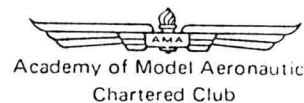


THE CONNECTOR

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**
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 4

April, 1992

NEXT MEETING: April 21, 1992 - 7:30pm

Place: Vestal Amer. Legion

<u>AGS</u> <u>CALENDAR</u> <u>OF</u> <u>EVENTS</u>			
DATE	TIME	PLACE	EVENT
April 16	12:00am	ALL OVER	Income tax deadline
April 21	6:30pm	Vestal Legion	Ground School
	7:30pm	Vestal Legion	AGS Regular Meeting
			"Project Night"
April 26	9:00am	Warminster Pa.	Pattern contest
April 27	7:30pm	T. Kopl's House	AGS Board Meeting
May 2	9:00am	AGS Field	Pancake breakfast
May 2	10:00am	AGS Field	Field opening/work party
May 3	1:00pm	AGS Field	First pylon race day
May 2-3	9:00am	Eaagles Mere, Pa.	Pattern Contest

NEXT CONNECTOR INPUT DEADLINE IS May 4, 1992

PREZ SEZ

by Wynn Aker

April, 1992

I couldn't find a definition of "cabin fever" in the dictionary, but I know I have it! For some reason, Mother Nature has given us a little more building time, but that sure doesn't help when my hands start thinking that there's a transmitter in them, and my thumbs start moving around doing four-point rolls. The good news, though, is that the weather will surely break soon, and we have an awful lot of things going on in the next month. Sometime during April, there will certainly be some flying up at the field, and we will officially open the field on Saturday, May 2, with our traditional sausage, eggs and pancake breakfast for the work party at 9:00 A.M., and actual work starting at around 10:00. Please help out during field opening with something, such as touch-up painting, hanging the sign, any road work that needs done, and that sort of thing. We have had good participation in the past, so please continue to chip in and get things out of the way before the heavy flying season starts. If you do go up to the field soon, PLEASE BE CAREFUL OF THE ROAD BY THE PAVILLION! If the ground is very wet, you will cause some serious tire ruts up there.

If you missed our annual banquet on March 28th, you lost out! We had a great time with not only good food, but also a 3-piece band led by my AGS member Tom Socha, awarding of trophies, Casino Night gambling for over \$200 in prizes, and a surprise visit by Ed McMahon and "Karnak the Magnificent." Tom Socha's group played very nice music, and couples were out on the floor dancing before the dinner was served. Pylon racing trophies for the 1991 season were awarded to 1st place Tim Rogers, 2nd place Bob Noll, and 3rd place Terry Terrenoire. George Kelsey made up some beautiful framed pictures for these guys that I'm sure will hang right next to grandma in their homes, and Tim received a good-looking trophy for his efforts. 1992 pylon racing will be even more competitive, I'm sure, so these guys have their work cut out for them. Chris Engler awarded the annual high-point trophy (to me, it just so happens), to the AGS member who accumulates the most points in a year in AMA competition flying of any sort. After the awards, Ed McMahon introduced himself and brought out Karnak the Magnificent, who attempted to entertain us with his all-seeing, all-knowing thoughts and observations of club members and their foibles and fancies. Sometimes he hit the mark, but other times he just plain bombed. But,..... he tried. After that was all over, everyone joined in the Casino Night gambling, playing blackjack, dice wheel, over/under, and dice cage. Tim Rogers was up to \$700 at one point, and blew it all! After all was said and done, the huge pile of prizes was divvied out to the winners, and everyone came home with something. All in all, we had a great time, and thanks should go to John Raney for a very fun and well-organized banquet this year.

Last month's program was on soldering, by Bill Underkofler. Thanks, Bill, for helping show us some of your techniques. This month, we hold our annual PROJECT NIGHT at the regular meeting. Please bring all your projects that you're working on, and anything that you have built since last year's project night. This is a real showcase of talent in building, and brings out the diversity of projects people enjoy in this hobby. Even if it's half-built, half-covered, or half-vast, bring it anyway: everyone will be interested, and someone might be considering just that very plane. Seeing it in any stage of completion and being able to ask questions could help that person out. Besides: you deserve to show off a little, now and then. We'll keep the business portion of the meeting very short, maybe even shorter than normal, in order to give as much time as possible to showing our winter wonders. Don't worry: Teresa has promised not to step on any airplanes lying around this year!

