

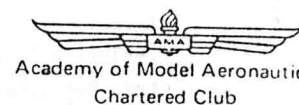
THE CONNECTOR

The Official Newsletter of the Aeroguidance Society, Inc.

Endicott, New York



Editor: Gerry Skreckoski



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

Vice President: John Raney

Secretary: George Kelsey

Treasurer: Jerry Bernhardt

Board Member: Tom Kopl

Board Member: Terry Terrenoire II

Past President: Chris Engler

VOLUME 25 ISSUE 3

March, 1992

NEXT MEETING: March 17, 1991 @ 7:30pm

Place: Vestal Amer. Legion

AGS CALENDAR OF EVENTS			
DATE	TIME	PLACE	EVENT
March 17	7:00pm	Vestal Legion	Ground School
	7:30pm	Vestal Legion	Regular AGS Meeting
March 23	7:30pm	Terry Terrenoire's	AGS Board Meeting
March 28	6:00pm	Vestal Legion	AGS Annual Banquet
April 5	2:00am	"Spring Forward To	Daylight Savings Time"

* PROGRAM FOR MARCH MEETING. *

* Soldering Techniques by.....Bill Underkofler *

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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.

NEXT CONNECTOR INPUT DEADLINE IS APRIL 4, 1992

PREZ SEZ

by Wynn Aker

March 1992

I want to start off this month by giving laurels to three very deserving individuals: Jerry Skreckoski, Tony Cammarata and Terry Terrenoire. If you haven't heard by now, Jerry Skreckoski will be replacing Tony Cammarata as the editor of the Connector, our newsletter. Welcome, Jerry, to the Connector. I hope everyone will pledge to help Jerry in his efforts to bring us our single most visible piece of the AGS to everyone, and also pledge to make sure that if anyone has any problems, to remember that Jerry will always try his best, but that it is still a volunteer job. At the same time, we should give one last thanks to Tony Cammarata for the 6 years of doing the job as editor, and yes, even for his artwork that I know I never understood. We will miss you, Tony. Thanks for sticking in there for so long.

In a similar vein, Terry Terrenoire has been appointed an AMA District II Associate Vice President, reporting to our new Veep, Joe Beshar. Terry will be handling 28 clubs in the south-central New York area, including Binghamton, Ithaca, Corning, and Syracuse. Congratulations, Terry. We now have a very local and very vocal voice to the AMA, that can see firsthand any issues that we have with the AMA. Use your voice to make yourself heard!

Back a couple of weeks ago, I was really starting to miss Jim McKeown: I looked outside on Sunday morning, the day of our Moore Park Snow Fly, and I was sure that without Jim around to make whatever deals he used to make with the weather gods, we were sure to have a crummy day out. It turns out, though, that as soon as I got to Moore Park, it quit raining! We had several hours of pretty decent weather, and about 10 people showed up to fly, plus another 10 or so spectators, off-and-on. It looks like I missed the only other decent day in February to fly, because I was at the WRAMS show the entire weekend. I really enjoyed the WRAMS this year, so that lessened the pain somewhat. I even spent big bucks at the show for a new project which I'll unveil at some later date. I decided to throw in the towel on my Extra 300, in part because last month after I gave the Goldberg kit a trouncing in my article, two major magazines came out with product reviews and simply raved about it! I mean to tell you, I felt pretty silly for a while. I guess, though, that therein lies the fundamental premise of garage sales: one man's junk is another man's treasure. I think I'll stay out of the kit review business, however.

