



The CONNECTOR

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

www.agsny.org

Volume #55 Issue # 2 February 2010

Recipient of the AMA Presidents Award for 50
years of Service to AMA and Aeromodeling

AGS are held the 1st Tuesday of every month at the Main Endwell High School at 7:00 P.M.
Changes to time or location will be noted in this newsletter .

The Prez Sez

Frank Gioffredo

It's the end of February and we are nearing ever closer to the nicer weather and longer days.. Oh yea spring is coming. We have had a pretty quiet month and unfortunately we did not get together with the new finance committee. We will reschedule for March.

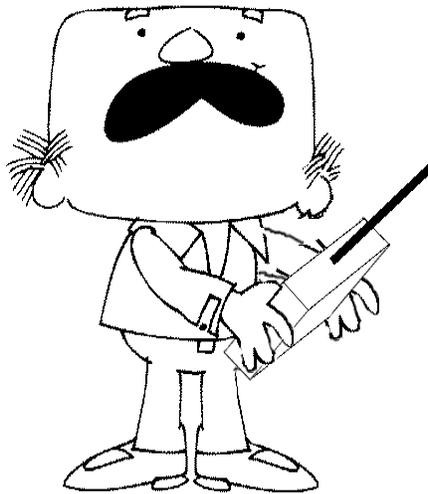
I have been spending a fair amount of time in my basement lately and have actually started my Black Magic, the stabs are complete and the rudder and fin are getting closer, to being complete. I also have the sheeting done for the wings so slowly but surely we're getting there. By the time you read this the WRAM show will be over and several of our members have once again traveled to New York again hopefully bringing back some cool goodies to show at the meeting.

My thanks to Jim Quinn for another successful mid-winter fly. The food was great and I got to fly a few times even though it was a little "chili", oh I mean chilly out Jeff's daughter Erin had a good time especially when grandpa came walked all around the school yard with her. I am sure Jim will have more details later in this issue.

As most of our group has made at least one trip to Jim's R/C, I wanted to let the members know it has been decided that Jim is selling his hobby shop. I will have more details at our March meeting. For now many thanks to Jim Pecha for establishing another excellent hobby shop in our area and good luck on his future endeavors.

I am still trying to firm up a program for

the March meeting I will send out a note on members list as soon as I lock something in. Until then, blue skies and up



**Subscriptions to
"THE CONNECTOR"**
can be obtained free via e-mail or at
a minimal cost of \$8.00 annually

Coming Events

AGS Meeting

March 2nd
7:00 PM Main Endwell High School

Cancellation of AGS Meetings:

In the event of poor weather, listen to the radio or television for local closings and cancellations. If Maine-Endwell High School classes are cancelled, then the AGS meeting is cancelled.

**The Aeroguidance
Society, INC.
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(D-H)

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Committee Chairmen
Membership: , Paul Slocum

Program:

Activities:

Field:

Historian

Public Relations

Sound:

Safety:

Librarian:

Editor
Jeff Hatton jeff@priusonline.com

AGS Meeting Minutes February 2 2010

Meeting #748 came to order at 7:10 PM by Frank Gioffredo

Guest Vern Ziegler

Motion made to accept the minutes in the Connector and passed

Frank welcomed our guest and his son Bryan. Bryan has joined our club

Frank noted the up coming Mid Winter fly at BC Soccer Filed Jim Quinn stated lunch would be served around 12 and it would run from 11 to 2

Terry Terrenoire talked about the up coming WRAM show on February 19 to 21 Terry stated that he would send the activities calendar to Jeff Hatton

Old Business

Terry T. talked about the Gas project and has gotten AMA involved as a result of his recent meeting with the lawyer and CPA of the gas coalition group. Talked about the Finance Committee and will be presenting to the board and general membership soon

Finance Committee by law change by Doug Breneman. The change was read by Frank and Jeff as stated in the Connector. Frank made the motion to accept was seconded. Motion was passed 17 yes 0 no's

Terry stated that he had a plaque made in memory of Bill Sebesta that will be installed at the field

New Business

Bob Balsie talked about the Mall show and poor attendance and that maybe it should be moved to April. There was some discussion on seeing if it would be possible with doing that with the mall between maybe February – April time frame. Terry and Bob to get together and discuss

Show and Tell

Gibb Vandlling Talked about electrifying his Sr. Telmaster by getting cheap parts from E-Bay with motors, esc, and batteries. Going to use a cheap plane as a test bed for is ideas

Jim Quinn- He is electrifying his Pentathlon and showed the motor support he is using

Jeff Hatton He showed his Integral and is doing the same as Jim Q and using a 40 volt battery pack made out of 5000 15C batteries

Airplanes for Flying in Windy Weather

by Ivan Cankov

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's common sense—but for someone who has some experience, the wind can be a challenge that adds some spice to flying.

While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of model you're flying also can have a great effect on your ability to handle winds.

Let's go through some airplane design features to see which ones give us the best flying characteristics to handle winds and the resulting turbulence:

Size: In general, the larger the airplane, the better it will handle winds of all kinds; large models don't "flop around" as much!

Dihedral: The more dihedral in a model's wings, the more they are going to be affected by crosswind gusts; it is hard to keep the wings level, therefore lineup to the runway is difficult in a crosswind situation.

Wing Loading: The higher the wing loading, the less an airplane will be affected when hit with a gust.

Aspect Ratio: Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and lower aspect ratio wings have a greater tolerance to changes in angle of attack caused by gusts.

