



Est. 1954

The CONNECTOR

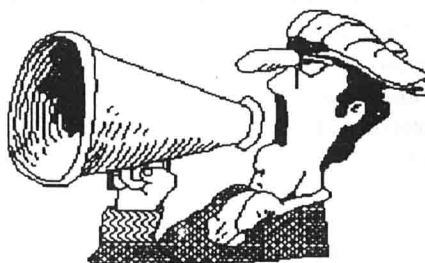
Newsletter of the AeroGuidance Society, Inc.
AMA Chartered Club No. 441

Volume 43 Issue 6

April 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**



The 1998 AGS banquet is behind us. Jim McKeown did a great job of organizing the evening. Once again Gance's provided us with a sumptuous meal. The new first floor banquet room was a surprise to most of us. After dinner the awards were passed out in record time. Jim took over and ran his version of Team Trivial Pursuit. This was as interesting as it was entertaining. Six couples took home Mall gift certificates for prizes. Thank you Jim for a great job.

With any luck at all we should have AGS decals on sale at the April membership meeting. I talked with Butch at Model Graphics and learned he was busy getting product ready for his booth at Toledo. He said he would get to work on our decals when he got back to Texas and expects to get them to us by April 21.

We have had our first taste of warm weather. Flying season is almost here. May promises to be a busy month. In addition to field cleanup day we have a float fly, the beginning of flight school, two pylon races and judges and scribes training sessions for the Precision Aerobatics Contest.

Todd Kopl is field chairman and has a list of items that need work at the field. Please give him your support. I suspect Todd will be passing around the mowing

list at the next meeting. Please put your name on it. If you have never mowed just sign up with any experienced mower, they will show you the ropes.

On the subject of flight school..... Since I joined the club flight school has been held on Wednesday evenings and Saturday AM. I have heard comments that Wednesday night is a favorite flying night but it is reserved for flight school. This is not true. There is enough room and flying time for everyone to fly on Wednesday evenings. If it is Wednesday and looks like a good flying night come up and join the fun. It has been suggested that we have an occasional "hot dog" night. We would have some soda and grill some dogs and fly. Nothing formal, nothing fancy, just some fun. Any interest? Lets talk about it at the next meeting. See you at project night!

DON'T FORGET!

You will need to have a yellow sticker affixed to your AMA license in order to fly at the field. This will insure that you are a current AMA member and an AGS member.

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BE A WINNER ATTEND AGS MEETINGS

Last Month's Raffle Winner -

Charlie Hatton
(OS 40FP Engine)

Next Month's Raffle Prize - Great Planes DAZZLER

The Aeroguidance Society, Inc.

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Vestal, NY 13850-0039

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(A-B)

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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 Office of the VP by Jim McKeown

The annual dinner/banquet was held on 21 March at Gance's restaurant with 33 persons attending. The response to this banquet was good but could have been better. All persons attending seemed to enjoy themselves.

Dave Lewis presented certificates of appreciation to Lanny Noll for her work as publisher of The Connector, to Bonnie Punkar for her contributions to the catering at the various winter fly-ins. Terry Terrenoire was recognized for the grief associated with a year of presidency and Joe Perrucci for the many contributions made to the club in his first year of membership. As Dave said, Joe has done more for the club in his first year than some do in many years.

The Dick Allen High Points Trophy for sanctioned competition was presented to Terry Terrenoire.

The pylon racing awards were as follows: Bob Noll, first place, Todd Kopl, second place and third place to Tony Vyziak. These awards are presented annually and those presented this year were very attractive engraved plaques.

As indicated previously the program for the evening was a session of "Team Trivia". Prizes of Oakdale Mall gift certificates were awarded to the top three teams. From 25 total questions team Underkofler/Rogers was first having 19 correct responses, team Jackson/Terrenoire was second with 13 correct and team Lewis/Hatton were third with 12 right. I intentionally chose moderately difficult subjects in order to minimize the probability of ties.

The next formal function will be our annual pattern meet which takes place the week-end of June 6. My duties are to be

in charge of scoring and recording the scores on the computer. I have several early volunteers but still need at least two more. Remember that it is important to support this meet in any way you can since it is one of the few meets we have which provides revenue to the club.

From The Editor...

