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The CONNECTOR

Newsletter of the Aeroguidance Society, Inc.
AMA Chartered Club No. 441

Volume 43 Issue 5

March 1998

Meetings of the AGS are held the 3rd Tuesday of every month at 7:30 PM at the Vestal American Legion.
Changes to time or location will be published in this newsletter.

The Prez Sez
**Dave
Lewis**



March is here and winter (such as it was) is almost over. If anyone is anxious to get to the flying field you might first check with the field chairman (Todd Kopl). With the wet winter we have had the condition of the road is questionable. If it is muddy near the top you run the risk of getting stuck as well as doing additional damage to the road.

Project night is next month so now is the time to wrap up those unfinished planes.. In addition to the usual jugs of fuel there will be some additional prizes of hats with the picture of the winner and their planes. There is an ad for these elsewhere in this issue.

The entry forms and prize letters have been sent out for the 43rd Annual Aeroguidance Society Precision Aerobatics Contest June 6 & 7. Members will soon be asked to sign up for the many tasks involved with this event. We need total club support for this event. There is a job for everyone. If you can not be available on the days of the contest there are a few things that need to be done prior to the event.

Attention new Members ! This is a great opportunity to get involved and meet the other members. We have training sessions for scribes and judges. Most of the other positions don't require special training.

Did you notice we are billing this as a "precision aerobatics contest" instead of a pattern contest. I'm not sure why AMA insists on using the term pattern contest. Tell one of you non AMA friends that you are going to a pattern contest and see the blank look you receive. Maybe we should lobby AMA to change the terminology.

March 21 is the annual banquet at Gances. If you haven't made your reservations yet you might want to do so at Tuesday's meeting. See you at the meeting.

AGS Decals Don't Miss Out!

Orders will be taken at the
March meeting.

Approx. \$10 for a high
quality sheet of assorted
sizes of four color vinyl
decals.

Delivery at the April mtg.

In This Issue

A Message From Our President
Annual Dinner Party Information
New Club Decal Information
An AGS Alumni Reports
Shop Talk
More Who's Building What!
Calendar Of Events
Traveler's Advisory
And Much Much More

BE A WINNER ATTEND AGS MEETINGS

**Last Month's Raffle
Winner -**

Jim McKeown
(Futaba 7 channel receiver)

**Next Month's Raffle
Prize -
OS FP 40 Engine**

The Aeroguidance Society, Inc.

P.O. Box 39

Vestal, NY 13850-0039

PRESIDENT:

Dave Lewis 748-2513

VICE PRESIDENT:

Jim McKeown 754-7204
(A-B)

SECRETARY:

Bob Frey 748-3854
(C-H)

TREASURER:

Charlie Hatton 754-5262
(J-K)

BD. MEMBERS AT LARGE:

Bob Noll 754-5279
(L-Q)

Charlie Krapf 692-4962
(R-Z)

PAST PRESIDENT:

Terry Terrenoire 748-8146

Committee Chairman

MEMBERSHIP

Scott Edwards 648-4774

PROGRAM

Tom Kopl 748-2933

ACTIVITIES

Frank Gioffredo 748-9858

FIELD

Todd Kopl 748-2933

HISTORIAN

Dave Roberts 786-0375

LIBRARIAN

Jim McKeown 754-7204

SOUND

Chuck Krapf 692-4962

SAFETY

Joe Perrucci 785-1713

EDITOR:

Bob Noll 754-5279

AGS Board Meetings

Board meetings of the AGS will generally be held monthly on the Monday of the week following the general membership meetings and are open to all members who wish to bring business to the board. Please contact our President prior to the meeting to notify him of your interest and to get the location of the meeting.

From The Editor...

Lanny and I are proud grandparents once again. Stephanie Lynne Ayers was born on March 3 to our youngest daughter Tracey and her husband Rick. This is Tracey's first child and both Mom and baby are doing fine. I think Dad will be all right soon!

