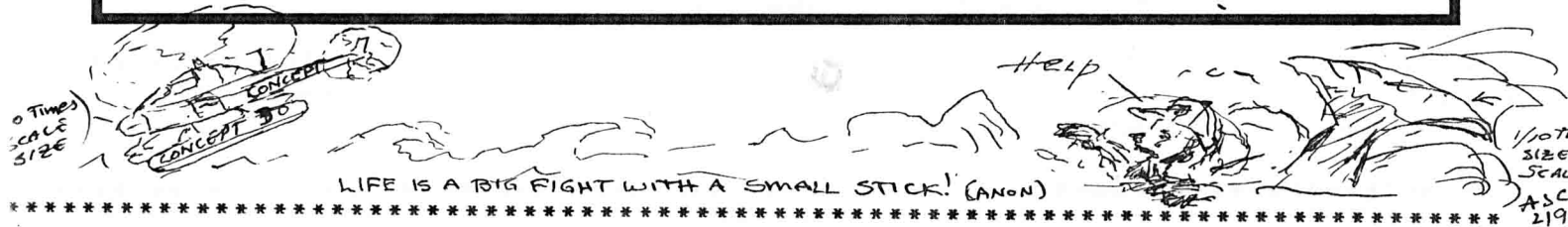
Only 74 building days 'til

PROJECT NIGHT!

FOR SALE

ELECTRIC GLIDER:

ASTRO Challenger Electric Glider, ASTRO Cobalt .05 Geared motor, Master Airscrew 12x7 folding prop, (2) Sanyo SCR 7-cell 1200 maH packs w/Sermos connectors. 44 oz. all-up flying weight; flies great! \$150.00 o.b.o. Wynn Aker, 607-785-6627



Broguidance Society, Inc.
P.O. Box 39
Postal, New York 13850-0039