I am pleased to add another subscriber to our mailing list. Bob Jacot of Endicott has been a long time RC'er and has been a member of the Modelers of Binghamton and The Binghamton Aeros.

It's that time of the year when our club takes to the field and the list of club activities begin. I noticed at a recent meeting that very few members placed their name on the sign-up list that Dave circulated.

Why are so many members reluctant to volunteer to help? Most of the chairmen have already been named and they would appreciate some help from the rest of you.

This club is great because of it's people and the things we do. While some of you might think that paying your dues is all that counts, you're wrong! Some clubs have special assessments that can be avoided by helping with an activity. No help and your dues goes up. Pretty simple. Some clubs even demand that certain activities are supported or you loose your membership.

The AGS has never had to resort to these techniques to get members involved. We are one of a very few clubs who own our own flying field and it takes work to maintain it, improve it and pay the overhead.

Get involved, you will find out that you will learn more about your club, its members and even enjoy the hobby more.

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 # 609 Minutes - Mar. 17, 1998 at the Vestal Legion

President Dave Lewis called the meeting to order at 7:37 PM. Twenty four members and one guest, Tony Mincolla were present. Tony is interested in becoming a member of AGS.

There were no corrections to the Feb. minutes as printed in the Connector. The Treasurers report was given by Charlie Hatton.

Committee Reports:

Indoor Flying - Indoor flying continues at the TJW elementary school first Monday of the month. Steve Bard reported that his initial request for use of the UE Gym was turned down, but he is still working on this site.

Banquet - Jim McKeown reported that the Banquet is set for 7:00 PM Mar. 22 at Gances. Tonight was the deadline for reservations.

Pattern Meet - Bob Noll emphasized that this is a major and historic AGS event. All members need to take part in helping put on this event. Bob circulated the sign up sheet for members to indicate what jobs they would accept for the 1998 contest.

Travel - Terry Terrenoire reported on the WRAM show, and several swap meets. Terry gave a talk on building techniques at the Syracuse swap meet.

Old Business:

Decals - Dave Lewis reported that a sheet with 2 - 6 inch, 2 - 4.5 inch, 2 - 3 inch and 6 - 2 inch vinyl decals will cost \$15. The club will order at least 20 sets for subsequent purchase by club members. Additional sets can be ordered if more are wanted.

New Business:

The next AGS Board meeting is at Terrenoire's, Mar. 23.

Show and Tell:

Bob Noll talked about the Glo-Bee Tach and showed the hats with photos applied that can be made up at the April

project night meeting.

Steve Bard showed us his collection of Heath rubber powered indoor peanut models.

Tom Kopl showed us the Sig Kougat model he is in process of building.

Gib Vandling displayed a number of antique memorabilia items from his collection.

Terry Terrenoire talked about the Morris Top Cap he is working on.

Tony Cammarata demonstrated an electric powered fuel pump and air compressor he purchased for his giant scale models.

Jamie Arnold showed his recently completed Sig Fazer with Webra Speed 32 power and also a Uravitch Extra 300 S with .25 Fx power.

The Show and Tell drawing was won by Jamie Arnold. The OS FP 40 raffle was won by Charlie Hatton.

Program:

Bob Noll presented the program on building techniques and tools.

Membership Matters

by Scott Edwards, Mem. Chrmn.

I have a little catch up to do. At our February meeting, Erik Peterson joined our club as an Associate Member. Erik is 13 and lives with his family at 130 Genesis Ct in Owego, NY. Erik's sponsor's are Frank Gioffredo (748-9858) and Dave Lewis (748-2513). He has been assigned to the Activities Committee. We've been seeing Erik over the past months and are pleased he has decided to join. Visitors in February included Dave Slyter and Mark Trudeau. Both have expressed interest in joining the club. I'll try and follow up next month with some background information on each of them.

Bob Eilenberger and Doug Bailey were voted in as regular members in February.

In March, Tony Mincolla visited our meeting. Tony has also expressed serious interest in joining our club.

Welcome visitors and new members!