What a surprise when I got an e-mail message from and old friend and past AGS'er Austin Cleis. Austin left Owego IBM in June of 1979 for a job on the west coast. His letter to Lanny and I is in this issue and I thought you would enjoy it, even though not many of you will remember Austin. I'll never forget his fascination for fast cars and you will see that he hasn't lost that.

One thing I will never forget about Austin was his enthusiasm in whatever he did, including his rush to fly one of his new planes. It was all cream in color since there was no time to add the red trim that Austin had planned. It was winter and we went to Tri Cities Airport where we did our winter flying in those days. Well, it started to snow very hard but that didn't stop Austin from a test flight. Do you know how far you can see an all cream airplane in a snow storm? Not far enough!

Elsewhere in this issue you will see an advertisement for The Instant Face Place. Lanny gets hats made there for each of my customers with a picture of his new plane. The manager of this business has agreed to give us five hats complete with 'your' plane on the front. We will have a drawing for these 'picture hats' on Project Night from those of you who bring completed aircraft. A friend of mine will be there with his digital camera. So if you feel lucky and would like a hat with your new plane on it, bring to Project Night.

From The Office of the VP

by Jim McKeown

As AGS Librarian, I have been checking the status of items withdrawn by the club membership and, I am pleased to report that the response on returning delinquent items has been good. Presently, only two persons have items which are logged out for more than a month. I will be contacting these persons in the near future to jog their memory. Again, I urge you to use but not abuse the library privileges. Any person having AGS library items for more than a month are urged to return them.

The annual dinner/banquet plans are progressing well and details can be found elsewhere in this connector.

Our annual winter fly on February 15th was another success and I would like personally to thank those who attended. Frank Gioffredo did an excellent job of planning, organizing and catering for this event. The Chili was excellent!

I hope that those who attended the WRAMS show found lots of "goodies" and had a fine meal on the way home. I always look forward to going to this show but my work commitments prevented me from going this year. Maybe I will do better next year.

Again, don't forget the Annual Banquet on 21 March.

**Club decals for
your plane, flight
box and car.
Order Now**

The CONNECTOR is prepared on an IBM computer. Submissions are happily accepted on 3 1/2" diskette as ASCII or wordprocessing file (preferred). Typed or clearly handwritten hardcopy will be accepted. Please send material to Bob Noll, by FAX at 785-1514 (full time dedicated line), by modem at 754-5279 (requires phone call to alert), or by mail to 2317 Acorn Dr., Vestal, NY 13850.

Subscriptions to *The CONNECTOR* can be obtained at minimal cost of \$6.00 by contacting the editor.

SECRETARY'S REPORT

by Bob Frey, Secretary

AGS Meeting # 608 Minutes - Feb. 17, 1998, at the Vestal Legion

President Dave Lewis called the meeting to order at 7:32 PM. Nineteen members and three guests, Dave Slyter, Mark Trudeau and Allen Peterson were in attendance. Dave and Mark both want to become members. Allen may become a member at a later date.

There were no corrections to the January minutes as printed in the connector. Treasurer Charlie Hatton gave the treasurer's report.

Committee Reports:

Membership - The names of Bob Eilenberger and Doug Bailey were presented for full membership. Both were unanimously accepted.

Banquet - Jim McKeown reported that all arrangements are in place for the banquet, to be held at Gances on Mar 21. Dinner will be at 7:00 PM with cocktails around 6:30. All members need to tell Jim their dinner choices, make reservations and pay Jim (\$15 per person) no later than the March AGS meeting.

Indoor Flying - Steve Bard is working to get the UE High school Gym as an indoor flying site.

Library - The library listing is up to date. Any members having items out for more than one month should be sure to return them. Jim McKeown took all members to see the library cabinet location.

Historian - Dave Lewis reported that this job is now open. Anyone wishing to take on this responsibility should see Dave.

Winter Fly - Six to seven members attended; we even had a mid air. Thanks to Frank Gioffredo for being CD for the event.