DON'T FORGET: This month, the Vestal Legion hall where we meet will be busy until 7:00 p.m. This means that the normal ground school will not start until 7:00, delayed and shortened by 1/2 hour from the normal 6:30. The regular meeting will start at its normal time of 7:30 p.m. As a result, the Ground School will be extended an additional month, into April, to cover unfinished business. Please bring your unfinished project to these ground schools; the whole purpose is to help those involved find mistakes before the plane leaves the ground. If you have a plane that hasn't yet flown, or one that you may be unsure of, please bring it to the ground school. It's to your benefit. The reason that we can't get into the Legion hall until 7:00 p.m. is that there is an annual blood drive going on that night, in our room, until 7:00. If anyone would like to donate blood, the Legion will throw in an all-you-can-eat spaghetti dinner and beer, for free! I have a hard time passing up a free meal!

Anyone who missed the February meeting missed a nice program on Giant Scale by Ralph Jackson. Ralph has had a lot of experience with Giant Scale and gas-burning engines, and did a really nice job presenting essential information on the best ways to get started. Ralph is following up his program with a "HOW TO GET STARTED IN" article this month, on Giant Scale. For the newer members, did you know that Ralph is one of the founding members of our 36+ year old club? How far back in "Connectors" do you have to go to find out who the other remaining founding members are? Hint: there are three founding members still in the club!

The program for the March meeting will be by Bill Underkofler, on soldering techniques. This includes soldering for not only landing gear wires, but also for small electrical wiring, such as servos and such. Many people have recently been asking for advice on how to solder, so this should be a timely and useful program, especially if you are updating older servos with new connectors for that new 1991-quality receiver you just bought.

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Signup for the Annual Banquet is proceeding well, with over 30 people signed up so far. This year will be a very special banquet, with some very exciting entertainment planned. We've told everyone that the theme is "Casino Night," but what we haven't told anyone is the extra entertainment! Please make every effort to attend, if you can. We're going to have a blast. Make sure to bring boots, too, because it's going to get pretty deep! If you haven't yet paid, remember that the price is \$30.00 per couple. The cost to the club is actually higher, but we're underwriting a small charge per person this year, as a special "Thank You" for the great year we had last year, and for one just as good to come. Please make sure to get your money to John Raney by the next meeting. We can't order your meal for you and then have you not pay or show up, now can we? You wouldn't want your club's money spent that way, so please make sure to pay John soon.

MONOKOTE TECHNIQUES

During the mall show, I Monokoted a Scat Cat pylon racer, as kind of a demonstration. I have since brought that same plane to a show-and-tell, and between the two have received quite a lot of questions regarding some specific techniques that I used to do the Monokoting. Now, I don't plan to go into detail here, but maybe a future program might be appropriate on how to join pieces of Monokote together on glass to cover an open structure wing. Any reaction? We have had programs on covering in the past, but not "covering" this particular technique. Ahem. I would like to talk about a few things, though, that I have seen as weaknesses in first- or second-time Monokoters, that might not be obvious. A good source of reference for contest-quality Monokote techniques is one of the "Harry Higley" series of books (yellow covers, softbound) called "Tom's Techniques." This book is available at GJ's for a reasonable price, and several people have copies that they might be willing to loan out. It goes into basic and advanced techniques for covering, including that used to join Monokote on glass prior to laying it up on the wing. That's where I learned it. Once you try the glass-joining, maybe you'll now entertain that covering scheme that you had avoided because you couldn't figure out how to put a pattern across the open rib bays of the wing.

Some other things I've learned from practice: Don't use trim stripe! Ever! What I mean is the stuff you buy from the hobby store in 1/8" or so widths, for putting that accent stripe on the plane. The reason that you don't want to use these is because they are not fuelproof. Yes, I know that they all say that they are, but they're not. What they are, is fuelproof to raw fuel, which means alcohol, nitromethane, and oil. What they are not is fuelproof to the products of combustion: the junk that spits out the back of your muffler. What happens is that you put this really neat trim stripe on the fuselage or wing to accent something, and you sit back and admire your work. Trouble is, after about the 5th flight or so, the damn stripe starts coming off, maybe even in flight, and you're left with some brown, sticky sludge where the stripe used to be. So, what's a person to do? Use Monokote. Or whatever covering you're using. Put your roll of covering on your glass (highly recommended) working surface, place a straightedge for the proper width, and slice off a straight, 1/8" or whatever stripe in whatever color you want. Use the TRIM IRON on LOW HEAT to tack it on, and then go back over it with medium- to high-heat, to get it on good. Obviously, this stripe will no sooner come off than will the covering on the wing or fuselage. Make sure the edges are down good, because if you repeatedly wipe against the grain when cleaning up, you risk pulling it off.