AGS Events

April 21 7 PM

Monthly Meeting

PROJECT NIGHT

Vestal American Legion

April 27 7 PM

Board Meeting

May 2 9 AM

Pancake Breakfast and

Field Clean-up Day

AGS Field

May 3 9 AM

Field Clean-up Rain Date

AGS Field

May 10 4 PM

AGS Pylon Race #1

AGS Field

May 13 6 PM

Primary Flight School Starts

AGS Field

May 16, 17 9:30 AM

Spring Float Fly

Greenwood Park, Lisle, NY

May 24 4 PM

AGS Pylon Race #2

AGS Field

43rd Aerobatics Contest

by Bob Noll, Contest Director

Every member at last month's meeting except one signed up to help at this year's event sanctioned for **June 6 & 7**. Frank Gioffredo, assistant CD, and I thank you. The sign-up list will be circulated again at the April meeting. All members should help in one way or another.

Club members can enter the Novice class. Why not be a contestant at one of the country's largest events.

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.

FLIGHT SCHOOL

by Gib Vandling

Flight school starts May 13th and will run for eight weeks. It will be held every Wednesday night and Saturday. Wednesday instruction will nominally start at five thirty p.m. and run until nine. Saturday sessions will start after nine a.m. and run until no later than nine p.m.

This year each student will have a primary flight instructor. It will be the STUDENT'S responsibility to contact his flight instructor in advance of EACH flying session so that the instructor knows that the student intends to attend that particular session and vice versa.

A sign up sheet for students, instructors and helpers will be circulated at the April meeting. Helpers will help with preflight inspections, minor repairs, and answer questions.

A student must show up with an airworthy plane at each session he/she arranges with his flight instructor and be ready to fly. This means, among other things, that both transmitter and receiver batteries are fully charged, control deflections are in the correct directions, control deflections correspond to those specified for beginners with that particular plane, and that the center-of-gravity is correct.

I have agreed to coordinate flight school and can be reached by telephone at 785-6498 or by email at

"gvandlin@stny.Irun.com" or

"GCVandling@aol.com".

(Note that the I in Irun is upper case.)

TRAVELER'S ADVISORY

April 25, 26 Mountain Lake, NJ
Float & Seaplane Fun Fly
Top of New Jersey RC Club

May 16, 17 Quakertown, PA
Giant Scale Fly-In
Buc-Le Aerosportsman

May 23 Marcellus, NY
ARCS Pattern Primer for Novice and Sportsman
Marcellus Airport

June 11,12,13,14 Big Flats, NY
Harris Hill L/D R/C 1998 Aerotow
Harris Hill Inter-National Glider Site

Dr. H. Sanford Frank wrote:
March 16 1998

The AMA goes to bat for us --

The Environmental Protection Agency EPA is in process of instituting regulations and restrictions on small (less than 25 horsepower) motors. They are obviously going after the weed cutters and lawn mowers who are the largest percentage of small hand-held and non-hand-held motors in use. Yes they are establishing pollution standards for lawn mowers and other such devices.

Relative to the pollution which they produce all of our modeling engines are a mere drop in the entire ocean. This program is being handled directly from Muncie IN to the over seer in the federal government. To underscore the position which we hold to be a small, minimal percentage of pollution causation we are approaching this problem from a numerical and statistical basis rather than a political frontal assault.

Yes the day of two cycle lawn equipment is drawing to an end and someday possibly catalytic converters on lawn and garden equipment. But so we will not be caught up in this shotgun approach which the EPA uses we are taking preemptive measures.

At this time and for the foreseeable future no modeler need to contact the government or EPA! Once again this matter is being handled from Muncie IN on behalf of all modeling both AMA members and otherwise. Do not contact any governmental agency please! But you all on this district list need to be informed of what your organization is doing. The AMA is more of an just an insurance company.

(Ed: Dr. Sandy Frank is AMA District 8 Vice President)

Project Night

by Tom Kopl, Program Chairman

The April program will be our annual project night. Bring your completed or nearly completed model airplane or helicopter project or projects to this meeting to show your fellow modelers the results of your winter building activities. There will be a drawing and four gallons of fuel will be given to four lucky people bringing projects.

In addition, as mentioned in the March Connector article From The Editor, there will be a drawing for five hats that will have a picture of your airplane on the front above the brim. This drawing will be for completed planes only.

Come to the April meeting and show your project or projects and also see what your fellow members have built this winter. Any aircraft built since last Project Night are eligible.