Old Business:

Decals - It was decided to proceed

with ordering sheets of vinyl decals of the AGS logo. A sheet of 10 decals of assorted sizes will cost \$10. Dave Lewis and Charlie Hatton are working on this item.

Dues - Dave Lewis reported that only three members have decided not to renew for 1998.

New Business:

The next AGS Board meeting will be at Bob Noll's on Feb. 23.

The WRAM show will be on Feb. 27, 28 and Mar 1. The Ithaca RC club is chartering a bus for the event. Some space may still be available.

The Canadaigua Chiefs annual RC auction will be held Mar. 21, 10:00 at the Canadaigua Middle School. Flyers are available with further details.

Show and Tell:

Jim McKeown described the Matador RC vintage plane he is building for the June vintage RC event.

Bill Underkofler showed the 3W60 desert aircraft giant scale gas engine and the associated soft mount system to be used in a plane he is building for Dick Allen.

Todd Kopl displayed the Sig Fazer he has under construction.

Tom Kopl demonstrated the Tetra hinge slot guide.

Bob Noll showed a long reach angled handle clamp/grabber and the assembled packages of "Bobs Alignment Gadget".

Mark Trudeau showed the Sterling PT-19 he is building.

Dave Lewis displayed the "Articles Notebook" he used to file interesting RC articles for future reference.

The Show and tell drawing was won by Todd Kopl. Jim McKeown won the Futaba Receiver raffle.

Program:

A program on Electric Powered RC was given by Bob Frey.

AGS Events

March 17 7:30 PM
Monthly Meeting
Vestal American Legion

March 21 7 PM
Annual Dinner Party
Gance's Resteraunt, Endicott

March 23 7 PM
Board Meeting

April 21 7 PM
Monthly Meeting
PROJECT NIGHT
Vestal American Legion

April 27 7 PM
Board Meeting

March Program On Building Techniques

by Tom Kopl, Program Chairman

Bob Noll will present our program and will share some of the tricks, tools and techniques he uses.

Bob has been building since the 50's and most recently has become known around the country for his custom aerobatic competition planes that he builds under the name Pro Built.

He has just returned from doing a building seminar for the Michigan Aerobatics Association in Lavonia, MI and will show us how to apply his techniques to the planes we are building.

Bob will be describing and demonstrating many things we can all use.

Weather Advisory!

Regular AGS meeting cancellations are tied to Broome Community College evening class cancellations. If BCC cancels their evening classes due to bad weather, then the AGS meeting is also canceled. Monitor your radio stations for the word.

DEADLINE FOR ALL CONNECTOR INPUTS IS THE FIRST TUESDAY OF EVERY MONTH. ARTICLES SUBMITTED FOR INTEREST, ADVERTISEMENT OR ANNOUNCEMENT WILL BE CONSIDERED ON A SPACE-AVAILABLE BASIS.

Electronic Trims or "Boy Am I Spoiled"

by Bob Noll

I have been using radios with electronic trims since I bought my first Futaba 9U system about eight years ago. Since then I have been involved in many discussions regarding the merits of electronic trims. Those who say they don't like them usually have never tried them.

The February issue of Model Airplane News contains a very good article by Don Edberg describing features that may only be found on computer radios ... and why you might need them. I found the section on electronic trims to be very good and thought it may be helpful to those of you who might be considering the purchase of a new radio or who may not understand what electronic trims are.

The following is an excerpt from that article.

"Electronic trims, sometimes called digital trims, are pilot-activated switches that command the radio to offset the servo-neutral positions, as opposed to conventional mechanical trims where one physically moves the trim tabs. Currently, electronic trim tabs are offered on Futaba's 8U and 9Z and Hitec's Flash 4 and 5.

You may never think twice about trim tabs until you, or someone in the transmitter impound, (Ed: or it may even be you) moves the trims accidentally. Unless you carefully inspect your transmitter before each flight, you'll discover that the trims have been "adjusted" the next time you fly when you notice that the plane isn't flying quite the way it used to, and you'll have to re-trim. Re-trimming usually isn't a big deal, but forgetting to set the proper trims could occasionally cause a crash or at least erratic flight until fixed.

