

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

Vice President: Jerry Bernhardt

Secretary: George Kelsey

Treasurer: John Raney

Board Member: Donato Martino

Board Member: Terry Terrenoire II

Past President: Chris Engler

VOLUME 26 ISSUE 8

AUGUST, 1993

NEXT MEETING: August 17, 1993 - 7:30pm

Place: VESTAL AM. LEION

AGS CALENDAR OF EVENTS

DATE	TIME	PLACE	EVENT
August 10	6:00pm	A.G.S. Field	Pylon racing
August 23	7:30pm	TBD	Board meeting
August 29	10:00am	A.G.S. Field	Annual club picnic (see pg 3)

CONTEST AND FUN FLY DATES

August 7-8	9:00am	Chenengo Brdg Arpt	Bing. Aeros Giant Scale Fly-in
August 14	9:00	Cash Bash Fun Fly	Carlisle, Pa.
August 14, 15	?	Nat'l Warbird Museum	Geneseo Air Show

PROGRAM FOR THE AUGUST MEETING

A.M.A. Delta Dart Contest.

NEXT CONNECTOR INPUT DEADLINE IS SEPTEMBER 10, 1993

Flying for fun.

PREZ SEZ

by Wynn Aker

August, 1993

22 Down, 2 to go. That's how many Prez Sez columns I will have completed when I get to the bottom of this page. And in keeping with our by-laws as regards term limits for officers, there will be a new President and officers come October at the Annual meeting. In order to provide a slate of candidates, the nominating committee has been formed, with Tim Rogers as the chairman, and Dick Allen and Bill Underkofler rounding out the members. To remind everyone, the purpose of the nominating committee is to provide a slate of members willing to serve in positions of officers or board members for the upcoming year. This does not mean that they are automatically voted in, however. The process was revised a few years back during a year of dissension in the club, such that the final candidates are voted upon in October, but the voting between candidates is now done in September. So, the nominating committee will provide a slate for consideration at the September meeting, and by the end of the meeting, a final slate will be presented for final vote at the October Annual Meeting. Clear enough?

This month looks to be very busy all the way around! We're going to have the Annual Family Picnic and Intra-Club Contest on Sunday, August 29th. Flying starts at 10:A.M., and food will be served starting at 1:00. Donato Martino is in charge of this year's picnic, and he has flying contests, games for kids, and a very special event just for wives! Don't miss it; we have a lot of fun at these!

At the August meeting, we will be doing something a little bit unusual: a small auction. Remember back at the Mall Show in January Terry T. and I built a trainer for the raffle? Well, the guy who won the raffle never bothered to get his airplane, after repeated attempts to get it to him. He didn't really want it that badly, eh? Well, we're going to auction the plane off, and we will start with a minimum bid of \$75.00. It is a fully built and covered Top Flite Sierra trainer, 3-channel, covered in Red, White and Blue Monokote. If anyone wishes to bid, but can't make it to the meeting, I will accept sealed bids mailed to my home, and will present them on behalf of the individual named in the sealed bid. This is a great chance for someone to either finish off the plane and sell it (like the present \$75.00 bid is planning), or for a newcomer to get a great trainer that's built and covered very well for a minimum investment. Any rookies out there need a new plane?

Thank you, Terry, for getting the new locks up on the gate and shed at the field.

Don't forget that the Annual Float Fly is coming up the end of September. This has been a busy summer, and will continue to be a busy fall. Is your wife fed up yet? If she is, bring her to the picnic. We have something very special for her!

About this time of year we start buying early Christmas presents, since our family is so large we don't want the bombshell all at once. Soon, our kids will start thinking about it, and start asking, "Daddy, is there really a Santa Claus?" While there may really be a Santa Claus, I don't know for sure, there sure as heck isn't one at the AGS field. What the hell am I talking about? If you don't like the way the outhouses look, volunteer to help clean them. If the stickers on the back of the pin board are important to you, volunteer to help get them put on. If you don't like the way flight school is run, volunteer to help with it. If you don't like the way the mowing is done, volunteer to help with it. The point is, don't just sit back and bitch about how someone else is doing something, and don't think that the answer is to take over the board and implement sweeping changes. Try to get along, quit bitching all the time, and put some work into it. 'Nuff said.

The ties of brotherhood still bind together the rich and poor in
harmonious relationships.

Andrew Carnegie

EDITOR'S ENTR'ACTE.....by Tony Cammarata

Well, this past month was an exciting month for me. I got my new computer on the 19th and have been wringing it out since. I thought when I retired that I would never want to see another computer, let alone buy one to play with!