DID YOU KNOW.....

that one of our members flew a P-40 and P-51 during WWII and he wasn't supposed to! Do you know who and why?

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.Irun.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.
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Bill Underkofler	junderk@spectra.net
Gib Vandling	gvandlin@stny.Irun.com
	GCVandling@aol.com

Bold type denotes additions or changes.



LET'S GO RACING

by Jim Quinn

The 1998 Quickie 500 racing season will soon be upon us. Vic Giles and I need your help if this season is to be a success. Most of all we need racers. Why become a racer? It is fun. It is competitive. It is very even, putting pilot against pilot, with the equipment being very even. There is not too much any racer can do to make his equipment that much superior to any other racer. Len Martin, a very successful racer and last year's racing director, thought the single most important piece of equipment is a balanced prop!

I am very enthusiastic for Quickie 500 racing. I have only been to three races, but it took just one race to convince me this event is for every one. My Sonerai flying buddy Vic Giles dragged me to my first race. He had volunteered to call cuts and wanted me to come along for moral support. While at the race I predicted the outcome of the "sportsman" race. There was a Scat Cat with a .35 engine which made it very fast, but it did not qualify for the "500" races. I knew he would win the sportsman race easily. He was fast. Oddly, the slowest plane won all three races, while the Scat Cat always finished last. The slowest plane was first and the fastest was last! How did that happen? The slowest plane flew the best course. It is not the equipment, it is the pilot. We need racing pilots, become one yourself.

The planes themselves are just fun to fly, even when you are not racing. Build one and fun fly it until the engine is broken in and then start racing.

Along with the racers we need support people. We need an official starter and three lap counters. We also need two people for pylon cuts. That is a

minimum of 6 people for each race. Each racer will also need a caller, but that is his responsibility. In reality we need more than 9 people per race before we can start the first engine.

We will host three races for our Club and two other races that are STRC races. Can you commit yourself to any of these five dates?

AGS Club Races: May 10, 24, August 4;
STRC races June 30, September 13.

At the April meeting I would like to start lining up racers and support teams. There is a \$5.00 registration fee for AGS races and an additional \$5.00 for STRC races.

We have a racing booklet for the '98 racing season. This booklet is not available in stores. It is a \$19.95 value that will be yours for free if you register to race. The booklet is full of exciting features, rules, schedules, last year's results, and much, much more. Save the \$19.95 you would pay for this valuable booklet by registering today!

See you at the races!

Spring Float Fly

Todd Kopl, Director

The spring float fly will take place at Greenwood Park **May 16-17**. This year I will be the Contest Director although I would use the term 'contest' loosely as the event is basically a sanctioned fun fly. For those that have attended in the past I don't need to express how much fun the event is so I would encourage those of you who have never seen this event to take a ride to Greenwood and bring a float plane along or just stop by and watch.

The times will be 9:30 AM till 4:30 PM both days. Food and beverage services will be handled by Terry Terrenoire and Chuck Kraph (Thanks for volunteering guys!). If anyone would like to handle the impound please let me know. The job basically consists of impounding transmitters and maintaining the frequency control board.

Please feel free to call me if you have any questions. We could also use some photo's of the event so bring your cameras!

Field Report

by Todd Kopl, Field Chairman

Well, it looks like old man winter is moving on making way for another promising flying season. The field is currently shaping up nicely and, barring any nasty El Nino weather, it should be ready to go early this year.

The official opening ceremonies will take place on **May 2**, so please plan on attending. Breakfast will be served at **9 AM** immediately followed by field opening activities. Please plan on attending and bring a plane along to fly after the work is complete.

Enclosed in this issue of *The Connector* you should find a copy of the field rules. This information may be old news to many of you but there are some updates, most notably the new sound limit of 96 dBA.

At the April meeting I will be passing around the mowing list for the upcoming season and would appreciate everyone's cooperation in taking a turn at this task. Remember that cleaning the outhouse is part of the job! If anyone is unfamiliar with operating the tractor please contact me so I can set up a 'tractor training' class. The mowing depth will be pre-set and should require no adjustment for RUNWAY mowing. If you are not up to the task of operating the tractor, fear not, you can simply sign up with a teammate willing to operate the tractor and perform the push mower portion of the duties. For those not in attendance at the meeting phone calls will be made to round out the list. The field rules and mowing list will be posted at the field under the small pavilion. Additionally, I will make sure gas is available in the tractor shed throughout the season.