This type of problem never occurs with electronic trims, which cannot be changed unless the radio is turned on! The current settings are automatically stored in the model settings memory when you turn off; this means that whenever you load a model setup into active memory, the last set of neutrals is also loaded. No more worrying about trim positions!

With electronic trims on throttle, a

"throttle-cut" function is provided so that you can kill the engine by flipping a switch, instead of changing you trim position ... which was probably set to a good idle. With the kill switch, you don't lose your engine's idle trim every time you kill the engine. You may also find an "idle-down" function that is used for models that demand idle speeds lower than those used on the ground for landing; this is common on many pattern models.

Some people have trouble accepting electronic trims, saying they need instantaneous, full trim travel, especially when making adjustments during initial flight testing. You need to understand that it's possible to adjust the rate of travel of the neutral position so that it's very course: each blip of the trim switch results in a large trim change so that you can accommodate models that are quite out of trim.

I have come to prefer electronic trims since they are always in the last position that I left them, and I also like the "beep" sound I get each time I hit the switch; in fact, with the trim in the fine-motion mode, one can make very fine adjustments in trim. So far, after five year's use of my 9Z and 8U systems, I have had zero difficulty using electronic trims and heartily recommend them."

As for me, I love my electronic trims! But it can give you a bad habit of not checking the trim levers when using one of your "lower tech" transmitters. I still use transmitters with the old fashioned trim levers for pylon racing and winter flying. On occasion I have taken my racer off with the trim levers at incorrect positions and have had a heck of a time getting them corrected, only to make a few pylon cuts in the process.

I highly recommend radios with the electronic trims for the three main reasons stated in Don's article. First, no problem with "bumped" trim levers. Second, much finer adjustments can be made since trim positions "between the notches" can be obtained. And third, once you have a good idle setting for your throttle low speed, you won't change it every time you kill your engine.

Valley R/C Model Club Sayre, PA

12th Annual SWAP SHOP & STATIC SHOW

March 15
10 AM to 4 PM
Sayre VFW

Planes-Copters-Boats-Cars

DID YOU KNOW....

that the AGS has been holding annual Project Nights for many years. Many years ago we held several Project Days. Do you know when and where they were held?

See answer on page 7.

AGS On Line

Dick Allen	RCALN@aol.com
Jamie Arnold	harnold@binghamton.edu
Steven Bard	sbard@juno.com
Tony Cammarata	TCANDEC@aol.com
Scott Edwards	sedwards@spectra.net
Bob Frey	RAFREY637@aol.com
Pat Harding	Pharding@stny.lrun.com
Charlie Hatton	charlie_hatton@ibm.net
Ralph Jackson	RJANDOJ@aol.com
Doug Kerr	71157.3550@compuserve.com
Todd Kopl	toddkopl@lmco.com
Mark Lecher	Mark@clarityconnect.com
Charles Lecher	Chas@clarityconnect.com
Dave Lewis	XBEAMER@aol.com
Bob Noll	BOBRC@aol.com
Jim Pecha	JPECHA5934@aol.com
Joe Perrucci	BJKMISTY@aol.com
Bob Punkar	RTPUNK@aol.com
Jim Quinn	JAQFly@ix.netcom.com
Tim Rogers	thr@stny.lrun.com
Bill Underkofler	junderk@spectra.net
Gib Vandling	FDCC32A@prodigy.com
	72253.3073@compuserve.com

Bold type denotes additions or changes.

