

THE CONNECTOR

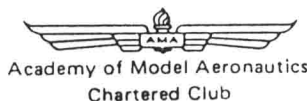
The Official Newsletter of the Aeroguidance Society, Inc.

Endicott, New York



JOE FELICE— NEWSLETTER EDITOR

JERRY SKRECKOWSKI— President GORDON GOTTLIEB— Vice President GROVER ELLIS— Treasurer
TERRY TERRENOIRE— Secretary JIM McKEOWN— Board Member BILL TOMSA— Board Member at Large



VOLUME 18	ISSUE 11	November 1985
11-12-85 6:30	NYSEG	Bob Noll's Ground School
7:30	NYSEG	AGS Meeting
8:00	NYSEG	AGS Auction
10:00	The Villa	Social Hour
11-18-85 7:30	B. Tomsa's	AGS Board Mtg.
12-10-85 6:30	NYSEG	Bob Noll's Ground School
7:30	NYSEG	AGS Meeting
10:00	The Villa	Social Hour
12-16-85 7:30		AGS Board Mtg.
12-20-85	Owego Tredway Inn	AGS X-Mass party
1-4-85	Oakdale	Mall show
1-5-85	Mall	Mall show

The Prez Sez:

Welcome to the NEW YEAR. Yes, Nov. is the New Year to the AGS. Not only is our 31st year but it will be the first debt free year since we acquired our field. All of our bonds were paid-off last month with much less fan fare than an event of that magnitude deserves.

Congratulations AGS!!

As is customary at the start of a new term I will give a short "State of the club" message. We are not in debt. We have cash on hand. We will not have a raise in dues. Our membership is at an alltime high and of course we have a fine flying field. With a start like that how can we not have an excellent 31st year.

At the last meeting our historian, Roy Weidman, presented last year's activity report with a slide show of our events. Would you believe, we had 12 club events last year. This excellent presentation showed that the AGS has something for EVERYONE. We are an active organization.

The coming year will be at least as active and maybe moreso. The key is, was and will be INVOLVEMENT. The fun you get out of the club is proportional to your involvement.

We have a fine board and I have most of the key committee chairmen slots filled with eager people. So, when an event is being put together, have more fun, VOLUNTEER.

The first event of the year will be our annual Auction which is an almost organized movement of "Stuff" from one workshop to another. So bring your "Stuff" (including the green variety also) to NYSEG on Nov. 12th which is also our next club meeting.

For those who missed the last meeting also missed a super slide presentation of the EAA convention at Oshkosh by Bill Tomsa. I never realized the magnitude of this yearly event which brings in 10,000 airplanes (yes, he said it) during the week. Bill had slides of motorized gliders to the Concord SST and a variety of plane types

I have never seen before.
Keep'em Flying!

Jerry Skreckoski

List of officers and standing committee chairman		
President	Jerry Skreckoski	625-4103
Vice Pres.	Gordy Gottlieb	625-2084
Secretary	Terry Terrenoire	748-8146
Treasurer	Grover Ellis	625-3257
BMAL	Bill Tomsa	625-2551
BMAL	Jim McKeown	754-7204
Connector Editor	Joe Felice	754-2816
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Program Chairman	Ralph Jackson	748-1707
Activities Chairman	Dick Fish	642-3378
Membership Chairman	Reid Donlon	797-8747
STRCA rep.	Terry Terrenoire	748-8146
Historian	Frank Gioffredo	862-3550

Helicopters and other things - Bill Underkofler (785-3643)

The kindly editor has invited me to contribute to the Connector topics to be not only helicopters but other subjects as well.

Thanks from all of us! To Ron Gauthier and the 1985 officers and board members. A big thank you and a cheer fo a job well done. The past year was in many respects a tough one with several sticky problems masterfully handled by the Board. Be it known that we fully appreciate your efforts.

Radio Reliability. I've heard 3 sudden no warning, full control loss crashes in the club lately. This kind of crash is often caused by broken wires, usually at frayed solder joints at connectors or switches. It's good to inspect wiring critically and check for proper strain relief.

More usually though, we get some warning as radios start to go sour-glitches or twitchy servos. When the radio is trying to tell us something we ought to listen. Winter is a good time for service. Give me a call if you need help-I have test equipment and some experience. Perhaps we should organize a radio service seminar?

Helicopters. An engine out autorotational landing is one of the riskiest but most spectacular maneuvers that can be done with helicopters. Knowing how could save your heli in case of engine failure. Success depends on perfect timing. at the bottom of the helicopter's brick-like glide slope you must flare and cut in pitch. If too high, the helicopter stalls and falls out of the sky. If too low, you get an "impact landing".