Another quick recommendation: don't scrimp on making sure that the joints between the stab or fin are properly covered. Sometimes the tendency is to see a small void where balsa shows through the covering. COVER IT. Don't leave that crack showing. When that oil comes spitting out the end of the pipe or muffler, it doesn't care that you don't want it to go there; as you go flying along making low passes, that stuff spews back to the tail, where it can be especially hard to get out of joints and cracks, and permeates any exposed balsa wood it can find. Balsa wood is very unforgiving of oil. If you have an upright-mounted engine, and the oil or fuel tends to pool in the bottom of the engine compartment, drill a small hole in the low spot through to the bottom of the fuselage, and properly fuel proof it with thinned epoxy. This allows the oil to drain out the bottom and not pool. Also make very sure to completely fuelproof the entire engine compartment area, with epoxy over the Monokote seam. Oil is especially bad here, trying to get under that edge of your covering. Apply extra epoxy over this seam, to keep blowback from destroying the nose area.

I guess we'll sign off for this month, with another Top 40 quote from your Uncle Wynn:

You don't quit playing because you get old;
you get old
because you quit playing

A G S B A N Q U E T A G S B A N Q U E T

REMINDER !!!!!!!!!

Ags baanquet, March 28th. \$15.00 per person.
GREAT ENTERTAINMENT !!!!!!! CASINO NITE--YOU MIGHT BECOME A
MILLIONAIRE. Sign up sheet at March meeting.
Please bring check to meeting. Deadline for payment at the
banquet.

Safety Is As Safety Does

by Tony Cammarata

Thank You All. After six plus years I have decided that it was time for me to turn the "pen and power" over to another. For the right person, it should be easy, after all ... all one does as Editor is put one word after another; the paper doesn't care what those words are; aaahhh...but the READERS do! So, beyond putting pen to paper just what does the Editor do anyway? Well for one he/she diligently preserves the persona of The Connector, and via judicious judgement, permits all responsible voices to be heard. This is **your** Connector so use it to advantage. Keep in mind that there are a few rules you need to ascribe to; that is, no politicking (lest you politicize the Connector), no profanity or abusiveness allowed, nor character assassinations. Thus, the protector of the printed word in this newsletter is now in the hands of a very capable and reliable fellow, namely Gerald Skreckoski, (if you hadn't noticed before this note). On behalf of the membership, thank you Gerry for your enthusiasm. Thank you too, all of you that helped me along the way. Special thanks to Tim Rogers who faithfully and unselfishly gave to you of his time, special thanks to Terry Terrenoire II who cheerfully assembled and published The Connector when I was unable, either for business or personal reasons. One thing I can say, the job was fun. To those of you that contributed regularly, keep that copy coming (or should it be going)? My greatest satisfaction was to know that we never missed an issue. My best to Gerry who we are lucky to have as our new Editor. Andiammo...

PYLON RACING.....TIM ROGERS

"How Do I Get Started in Pylon Racing?"

As described in the Dec. '91 issue of "The Connector", you will need an airplane which meets the AMA's rules for Quickee 500. There are currently two choices at GJ's Hobbies, the "Scat Cat" (Flight Line Models) and the "Gyro" (Bridi Models). Both kits are approximately \$40.00. The most significant difference between these two excellent kits is the wing structure: The "Gyro" has an all balsa, rib and spar wing, whereas the "Scat Cat" has a foam core wing which requires balsa sheeting. These kits can be built very quickly. Being a rather slow builder myself, I've never used more than 5-6 evenings (2-3 hours/evening) to have this type of kit ready for covering!