This month's Connector will feature a "How To Get Started In" article by Chris Engler on getting into Pattern Flying. You don't need a \$1000 airplane, \$600 radio, and \$400 engine to fly pattern, and especially not just to get started! I enjoy pattern flying for the improvements in my flying, the added discipline, and the equipment reliability that it provides. I am also a very competitive person by nature, and you can enter a pattern contest and end up competing against the best in the world, if you like. All it takes is an airplane and an entry fee, not like Indy 500 racing where we would only dream of breaking into. If anyone is interested in getting started in or maybe watching a contest, the first one of the season is at Warminster, PA naval air station on April 26. Several of us are going, so give a holler if you think you might like to go.

Last month I published a calendar of 1992 activities, as I knew 'em. Keep in mind that it's awful hard to know 6 months in advance what the exact date of a contest may be, unless it is already announced. On my calendar, some had been announced, and some had not. So, a few of the dates have changed. The point is, this calendar was intended as a guide, and not as an all-inclusive list of 1992 activities: for that, you need to read the "Competition Newsletter" section of Model Aviation. I just wanted to get out to everyone sort of a strawman calendar, so that you could make early plans for vacation, and kind of get your wife used to the idea of how busy we'll be. Anyway, for sanctioned contests, check Model Aviation to be certain.

Does anyone find the kit reviews interesting? I have only heard a little bit of feedback so far. The purpose of these reviews is to reach the 2nd-, 3rd-, or 4th-airplane builder, and help him choose a possible next airplane based on some real-life experience of fellow club members, and not from a paid-for magazine article. Obviously, we're not going to influence purchases of a trainer aircraft, and the 10th or 20th airplane builder has already made up his mind what he wants. Think about it: are they worthwhile to you?

Has anyone noticed all the "Scat Cats" running around the Vestal Legion these days? Looks to me like 1992 Pylon Racing will be hot and heavy this year. Get those birds up in the air, and the 40FP's broken in well, because our first official pylon racing day is Sunday, May 3rd, at 1:00 p.m. Tim Rogers is once again the racing chairman, and he has been drumming up lots of support for the season, evidenced by how many new racers we've seen "sitting" around lately. The remaining race dates for this year are:

Monday June 1st, 6:00 p.m.
 Monday July 6th, 6:00 p.m.
 Monday August 24th, 6:00 p.m.
 Sunday September 20th, 1:00 p.m.
 Sunday October 4th, 1:00 p.m. (Make-up date)

We'll remind everyone each month of the upcoming racing dates, but don't forget to be there ~~on~~ *For Pylon* opening day, Sunday, May 3rd.

"Any fact facing us is not as important as our attitude toward it, for that determines our success or failure" Norman Vincent Peale

FROM THE EDITOR.....

I didn't get to put in a few words in my first issue of the CONNECTOR. There were a unique set of logistics problems encountered which precluded any writing on my part. However, we dependable contributors who delivered plenty of copy on time. Thanks to them there is a Connector.

Tony C. deserves a round of applause for doing a fine job as editor for SIX years. I almost resigned the first month. Tim convinced me that this Editor job was a snap but I think he stretched it a little. I have only admiration for anyone who can do this for 6 years. Thanks Tony.

This newsletter is yours, the AGS members. Contributions, written not money (What am I saying!) are welcome and encouraged. Articles need not be long. Reports on events you attended, building/flying tips, forsale/wanted, etc. will be printed. All that is required is that it be typed (normal margins) on 8 1/2 x 11 paper and ready to copy. I ask that it be done in good taste. Cut-off date for articles is around the 30th of the month for the next issue. Send the copy to me at

10 Brown Lane, Apalachin NY 13732

A P R I L B I R T H D A Y S

4th Bob Johnson	20th John Kirchbaum
5th Doug Kerr	25th Joe Iacovazzi
19th Todd Brawn	29th Ralph Jackson

If there are any errors, please call me!!

P R O J E C T N I G H T

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

The schedule for the April meeting:

We will be trying to wrap up the building season and answer your questions concerning any phase of the building process. Have your projects there for "Project Night" as well as discussion.

If this series has been helpful to you, let your leaders know and we will do it again. If you have some specific ideas you would like to see demonstrated or discussed, let them know that too, we need your input!

E L E C T R I C F L Y

Get your batteries charged up, May 23rd will be here before you know it.