This past weekend we traveled to Phelps N.Y. to participate in the ROVER CLUB's Fun Fly. I took two planes, my scale J-3 and my Florio 60 as a backup. My intention was to fly my J-3. Using my Futaba 7UAF I checked to be sure I was "tuned in to" program #3 for my J-3; checked all the controls for function and safety (in the motel room). On my first flight I found that my elevator trim "ran out" at high throttle. So I throttled back and had to fly a bit down stick on the elevator. After I landed I did a close inspection of the elevator; at full down it was actually trimmed slightly up. This plane flies hands off with the elevator trimmed slightly down (2 clicks). What happened? (The last time I flew it the trims were just fine (2 clicks down).) Well, possibly two things. One; the elevator push rod expanded because of the extreme heat and humidity of the day, and two; the **ALTITUDE** of the air field exacerbated the expansion. The push rods were made Dubro nylon. Now you should know that this plane was built 8 years ago and was last flown at Rhinebeck in the fall, when the weather was **COOL**. So let **THAT** be a lesson!

A couple of items on flying safety. At the meet there was the usual sky full of planes (max was six). Invariably, the established traffic pattern is not followed by all fliers. There is always one or two guys that fly bombs all over the sky. (So you get to know who they are, and make sure you don't fly until they are down.)

Thought for the month: when you take down that plane you haven't flown for awhile, do you do a thorough flight check of all control surfaces? This column sounds like deja vu, no?

A.G.S. Family Picnic. The annual Picnic is scheduled for Sunday August 29th. The schedule of events is:

Flying.....10:00am

There will be fun flying events (touch and go, bomb drop, etc.). Beginners are encouraged to participate so you all bring a plane and good luck!

Lunch.....1:00pm

Following lunch there will be special events for spouses, and for children with prizes. The main course for lunch will be barbecued chicken. Soft drinks will be provided (soda, etc.). We ask that you bring a dish to pass. Come on out and join in the fun.

Flying for fun.

AUGUST BIRTHDAYS

4th Paul Goodrich

17th Tim Rogers

26th Tom Kopl

FUN FLY COMPETITION

Sayre, PA 7/17-18:

Although I do not have the details, I do know that Dick Allen won the Seniors event, and Wynn Aker took 2nd overall in the unlimited class.

PATTERN COMPETITION

The Lehigh Valley contest on the 17th was very well run, and had a good turn out of about 30 flyers. Using 2 lines, we completed 3 rounds by a little after 3:00. A little bit of bad luck, and some poor flying, kept me near the bottom of the Advance class finishing 7th of 8.

Canada: Over the weekend of 8/31-9/1, Bob Noll and I traveled north of the border to compete in Canada. They had a very good turnout of 45 flyers. Bob and I both finished in the middle of the pack in our respective classes.

FIELD ACTIVITY

New locks have been installed on both the main gate and the upper pavillion, and both open with the new combination. If you do not have the new combination, call one of the club officers.

We will be missing the sight of the little red Kaos for the next month. Yi Shen has gone to China for a one month visit and will be returning in early September.

In July we saw some real improvement in the flying of a couple of newer members. Len Karas had his first landing on his 14th flight. Len is very dedicated and is getting out 2 or 3 times a week. Duane Smith has been seen solo flying and getting in some good landings. Steve Bard has been flying his new Aerostar 20 with his diesel still doing the pulling.

Jim Pecka has been getting stick time on his Fun-Fly plane, and Bill Underkoffler has some repairs to make on his "Stick", after a cartwheel on takeoff. He even managed to break the carbon fiber boom. Tim Rogers has been having better luck than in past years, most days he is even taking all his planes home in flying condition!

Bob Noll and I have been getting in some serious pattern practicing, and Bob Punkar is present more often that not to lend assistance to anyone who needs help between his flights on the SES and the Astro Hog. John Cioci is back into flying his old Tipo, and it is giving him the interest to finish his Desire! George Kelsey finally got in his first flight of the season --- ask him about it!

Dick Allen, Ralph Jackson, Chris Engler, Dinado Martino, John Raney, Tony Cammerata, Scott Anderson, Jerry Bernhardt, and Mike Dinardo have, for the most part, been conspicuous by their absence this year. Come on guys, this has been one of the best flying seasons in recent memory, and we miss you. Summer is short, and the cold snowy weather will be here all too soon. Cycle your batteries and come out to the field and join the fun.