A simple 4 channel radio installation is all that's required. There is no real need for dual rates or electronic mixing. However, it is important to have all control surfaces free of any sloppiness of movement. Keep those pushrods straight! Also, be sure to use servos which are in good condition. A worn-out servo can contribute to the above mentioned sloppiness in control surface movement.

As you may recall, the required motor is the O.S. 40 FP with the accessory muffler mute offered by O.S. (part #23327000). I purchased both of these items at GJ's a couple of weeks ago and the price was a total of \$74.90, including tax! This motor has an "ABC" piston and cylinder which requires a minimal amount of break-in. Mine was doing just fine after three tanks of fuel. A six ounce fuel tank is more than adequate for this application. For you veterans who are wondering why I'm trying to "cover the basics" in this article, please take note: there are several members of the A.G.S. who have expressed an interest in getting involved in pylon racing for the first time this spring. So let's give a helping hand to everyone who will be racing for the first time.

In conclusion, I would like to announce our first racing date: Sunday May 3rd at 1:00 p.m. at the A.G.S. club field. Subsequent racing dates during the summer will be on weekday evenings so as not to interfere with weekend activities. These other racing dates and times will be announced in the March '92 issue of this newsletter.

WIN OR LOSE, QUICKEE RACING IS FUN!

MARCH BIRTHDAYS

Bob Ayres..... 7th
 Jerry Bernhardt...20th
 Larry Schenk.....28th

Pat Molina.....30th
 John Asselta.....31st

If there are any errors, please call me!!

PROJECT NIGHT

Just a reminder: get your project ready for the April meeting. This year we will be giving away 8 prizes, 4 gallons of fuel, and 4 \$5 gift certificates from GJ's. All prizes will be awarded by drawing at the end of the meeting. You get one chance per project shown.

"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 at 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; and construction of push rods.

In February we discussed assembly and alignment of sub-structures, Wing center section reinforcement, and radio installation.

The schedule for the March meeting:

Covering, from silk and dope to plastics, over solid and open structures. Final pre-flight checks, CG and control surface throws, plus hinging.

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 March meeting.

Remember, this month we cannot get into the room until 7:00 due to the blood drive. If you show up about 5:30, you can give blood, have a free spaghetti dinner, then attend the AGS meeting.

ELECTRIC FLY

The sanction has been received for May 23rd at the club field. On March 2nd 80 letters will be sent to Manufacturers requesting prizes. Last year we received over \$1800 in donations.

Getting Started In Giant Scale

Ralph Jackson

Two major choices to be made when getting started in Giant Scale are to select an airplane and engine. Since the flight characteristics of the larger planes are different from those of the smaller ones, a first project should be a good "giant scale trainer". Two suitable kits are the SIG Morissey Bravo and any of the 1/4 scale Piper Cubs.

For planes in the 1100 to 1400 square inch wing area size and weighing from 15 to 25 lbs. I recommend a Zenoah G-38 gasoline engine. The 4-cycle engines in this size are quite expensive and the 2-cycle glow engines in this size are difficult to muffle. The G-38 is a reliable, easy to operate engine which can be muffled to a reasonable sound level. It starts readily when the propeller is flipped by hand. Spring starters and large electric starters can also be used. Safety considerations for the larger aircraft require that a helper hold the airplane when the engine is being started. In choosing a propeller for the giant scale project, the lower engine RPM necessitates using higher pitch propellers than those normally used with the smaller glow engines. The G-38 performs well with 18-6-10 and 20-6-10 propellers. The larger size is quieter.

Standard size servos of at least 45 ounce-inches torque work well in giant scale. However, to provide adequate control force a servo should be used on each half of the elevator and each aileron. A single servo is adequate for the rudder.