* * * * *

M E M B E R S H I P M A T T E R S

by Bob Noll, Membership Chairman

New Associate Members:

Brian Yarrington - Endicott, 754-7007
Reason for joining - looking for a challenging and exciting hobby.
Areas of interest - none so far
Channel - 22
Sponsors - Jim Pecha, John Raney

Visitor at March Meeting:

Warren Hill - Endwell

37th ANNUAL PATTERN CONTEST
by Bob Noll, Contest Director

June 13 and 14 are the dates for this years edition of the largest pattern contest in the Northeast. Put these dates on your calendar and join your fellow club members in continuing a proud AGS tradition for the 37th year.

Prize request letters are out and contestant mailings are almost ready to go into the mail. Staffing is underway and I will be circulating a sign-up list again at the next meeting.

Last year 47 club members joined forces to host this event and as a result the workload was very evenly distributed. Besides, it's a great time to get to know fellow AGS members a lot better and to enjoy the fellowship that events like this can bring.

There are jobs for everyone, from those with past experience to the newest of our members. You will see, up close and personal, some of the top pattern pilots in the Northeast and Canada and will have the chance to see the planes and equipment that are being flown by the champions.

Club members that help at the contest will be allowed to compete in the Novice event which will afford some of our members the opportunity to try their hand at pattern competition without having to travel outside the area. However, because our judges are club members these Novice contestants will not be able to win awards or trophies but will still be afforded the opportunity to see how well their skills rate against other newcomers to the competition circuit.

A JUDGING SEMINAR is planned for Friday evening under our Big Top. Competition flying will take place on Saturday and Sunday.

A highlight of this years event will be our Saturday evening banquet which for the third time will be held indoors at the Sayre Elk's Club. Tickets for working club members will be only \$5.00 for this extravaganza which will be a memorable event in itself. This year's event will feature the 1st Annual IFR Beer Pour and an evening of Karoake.

So mark you calendars for June 12, 13 and 14 and plan to be at the Blue Swan Airport in Sayre, PA for the AGS Annual Pattern Contest!

VINYL LETTERING.....

An ex member of the AGS. Roy Weidman, who switched from airplanes to full scale race cars (no! he is not crazy enough to drive them but he does pit crew), does all the lettering and for the cars. He has computerized cutter and stocks most colors. He just did some sharp lettering for my Comanche and will take on challenges. His phone no. is 625 4277

--Jerry S.

PRODUCT TEST AND REVIEW: BRIDI WARLORD & VAGABOND.

Are you looking for your second or third ship? Ready for something that will challenge your flying skills, and teach you some new maneuvers? Well, read on, we have just what you are looking for!

The Bridi Warlord is a straight forward box fuze design with constant cord wing. The tail feathers are sheet balsa, and the plane is designed to be built as a Tri-gear for easy ground handling. Bridi provides a very good set of plans but has not caught up to the rest of the industry when it comes to instruction manuals. However, the instructions are more than adequate for the simple, conventional construction of this airframe.

Since it is a semi-symmetrical airfoil you will have to be a little more careful with the wing construction to avoid warps. They can creep in much quicker on this type of wing than on a flat-bottom one, but a little extra caution should assure a straight structure. The wing construction is referred to as a "D" tube. This is a very strong structure and derives it's name from it's appearance when looking at the airfoil shape. From the spars forward it looks like a "D". While it is a strong light structure, caution is advised when attaching the leading edge sheeting to avoid building in warps.

The fuze is a simple box construction braced in the corners with triangular stock. The corners can then be sanded to a nice round shape, thus eliminating the "boxy" look so many of the trainers have.

The flight characteristics of the Warlord, while more agile than a trainer, are quite docile. The thick wing keeps the speeds down during normal flight and especially when it comes time to land. In the air, the Warlord will surprise you with it's combination of friendly handling characteristics and aerobatic capabilities. It is capable of doing most any maneuver in the book but the dihedral built into the wing makes it a solid, easy to handle, craft.

I have built 2 of these planes and both came out at 4 1/2 pounds, RTF. They were both powered by the OS 40 FP, and covered with Mono-Kote. If you decide to build one, and have any questions, or need help, just give me a call.