MORE **Who Built What?** **Who's Building What?**

Here's the first listing of those planes that were built and flown in 1997 and those that are being built for the 1998 season. This list is offered so other members can discuss kit and flying performance with those who should know. The list will be circulated at each meeting for additions. *A complete list is available from the Membership Chrmn.*

<u>Built & Flown in '97</u>		<u>Building for '98</u>
Bob Eilenberger	?	GP Super Sportster GP P-51 Mustang
Todd Kopl	Dodger Q-500 pylon racer	Sig Fazer Texas Outlaw Q-500 rebuild Sequal (precision aerobatics) GP Super Skybolt
Marc Trudeau		Sterling PT-19

TRAVELERS ADVISORY

March 15 **Sayre, PA**
Valley R/C 12th Annual Swap Shop
& Static Show, Sayre, VFW
10 AM to 4 PM

March 21 **Canandaigua, NY**
Canandaigua Chiefs R/C Auction
Canandaigua Middle School
Doors open 10 AM, auction at noon

April 3, 4, 5 **Toledo, OH**
44th Annual R/C Expo.
The biggest show in North America
of R/C Manufacturers, importers and
distributors.

More info on District II activities can be
found on the AMA District II web site.

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1998 ANNUAL **BANQUET**

by Jim McKeown

Plans for the annual banquet are continuing. Response from the club membership is still slow. To date, I only have firm commitments from four couples. I know it is human nature to procrastinate on reservations, however, I urge you to get your reservations in early so that final arrangements will not be jeopardized. To reiterate, the dinner is scheduled for 21 March at Gance's Restaurant on Watson Boulevard. The following choices for entree are being offered:

- CHICKEN CORDON BLEU
- CHICKEN PARMIGIANA
- FRESH BROILED FISH
- CUTLET CARUSO
- 8 OZ. PRIME RIB
- 8 OZ. DELMONICO STEAK
- BROILED PORK CHOPS

Each person attending must make a choice from the above list at or before the March AGS Membership meeting on 17 March. Below is a form which should be filled out and submitted to Jim McKeown with a remittance of \$15.00 per person (\$30.00 per couple) attending.

As you well know this annual banquet, in addition to meeting each other and having great fellowship, awards will be presented to club members as appropriate. These awards are not limited to those conventionally presented at this dinner and any person wishing to have an award presented to any person in the club can provide me with the name of the person and the award prior to the banquet and it will be presented.

For entertainment, I am planning a session of "TEAM TRIVIA" with prizes presented for first, second and third place teams. Further details of this program will be provided at the banquet.

ANNUAL BANQUET **RESERVATION**

Name: _____
Number in Party: _____
Entree Choices (One Per Person): _____

Remittance: _____
Note: Remittance Must be Received
Prior to March Meeting.

TOP CAP

Date: 98-02-26 17:20:39 EST
From: RCAIn

Hi Guys:

I flew my new Morris Top Cap yesterday & today. It's a fun airplane w/ no bad habits. It hovers much better than my Pen Knife, or any other plane I've tried. It has no roll coupling; and only very slight negative pitch coupling w/ yaw. Loops are very tight: about 4 ft. diam. Good rudder authority; will knife-edge fast or slow forever.

I'm using an O.S. .46FX which gives it unlimited vertical on about 3/4 throttle. I'm using Morris's pull-pull system on rudder & elev. which is a pain to install & set up, but works well & is light.

I do believe the airplane could be a little larger for better smoothness, but would have to work to keep the weight the same. It needed no weight to balance.

Dick Allen

Florida News

Date: 98-02-26 12:51:16 EST
From: BJKMISTY
To: BobRC

Bob:

We're all fine here. The tornado hit further east toward Kissimmee. Lots of terrible damage and deaths there. Reese Jones lives in Kissimmee about 4 miles near the worst damage but survived unscathed. Vic & Jeannie are fine, getting ready for a trip to Arizona to visit their son.

Lots of gusty winds limit flying this winter. I do manage a few flights each week and continue to work on Super Sportster 60 whenever I can.

We did fly the RV-4 to Venice last week, with 10 other planes, for lunch at a great seafood restaurant on the beach but not as many fly-outs as other years because of the "strange" weather.