For covering materials, the heat-shrink polyester fabrics are widely used. These include both the iron on type such as Super Shrink Coverite and the glue on type such as SIG Koverall. The new 21st Century fabric appears promising. The gasoline fuel causes relatively little damage to the paints generally used for model aircraft.

The International Miniature Aircraft Association (IMAA) considers any radio controlled model aircraft with minimum wingspan of 80 in. for monoplanes and 60 in. for biplanes to be acceptable for participation in its activities. The models can be scale or non-scale. Membership in the IMAA is valuable to Giant Scale modelers because of its fine quarterly magazine and many activities that are held. The Giant Scale designation used by the AMA has been combined into the Sport Scale competition class and is no longer used. However, the term Giant Scale is commonly used by modelers to describe the larger aircraft.

MEMBERSHIP MATTERS

by Bob Noll, Membership Chairman

New Associate Members:

Steven Bard - Endwell, 754-4756

Areas of interest - none stated

Sponsors - Donato Martino, Tim Rogers

Bob Kip - Owego, 687 0993

Wife - Judy

Channel 22

Areas of interest - "No specific areas yet."

Sponsors - Wynn Aker, Tony Cammarata

Dan Carissimo - Endicott, 754-3538

Channels - 28, 47

Areas of interest - "Open"

Sponsors - Jim Pecha, John Raney

Todd Brawn - Endicott, 754-3381

Wife - Karen

Areas of interest - "Sport"

Sponsors - Terry Terrenoire, George Kelsey

Visitors at February Meeting:

Brian and Thomas Yarrington - Endicott

Tibor Vaghy - Joyceville, Ontario

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OTHER KEY DATES IN '92

(As We Know 'em)

MAR 15 Valley R/C Swap Shop, Athens, PA

APR 3,4,5 Toledo, Ohio Trade Show
26 Warminster, PA Pattern Contest

MAY 9,10 Shenandoah Valley Pattern Classic, Harrisonburg, VA
16,17 Flying Fools R/C Club Pattern Contest, Eagles Mere, PA

JUN 6,7 MARCS Show, Baltimore, MD
6,7 Schenectady, NY Fun Fly
6,7 Rochester, NY Fun Fly
16-21 Dayton International Air Show
20,21 Kingston, Ontario, Canada, Fun Fly
20,21 Bridgewater, MA Pattern Contest
20-29 AMA Nats, Westover AFB, Chicopee, MA
21 STARS Pylon Racing, Phoenix, NY
27,28 Stratford, CT Pattern Contest

JUL 4,5 Clearfield, PA Fun Fly
11,12 STARS Scale Rally, Olean, NY
12 Downstown, NJ Fun Fly
18,19 Sayre, PA Fun Fly
18,19 RCCR Pattern Contest, Brockport, NY
19 STARS Pylon racing
25,26 Sky Rovers Fun Fly, Phelps, NY
26-8/1 N-PAC NSRCA Pan-American Championships, Lawrenceville, Ill

AUG 1,2 Flying Knights Scale Meet, Hamburg, NY
8,9 Mid-Hudson Pattern Contest
8,9 Binghamton Aeros Fly-In, Chenango Bridge, NY
15,16 Massena, NY Fun Fly
15,16 LVRCS Pattern Contest, Easton, PA
16 STARS Pylon racing
29,30 Shreveport, PA Pattern Contest

SEP 10-13 Reno Air Races
12,13 Rhinebeck, NY WW-I Jamboree
12 STARS Pylon racing
13 Easton, PA Fun Fly
19,20 KRC Electric Fly
19,20 Chicopee, MA Pattern Contest
20 Bridgeton, NJ Fun Fly

OCT 10,11 Mid-Atlantic Helicopter Fun Fly

(2/27/92)

COUNTDOWN!

Only 44 building days 'til

PROJECT NIGHT!

AEROGUIDANCE SOCIETY, INC
P.O. BOX 32
VESTAL, NY 13850