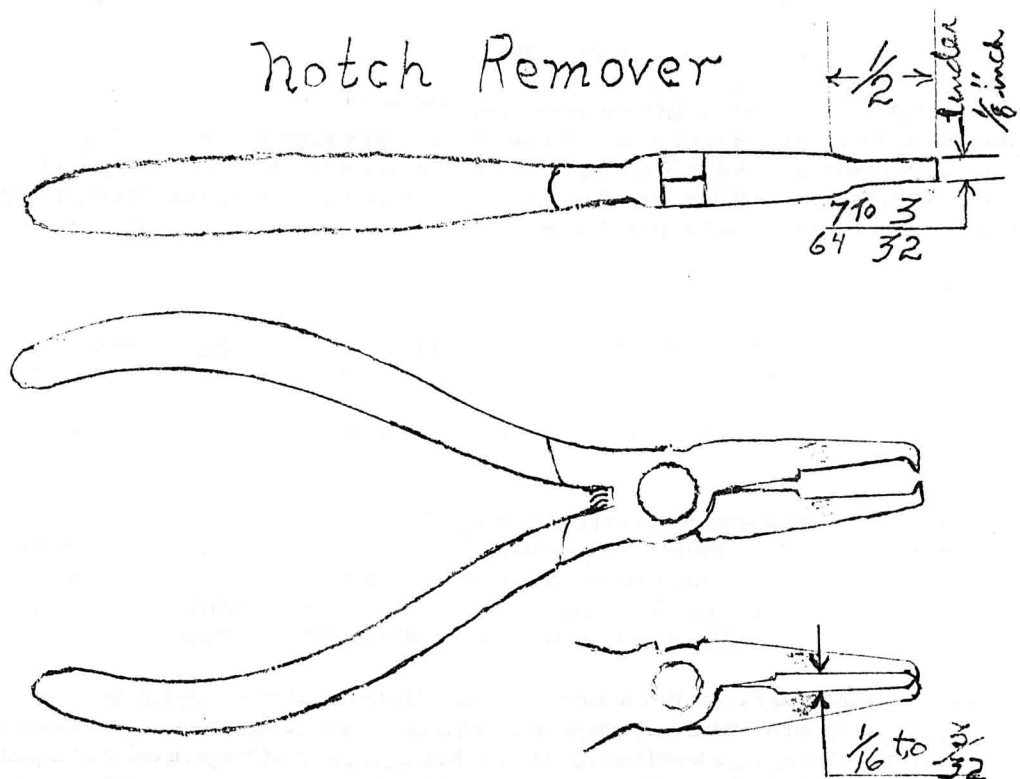
The Vagabond is the sister ship to the Warlord. The fuze uses the same type of construction then adds a turtle deck behind the canopy. The wing construction is the same but incorporates a tapered planform. It is no more difficult to build but will take a little more time. You will see a bigger difference in the air as it will be faster and more aerobatic than the Warlord. It's landing speed will also be a bit higher.

Due to the added turtle deck and tapered wing, the Vagabond is a much more attractive aircraft than the Warlord. Either mount should be a welcome addition to your stable, and will provide you with an enjoyable building experience, and will expand your flying horizons. Build and enjoy!!

NOTCH REMOVER

If you are a scratch-builder, this little tool, is a MUST. Giant scale planes sometimes exceed one-hundred and fifty notches. To use this tool, you first saw the sides of the notch with an exacto-saw, then, you pick the piece out with this special set of pliers. This particular set of pliers, is basically made for one-eighth inch slots or larger. For larger notches, you simply cut clear across the bottom of the notch before attempting to remove it.

The first requirement is to have pliers soft enough to work with your tools. The only dimension that has to be held is the width of the nose of the pliers. It must be under one-eighth inch for a one-eighth inch slot. Being a special purpose tool, you dimension it to fit your personal needs.



Edwin C. Hall

At the request of the Prez, I have agreed to continue the "How To" series of Connector articles with a discussion on getting started in Pattern. As most of you know, the term "Pattern" refers to building and flying airplanes for the purpose of performing acrobatic maneuvers as precisely as possible. Modelers involved in Pattern generally compete in competitions (similar to the annual AGS pattern contest) where Pattern Flyers of all skill levels perform a prescribed set of maneuvers in front of a set of judges. There are currently five "classes" of skill levels ranging from an entry level class with relatively simple maneuvers (one loop, one roll, etc.) to the top class involving very challenging maneuver sequences. Each maneuver throughout the flight is scored from 0 to 10 points depending on how closely it matches the description of the maneuver in the AMA rule book.