Joe Perrucci

Model Building, Anyone?

by Joe Wagner

From what I've seen on this net lately, I'm unsure whether anybody here still builds model airplanes out of balsa wood, except for me and Randy Randolph. But if there ARE such artisans extant on the District 8 net, here's some information that may help.

Contrary to common belief, ammonia doesn't really make balsa easier to bend. True, ammonia has long been used by industrial "wood formers" to soften hardwood for forming tennis racket frames, chair seats, and that sort of thing. However, (1) the ammonia is in concentrated gaseous form, so strong that one breath of it would sear your lungs; and (2) it works by temporarily plasticizing the lignin "binder" in the wood.

Household ammonia doesn't really help in forming balsa because (1) it's merely a weak solution of ammonia gas (NH₃) in water, FAR less concentrated than the nearly pure NH₃ used in industrial wood forming; and (2) balsa contains practically no lignin anyway. (That's one reason it's so light.)

Household ammonia APPEARS to soften balsa. That's because its detergent action makes its water content soak into the wood fast. Few modelers realize how slowly plain water penetrates balsa. It wets the outer surfaces FAST, all right -- but in so doing the wood cells swell up, and produce a barrier against further moisture penetration.

At Veco in the 1950's we used a wet process for die-cutting that eliminated nearly all "die-crunching" problems. But to make it work we found that the wood had to be soaked all the way through. For 1/8" x 3" x 36" medium-hard balsa sheets, that took AT LEAST 24 hours.

We tried an ammonia/water solution to expedite the soak-through. That worked! However, we also found that ammonia makes an excellent fertilizer for various molds, mildews, and funguses. They thrived gloriously between many of the wet sheets of balsa -- which, as you might suspect, took about as long to dry out as they had to become saturated in the first place.

One further detriment to the use of

household ammonia for model-building purposes is that some if not all brands you can buy at your supermarket contain other "ingredients" besides NH₃ and H₂O. Bobrick's Cloudy Ammonia (for example) has detergents and stabilizers added, which cause polyvinyl type cements (e.g. white glue & "aliphatic resin" glue) to curdle rather than cure.

Plain water seems the only safe "bending enhancing" fluid for balsa. True, it takes a long time to thoroughly penetrate the wood. Hot water works faster, but even that requires about 4 hours to truly saturate 1/16" sheet balsa. But when balsa is REALLY soaked, you can just about tie knots in it without its breaking or splitting. I've formed severe compound curves with it -- such as a one-piece fuselage top for a 3/4" = 1 foot scale Lockheed 10A "Electra" -- that would have required strip-by-strip planking by conventional construction methods.

True, there's a drawback to working with soaking wet balsa. It expands when wet and shrinks back again as it dries. For medium-weight wood, the lengthwise expansion of saturated balsa is about 3/4 of one percent. That's not enough to make trouble, at least in the size models I build. But across the grain is a different story! There the expansion can be as much as 10%.

That's more than enough to cause problems. I once made the mistake of sheeting the leading edge of a big control-line stunter with sopping wet 1/16" x 3" balsa sheet. When it dried out, the shrinkage produced "scallops" between the ribs, almost as bad as if I'd covered the wing with wet Silkspan.

All this goes to show that model BUILDING is an art form, requiring knowledge, patience, finesse, and even a modicum of good luck. But to me that's the fascinating part of the activity. (I'd rather spend time constructing my own models than cash buying craft built by others. As far as I can see, there's nothing educational in spending money...)

(Ed: Thanks to Dick Allen for forwarding this article.)

An AGS Alumni Reports!

Date: 98-01-30 11:53:35 EST
From: w6rml@juno.com (Austin J. Cleis Jr.)
To: BobRC@aol.com

Hello Bob and Lanny!!!

I am really glad to hear from you. I saw your picture several times in the magazines and also read your article about the TOC. I have considered calling you several times but just put it off. Then when I saw Red's article about the float fly I sent Red a message asking for your e-mail address. I think of you guys often because you were very instrumental in getting me interested in better RC model flying.