Some of the field activities I plan to complete this year will be to apply a fresh coat of paint to our buildings, replacing the outhouse door, and replacing any picnic tables that are questionable. If anyone would like to step up and volunteer to help please call me and I will arrange a convenient time for those willing to help. I will procure the paint and brushes but will need some ladders from club members. I typically get to the field on a regular basis but if someone notices something in need of repair or just simply out of the ordinary please call and let me know.

Another Cleaner

I didn't believe it when I first read it. Maybe I'm just too suspicious. What I read was just another modeler's brew for cleaning airplanes. What made me skeptical was the fact that it didn't match MINE! For years I've been using a mixture of Windex, non-sudsing ammonia and just a touch of clear dishwashing detergent. This has always worked for me and really came in handy when my son stuck my daughter's shoes in the broiler. My poor unsuspecting wife turned on the stove and covered everything with greasy black soot that all her household cleaners wouldn't cut. But MY cleaner went right through it, so of course I was suspicious of this guy's stuff. He called out for mostly windshield washer fluid and a touch of granular automatic dishwasher detergent. I used too much detergent the first time and none of my squirt bottles would suck it up. It appears that about 1/4 teaspoon in a 20 ounce squirt bottle filled with regular automobile windshield washer fluid works well. I sprayed this stuff on my greasy, slimy airplane, then walked back to my car for a paper towel. I was only gone a few moments but when I got back ALL of the grease and grime had broken up and easily wiped off. My old stuff isn't that good because you had to wipe really hard. I usually tried wiping off the thick goo before applying the cleaner. Not necessary with this stuff. Spray it on and wait a second.

Don't believe me? Well find me at the field next time and try some. You'll be making up your own in no time. Washer fluid is cheap, lots cheaper than Windex and you can steal a 1/4 teaspoon of Cascade from your wife. (Don't volunteer to start the dishes though, or she'll know something's up!)

From Northland Flyer, William Crane
Editor 6280 N.W. 49th, Parkville, MO
64151

(National Newsletter, January 1998)

Builder's Corner

by Ken Blackwell

Color schemes and patterns are very personal. However there are a few fundamentals that should be considered when designing your color layout for your sport or acrobatic airplane. You want to make your model as visible as possible considering adverse visibility conditions. Note: Scale modelers are restricted in the choices that they have once they choose a model they want to replicate, but there may be some battle markings etc. that can be used to help.

Before you design your layout, look at what others are flying to determine if you can see the airplane attitude under a wide range of visibility conditions. You have to be able to see it to be able to control it! The following are some characteristics that have been proven.

- 1) There should be a large pattern contrast between wing top to bottom. For example two or three large spanwise bars or stripes on the top contrasted by a big check (four to six boxes per wing panel) will do the job. Small patterns will fade into a blur at the distance we fly.
- 2) Large white or yellow wing tips on the top side show up really well and will make the top of the wing highly visible and almost looks like a neon sign flashing in a turn/roll at the end of the field.
- 3) White or yellow wing and stab leading edges show up much better on approach to landing and make it much easier to judge attitude on approach to landing.

4) A white or yellow band (about three inches) down the side of the fuselage helps in determining attitude when flying wings-level, making it much easier to determine whether the airplane is climbing or diving.

5) Colors should be sharply contrasting such as white or yellow against insignia blue, missile red or dark green. Most airplanes use either white or yellow as their light color. Look to see which is more visible to you. Also, remember that under many lighting conditions colors change to monochrome or light versus dark. At large distances and under low light conditions we can no longer distinguish colors. Two colors that really look neat together at 20 paces may turn into a stealth airplane at flying distances. Small patterns with non-contrasting colors may cause you to be unable to tell up from down under poor visibility conditions

6) If you're modeling a scale aircraft, there may be some things that you can do, but it isn't as straight forward. For example, I had a semi-scale plane that was a real stealth plane on approach until he added two white bars about 6-8" long to the leading edge. It might pay you to search for another color scheme or resign yourself to flying the scale model on bright sunny days.