In my opinion, the four biggest misconceptions about Pattern flying are:

- 1) Pattern flying is boring.

To the casual observer, it may appear that practicing the same maneuvers over and over is about as much fun as watching paint dry. The truth is, striving for perfection in flying is a constant challenge. During a contest - when you're getting mentally psyched for that "barn-burner" of a last round you need to clinch first place, the adrenalin starts to pump and your heart rate doubles. My greatest memories I have as modeler are from moments like these.

- 2) Pattern airplanes cost orders of magnitude more than a sport type airplane.

As far as the cost of flying Pattern goes, the law of diminishing returns definitely applies to equipment. That is, while it's possible to spend a lot of money on equipment (just like a lot of other aspects of the hobby) it isn't necessary - especially during the first few years. While it's possible to fly maneuvers with just about any 4 channel airplane, a good entry level airplane would be along the lines of an Ultra Sport .60, Kaos .60, Bridi XLT, etc. A decent .60 sized engine (tuned pipe is not a necessity at this level), and a reliable 4 channel radio would round out the equipment requirements. The main thing to remember is that your flying ability increases proportionally with the amount of fuel you burn - NOT the price of your equipment. It's easy to watch the top flyers with their hi-tech equipment and think "if I have that equipment I will fly as well as the top fliers." The hi-tech equipment has its place, but only after you have acquired the skill to utilize it. Take the money you save on equipment, buy a few cases of fuel, and practice - you'll be way ahead of the guy who has all the hi-tech equipment and flies a few flights a week. Remember, the top flyers have literally burned hundreds of gallons of fuel to reach the level they are at.

- 3) Being successful at Pattern means winning contests.

Everyone likes to win contests, but since there are typically 40 - 50 contestants at a contest and only 15 trophies to be had, it's obvious that 2/3 of the contestants don't "place." So, you may ask, what keeps the majority of flyers going to contests when they know the odds are against them winning? The answer is personal improvement. Pattern contests provide an opportunity to talk to some of the best builders and fliers in the country. Ask lots of questions, then try to incorporate these ideas into your building and flying. I think you'll be amazed at how quickly your skills improve. Being successful at Pattern means personal improvement.

- 4) Pattern airplanes are hard to fly.

If you are comfortable with a 4 channel shoulder wing airplane, can shoot consistent touch & goes, and aren't afraid of loops and rolls, you are ready for an entry type Pattern airplane. Get some help with test flights, trimming, and the first few landings.

Lets assume that you've decided to take the plunge into Pattern and want to be competitive as quickly as possible. The following steps will help you get there:

1. Make it a point to read any articles you can find regarding Pattern. Several of the major model magazines have monthly columns dedicated to Pattern - "R/C Pattern" in Flying Models, "R/C Acrobatics" in Model Builder, "Acrobatics Made Easy" in Model Airplane News, and "Acrobatics" in Model Aviation. The monthly news letter of the National Society of Radio Controlled Acrobatics (NSRCA), "K-Factor", is a great source of information. The annual NSRCA dues of \$20.00 are well worth the news letter. Of course, the R/C acrobatics section of the AMA Rule Book is a "must read" for all Pattern Pilots.
2. Talk to an experienced Pattern flier about some good entry level equipment combinations. For example, if you don't want to use a tuned pipe, you should build an airplane with a wing area around 700 sq. inches. If you would rather spend a little extra time and a little less money building a wood fuselage (rather than buying a kit with a premolded fiberglass fuse.), there are several good kits available for under \$100. As I said before, programmable radios, retracts, and tuned pipes aren't necessary when you're first starting.
3. Practice flying the Novice Pattern as often as you can. Ten to fifteen flights per week is great.
4. Enter a Pattern contest as soon as you feel you can safely fly the maneuvers in the Novice Pattern. Don't worry about winning, just go to learn all you can. Ask some of the Pattern flyers in the club which contests they will be going to. We generally travel in packs to share the thrill of victory & the cost of hotel bills, and the agony of defeat and mid-air collisions.

I'm about to run out of the space I've been allotted so I'll sign off. I hope I have given you some good information on beginning your quest of Pattern flying. There is so much to write about this topic it's impossible to cover everything in one page. If anyone has any questions, feel free to call me any time or talk to me at the flying field.

PROJECT NIGHT IS HERE!

Aeroguidance Society, Inc.

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