Building Light

by Bob Sonnenlerner

It's possible to build light without using contest grade balsa. The same techniques for scratch building can also be used to build a kit. With the exception of a few cases, I usually pick the lightest and straightest balsa I can find at the hobby shop. Wing spars should be quite hard with straight grain, and as warp free as possible. As the strongest part of the wing is from the main spars forward, save the lightest sheet for the area between the main spars and the trailing edge sheeting. For the fuse sides, select matched medium straight grained balsa. Unless you need to balance out a heavy engine or a long nose, keep the tail light. In place of solid sheet tail surfaces, build them of straight medium hard strips and cover them with light 1/16" sheet balsa. Even if the balsa blocks are reasonably light, hollow them out anyway, and if they are too hard, replace them with strips and sheets if possible. For most of us, the CA type glues are the lightest. With proper techniques, a model can be built completely with CA. I only use epoxy on the firewall, wing and gear mounts, and for fuel proofing the engine and tank compartments. Before gluing the wing together, balance all the parts. Find and mark the heavy end of all the spars and sheets. When fitting and cutting each sheet, remove the heavy end, again find the heavy end and mark it. When building, make sure the heavy end is toward or at the center of the wing. Begin to balance the wing by laying a spar on one side of the yardstick with the heavy end at the middle, and one spar on the other side. Add the other spars and rotate them from side to side until they balance as close as possible. Don't worry if the wings aren't balanced perfectly as you will be adding the sheeting on top of them to help balance the wing. Put the sheeting down on top of the spars, again making sure the heavy end is at the middle of the wing, and rotate them from side to side until the yardstick balances as close as possible. On a straight wing I mark all the ribs from the lightest to the heaviest using the same yardstick. Now, starting with the heaviest ribs at the center, lay them on top of the sheeting side by side alternating them for best balance. One exception, the wing tip ribs should be fairly stiff. If you have a side mounted engine and muffler, which causes an imbalance, make the opposite wing panel slightly heavier. Mark each part with an 'L' for the left side, and an 'R' for the right side. On the ribs put L1, L2, L3, etc. That way all the parts will be in the same position during construction. You still can change the balance with the ailerons and wing tip blocks. Ailerons should be stiff. If they are not, and if there is enough thickness, build them up with ribs and sheeting. These are usually stiffer and lighter than solid sheet ones.

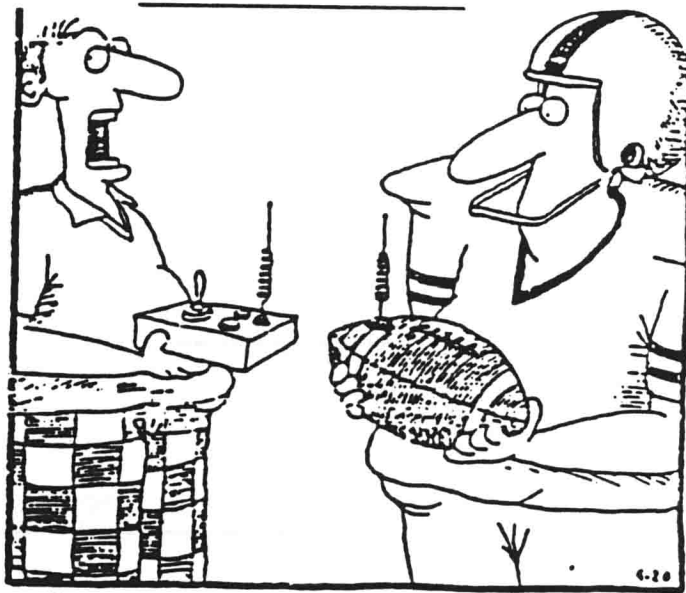
The rear of the fuse should be stiff but not heavy. You may have noticed that after a crash the only part still intact

is the rear of the fuse. If it isn't stiff enough, add 1/4 sq. balsa crossbracing as in full scale construction. 1/4 sq. crossbracing can also replace a heavy fuse former. Holes can be cut or drilled to remove excess weight, but be careful where you do it. Don't cut or drill holes anywhere just to remove weight, some areas need the strength. Check out other plans and kits for ideas and do it a little at a time and learn as you go.

One other area to save weight is in the finishing process. There are many different ways to finish a model. If the model can handle the weight, by all means, paint it if you want. My personal opinion is to save the painting for that special scale model you want to duplicate. Paint adds weight and if you don't want to sand, sand and sand some more, use the plastic coverings. I know I'll hear it from the guys that turn out those great paint jobs, but it takes a lot of extra work and special techniques to do it right and light. Sometimes it isn't all that healthy either. Don't get me wrong, I'm not against painting or saying that there isn't any work needed to put on a beautiful plastic film finish, but the results can be lighter and quicker. It still takes patience, time and experience to do it right. As most plastic films add very little strength to the structure, don't rely on it to reinforce a structure that is too light, or to cover up a poorly built one.

The above items are not the only way to build light and they may not work for everyone, but use what works for you to help build better models.

from Winnebago RC Flyers
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"Forget about your aim. Just kick it toward the goal post and I'll take care of the rest ..."

from The Fly Paper
Bill Haywood, Editor
9408 Clarke Ridge Road
Foley, AL 36535

Answers to last months brain teasers:

① Q "3 degrees"
M.D. → below zero."
B.A.
Ph.D

② ECNALG → "Backward GLANCE"
ANS



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