Finally, do it your way but remember that if you can't see it you certainly can't fly it and it may be headed for premature rekitting.

(From the National Newsletter)

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GP Extra 300S Warning!

Subj.: Comment For Bob Wallace
Date: 98-03-13 14:07:12 EST
From: RCMCORP
To: BobRC

I have a comment for Bob Wallace that wrote the review article for the Great Planes Extra 300S. I bought that kit about a month ago, here is my story. I am an excellent builder, and I have been building kits a lot longer than flying. I purchased a fiberglass cowl and a brand new O.S. LA 46. On the second trip to the field after breaking in the engine, I decided to put the airplane through the paces. I did a roll and then went into a loop, that is when the right wing sheared off. The plane buried itself about four inches into the ground. The engine and throttle servo was a loss. The wing sheared off right after the wing brace. The kit used balsa wing spars.

I have been building kits years and I thought the designers knew what they were doing with an all balsa wing, was I wrong. I contacted Great Planes and told them about the story and they said to send them the kit and they will look at it and make a determination if there was a problem. I asked about the engine and they said I can put it into the box but did not know if they would replace the engine. I also lost the cowl and slimline pitts muffler. These items all together cost more than the kit.

I talked to my local hobby dealer who sold me the kit and engine and he said he would talk and see if anybody has had problems with this kit. It just happened that another individual heard me and the hobby dealer talking about the airplane losing the wing and before we could tell him which kit it was, he said a Great Planes 300S. He had a kit that the wing also came off when he did a snap roll. He thought that he had built the wing wrong. Two people from the same club had the same problem. The dealer talked to Great Planes and they admitted to him that they had problems with the kit and now they are using spruce wing spars.

As a customer, I think the business practices of Great Planes have something to be desired. They never told their dealers there was a problem with the kit

and maybe sent spruce sticks to replace the balsa. I lost an equal investment other than the plane because of faulty design and bad business practices by Great Planes.

I see in the article that there was not problems with the plane (I would dispute). This whole thing has left me really dissatisfied with Great Planes and as long as I can help it, I will not buy their products. If you truly review products and are not concerned with who pays the bills, you will look into this and put something in an article because your company owes it to its readers - because Great Planes does not. I crashed on Saturday and I had the fuse built by Sunday night and the wing rebuilt from scrap wood, guarantee that I built the wing strong this time. My dealer replaced my motor, but still I lost money on this purchase.

Thank you,
Sean Hotaling, CPT USA

(Ed: The preceding article was sent to me by mistake. RCM Corp. intended to send it to Bob Wallace who did the kit review for them. His e-mail address is BOBWRC@aol.com.)

Builder's Hint

by Martn R. Timm

Lately I've been noticing more and more planes sporting "Sky Sheen," a strip of reflective metalized tape that is placed on the leading edges of the wing. On sunny days, a plane equipped with this tape becomes highly visible, because the tape catches the sun's rays and flashes brilliantly.

You can get this tape through Northeast Sailplane Products at \$2.50 for a 4 foot roll (enough for one plane). A better bargain, however, would be to go to your local auto parts store (I went to Parts America) and get the same thing in a 25 foot roll (enough for 3-5 planes) for \$4.50.

National Newsletter January 1998

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!

APPLE DUMPLINGS

by Bev Perrucci

2 c. sugar
1/4 tsp. cinnamon

1/4 tsp. nutmeg

2 c. water

Heat in a saucepan for 5 minutes, while cooling add 1/4 c. butter or stick oleo.

2 c. flour

2 tsp. baking powder

1 tsp. salt

3/4 c. shortening

1/2 c. milk

Mix, roll out, and cut into squares.

Wrap 1/4 piece of peeled apple in each square. Place in baking pan and pour sugar and spice mixture over them.

Bake at 375o until nicely browned.

Serve warm with whipped cream or ice cream.

Absolutely delicious and no calories if you eat them with your eyes closed!

Tested and approved by Joe Perrucci.

NARROW BAND TRANSMITTERS

As of March 1, 1998 all wide band transmitters have become illegal by FCC regulation. If you are flying with transmitters made before March 1, 1992 and it has not been narrow banded you are in violation of FCC rules.