Power: Having the power to overcome the force of wind is necessary. The same thing goes when you get into a sticky situation.

Lateral Control: Ailerons are beneficial in a crosswind landing and takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is the ability to rudder the airplane parallel to the runway heading while keeping wings level with ailerons while landing.

Landing Gear: Models with tricycle landing gear are easier to land and take off in a crosswind than tail draggers; in addition, the wider the spread on the main gear, the better.

Maneuverability: This one is a bit harder to quantify. You want a model with stability, yet you do need good maneuverability to cope with gusts. Therefore, you want a model that is stable, yet responsive.

Wing Mounting: Generally, a low-wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing.

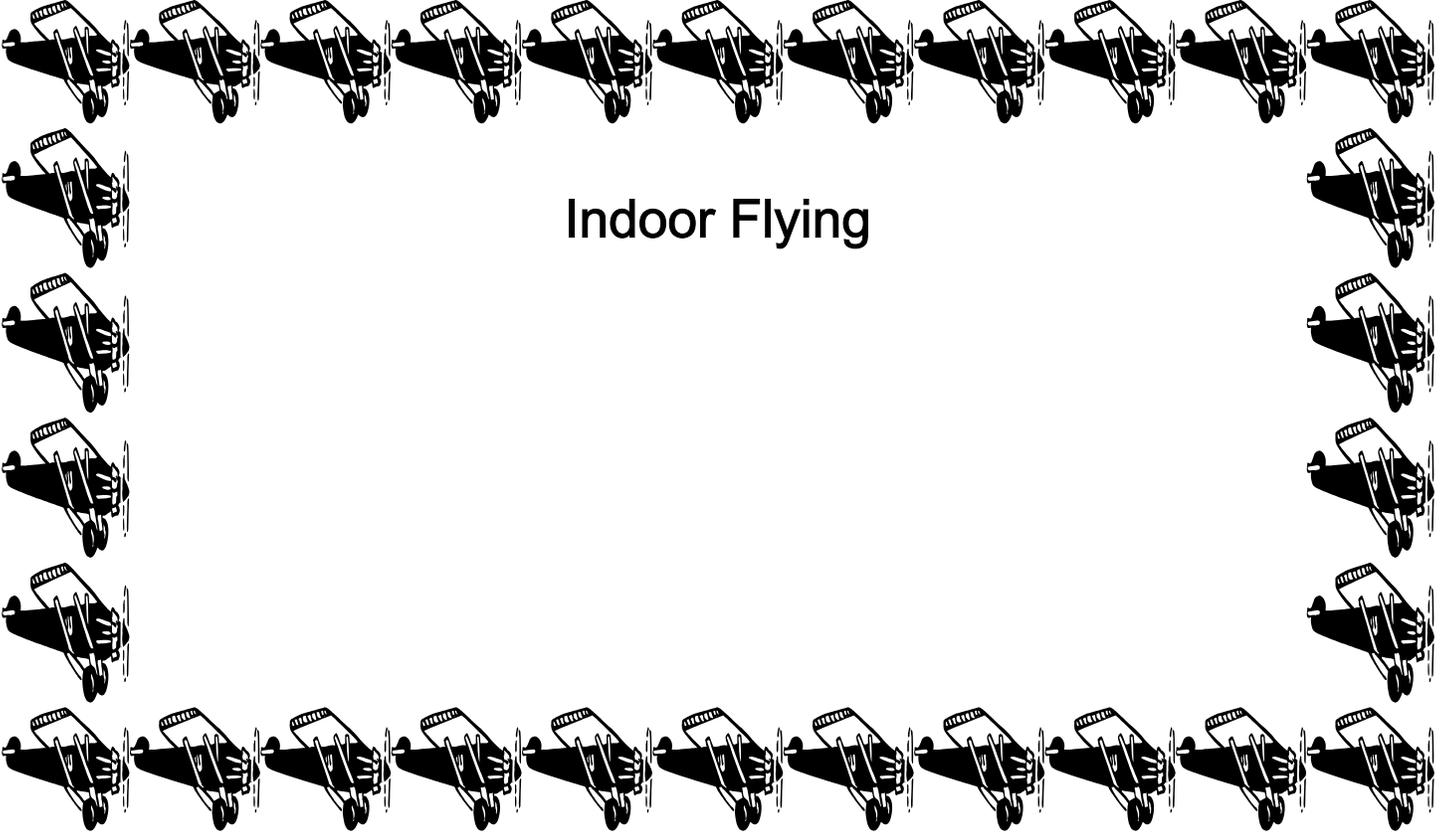
Therefore, a side gust does not roll the model as easily. Moreover, by mounting the main landing gear on that low-wing model, they can be spread wider.

It's unfortunate that almost every preceding item is in direct opposition to the characteristics found in many popular trainers. The main exception is the requirement for tricycle landing gear. But even with trainers, there are differences. Compare a Seniorita with the Kadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Kadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better airplane when flying in windy conditions. Going a step further with the same kit manufacturer, the Cougar (.40)/Cobra (.60) kits embody all the right characteristics for windy flying.

In closing, I offer Confucius' only known saying about RC flying: "To learn to fly in wind, one must fly in wind!"

The Deadline for Connector articles is two Fridays before the meeting. Please have submissions to the editor before then.
Electronic submissions are preferred, E-mail them to jeff@priusonline.com
Deadline for Next Connector is 3/26/10

FEBRUARY PROGRAM



Indoor Flying

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