OK on your retirement in '93. Well, I retired in September of '96. Retirement is great.

I don't have enough time for modeling and ham radio. I fly both power models and gliders. We have a very big glider club here in Colorado Springs. We have more than 150 fliers and the club has 17 club contests a year. The weather is OK to fly all year. We had the first club contest Jan 24 and we had 18 contestants. Usually we have more but none of the Denver guys came.

I was lucky last year I got the club trophy for first place with the highest over all score for the your best five contests out of the 17. You can also attend other contest and apply them to your contest record.

I am going to a glider contest in Phoenix AZ Feb. 6, 7 and 8th. We will go down on Wednesday so that I can get a days practice on Friday.

I don't understand the guys that retire and say they cant keep busy.. I have to get up at 7 am and don't go to bed until after 11:30 PM and I still can't get all my playing done.

I hope to hear from Ralph J. He is the one that got me interested in Scale RC flying. I was invited to the Scale Masters 7 years in a row and once to the Top Gun scale contests.

OK on your Family sounds great. It is nice to have the grand kids close buy. We have 4 grand kids but the closest one is 600 miles away. This summer I started to teach the 2 oldest to fly power RC.

The oldest girl 9 years could keep the plane up for 3 to 4 minutes without help I hope to try take offs and landings with them this summer.

OK on your Ford, sounds great. I would like to see it. On that subject I would like to take a trip to the east and one of my stops would be in you area to visit you guys.

I have a fifth wheel trailer that we use to contest in and it is great living in for extended trips. So let me know when your contest will be. (I guess I can get that info out of the AMA mag.)

This message is getting real long, sorry. Please let me know how Ralph Jackson is. IF he has an e-mail address please forward it to me.

One last thing. If you remember I also liked to play with cars. I have a modified S-10 pickup truck that will go faster than 200 mph. That was not a mistype that is 200 mph. It does 0 to 60 in about 4.3 seconds without snapping the transmission. It is all wheel drive and it is great fun to play with but Ethel doesn't like me to take it out anymore because it is to fast. at 60 mph the rpm is only 1650 rpm in top gear.

I also saw a picture of you and Bill Underkofler flying a airship indoors at a hockey game. Say hello to him for me.

I am going to an indoor fun fly at the civic auditorium tonight. I have a 3 oz rudder and elevator CO2 indoor plane to fly. It is fun, it will only loop but nothing else but figure eights (horizontal).

Boy I have rambled.
Give my best to Lanny

Look forward to keeping in touch with you guys

Austin and Ethel

(Ed: I will mail Austin a complimentary copy of this issue.)

Did You Know answer

For two years in the 70's, the AGS expanded its traditional Project Night to Project Day. It was held at the Hooper School in Endwell and featured demonstrations and static displays for the public.

Something More For The Wives

(or others who cook)

Share your favorite recipes or household hints with others. Send your inputs to the editor and spread your expertise!

ELLIE'S LAZY CHICKEN

by Ellie Cammarata

A "timely" recipe for chicken and stuff. Tired of the same old chicken recipes? Try Ellie's chicken.

1 cup of rice
1 15 oz can of cream of mushroom soup (light or low fat)
1-1/2 cup of water
8 oz of chicken breast (more or less if you wish to feed more or less than two)
1 packet of onion soup (Liptons)
1 tablespoon parsley flakes
pepper and salt

Put rice, cream of mushroom soup, and water in a casserole dish, mix together. Add chicken, sprinkle in parsley flakes, and then the onion soup.

Add pepper and salt to taste (you can omit the salt if that is a problem).

Cover dish with tinfoil and bake in oven at 350 degrees for 1 1/2 hours.

Serves two (big helpings).

Prepare your favorite vegetable and add to dish for color.

Tested and approved by Tony Cammarata.

Take your wife



to the Annual Dinner Party

MARCH PROGRAM

BUILDING TECHNIQUES

*Learn some better ways to build.
Tips and tools to help you.*

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