Did You Know answer

While in charge of a motor pool for the U S Airforce, Howard Confer did some special favors for a few of the pilots. These favors were to care for their cars and keep them in top notch running condition. Well, as a thank you, Howard got a few rides in a P-40 and P-51, and was given the stick and flew the darned things. What a kick that must have been.

APRIL PROGRAM

PROJECT NIGHT

*BRING YOUR AIRCRAFT PROJECTS
and WIN PRIZES
SEE WHAT OTHERS HAVE BUILT*

AEROGUIDANCE SOCIETY INC.
P.O. Box 39
Vestal, NY 13850-0039

Aeroguidance Society Inc.

FIELD RULES

(Revised 04-08-98)

These rules have been developed to ensure the safe and enjoyable use of the AGS flying field and to preserve good relationships with neighbors. Failure to follow these rules may result in restriction or suspension of flying rights by the AGS Board of Directors.

SAFETY:

1. Obey the official AMA Safety Code.
2. Children and unauthorized persons are not allowed in the pit area.
3. Do not fly over the pit area, parking area or, if in use, the pavilion or playground areas.
4. Be certain the runway is clear before takeoff and landing.
5. Do not taxi in the pit area.
6. Engines must be equipped with a spinner or safety prop nut.
7. Warn bystanders not to stand in line with a rotating prop.
8. Avoid flying close in when the field is congested.
9. No more than four powered aircraft may be flown at the same time.
10. Do not operate the tractor or other power equipment alone.
11. Flying is not allowed over the tractor when it is in operation.
12. It is strongly recommended that you do not fly alone.
13. Drive slowly on the access road, especially near houses.
14. Do not fly in a manner that could be hazardous to others.
15. A majority of flyers present at the field must at all times designate which runway is "active" and which is the "alternate" in an ongoing manner dependent upon wind direction. Runways will be referred to according to conventional airport designation which means they are numbered according to their compass heading. The runways are 6 (six) - 24 (two-four) and 15 (one-five) - 33 (three-three).
16. When entering a runway, taking off or landing, pilots must first make a loud and clear announcement of their intention to proceed and then wait for any objections before doing so. Flying dead stick or having radio or flying problems must also be announced to all other pilots.
17. A majority of those flyers using the "active" runway will designate the direction for takeoffs and landings in accordance with the direction of the wind. Suspension of the wind direction rules on the "active" runway may only occur when there is a unanimous consent from all other pilots present prior to each flight.
18. The wind direction rule will not apply to the "alternate" runway. This means that cross-runway take-offs are allowed on the "alternate" runway only.
19. When the "active" runway is in use by multiple fliers, it shall be limited to normal take-off and landing type maneuvers. This rule can be waved if all fliers agree before the flight that close in maneuvers over the "active" runway are OK.
20. Announcement of intention to use the "alternate" runway must be made prior to each take-off and "end of flight" landing.
21. Do not fly or taxi across the "active" runway when using the "alternate" runway. Suspension of this rule may occur when there is unanimous consent from all other pilots present prior to each flight.

FREQUENCY CONTROL:

1. Transmitters and receivers (except 27MHz and 53MHz) must be certified as meeting AMA narrowband requirements for 20KHz channel separation.
2. Do not turn on your transmitter unless you have placed your current AMA card in the correct location on the frequency board and have attached the pin for that frequency to your transmitter.
3. Try to maintain a distance of at least 20 feet from other active transmitters when operating your transmitter, particularly if you have the antenna extended.
4. Retract your transmitter antenna when not in use.
5. Transmitters must display their operating frequency per AMA rules.
6. Idle transmitters must be impounded if any flier so requests.
7. Remove your AMA card and return the frequency pin promptly after each flight.

GENERAL:

1. You must be an AMA member to fly at the AGS field. Non-AMA members are allowed to fly on a one time basis on a buddy box with an AMA member.
2. Do not run aircraft engines before 9 AM or after 9 PM.
3. Do not direct prop wash or exhaust at others or their equipment.
4. Perform any prolonged engine running at the west end of the pit area.
5. Be sure to lock the gate if you are the last to leave the field.
6. Don't leave trash at the field.
7. The maximum sound level allowed is 96 db on the A weighted scale measured at 9'. New engines must be tested and, if necessary, corrected promptly.
8. Please be courteous to others at all times.