An analog to autorotation would be trying to land an overweight glider at high speed downwind onto the face of a steep slope. If you flare just right, you can soften the impact.

I've been practicing autorotations for some time, but with a power pullout well above the ground. I finally bit the bullet and took it all the way down with engine off. My landings weren't pretty or smooth, but I got it down without turning over or damage beyond bent landing gear struts. More practice is in order, but I doubt if I'll ever be relaxed and comfortable with autorotations. Even the experts at the Nationals seemed to blow them badly now and then.

Again the "Flying Season" is nearly finished and we must turn our thoughts to the winter and those jobs which have been put off till the inclement weather is upon us. Since the beginning of October I have accomplished several jobs around the house and have three building projects in line for the winter. These include the 1/4 scale Fokker D-VII which Ralph Jackson now firmly believes will never be forthcoming, a 750 Tiporare for which I have the kit in my basement and am anxiously awaiting some long cure epoxy to use in sheeting the wings, and finally, I must replace the 15-500 which ended up in the largest pile of "tooth picks" I have seen in many years.

This brings me to the first major subject for this month, safety. The demise of my 15-500, as many of you must know, was a near disaster. During the STRCA meet at the Sayer Field, in the first trim flight of the day, the model failed to respond to the radio commands given after a few minutes of flying. It "peeled off" and headed straight over the flight line, crashing into the parking and spectator area. When it hit the ground, fortunately, it narrowly missed Bonney Punkar, her dog and Bob's Volkswagen Van. The pile of rubbish ensuing was spread over a large circle (estimated by some to be the size of half a football field).

The post mortem was difficult and, after replacing the receiver crystal and repairing the broken wires found in the battery pack, it was determined that the radio was completely functional with good range. It was concluded that the receiver crystal was broken during the impact and did not contribute to the failure. Further investigation into the switch harness revealed that a main battery wire was "frayed" and broken which did not appear to have happened in the crash. The wire further appeared to have been "trapped" between the battery and the fuel tank causing the fraying and the subsequent breakage. Moral: ONE CAN NEVER CHECK HIS NEW INSTALLATIONS ENOUGH OR BE TOO THOROUGH WITH THE INSTALLATION.

Now to more pleasant subjects. At the present time, I am planning to re-institute my monthly glider date on the first Sunday of each month beginning on December First. As with last winter, I plan to bring my winch to the IBM site in Owego at around noon and spend a few hours of sheer enjoyment. Anyone interested in joining in, please feel free to show up. Enough ramblings for now and see you at the field. Keep em flying.

Jim McKeown

The Action Area- Bob Noll

No Burn Out Here-Contrary to what you read in the last Connector, the absence of my article for the past 2 months was not a result of any burn-out. The problem was my disagreement with past editorial philosophy that only one phase of the hobby really counts and his frequent criticism of club members.

For 30 years this club has supported all phases of R/C and its members have exemplified the highest degree of expertise and club support.

Ground School Resumes- The cancellation mentioned in the last Connector was unknown to both our President and myself. It will be resumed again in November before the regular meeting. The time is 6:30 and bring your projects, problems and questions.

Float Fly Findings- Just a few quick notes regarding my own conclusions, having participated in the two Float Flys held at Greenwood Park.

Almost anything will fly with floats, however, the floats make the difference. Several planes failed to get airborne due to poor float design and/or improper installation. I am using the same float design that Dick Allen and Bill Underkfler have used for years when they fly from Fourth Lake during their summer vacations. One thing for sure, their adequate in size. Mine are 36" long by 4" wide and they carried my 7 pound Jet Star with ease.

Several very airworthy planes had floats that were too short and too narrow to properly support the plane. Some had the floats attached at the incorrect location and at the wrong angle of attack.

Last year I used an old(would you believe 1968) Formula 2 pylon racer and its thin, sharp leading edge wing caused extreme pitch sensitivity. This year I dusted off my old(would you believe 1970) Jet Star and it flew fantastically well. In fact, I did most of the aerobatic maneuvers with absolutely no adverse effects of the floats except for the 4 point rolls. The reason is simple. The Jet Star has a reasonably thick (15-18%) wing with a relatively blunt leading edge.

Believe it or not, I did not have to change any of my transmitter trims between trim flights at our field with wheels and the float flights at Greenwood.

I installed the "splash dams" that were discussed in the Connector and they seemed to help, although my floats never did cause much water to hit the prop. Only one other improvement was added to the floats for this year. Since they have a flat bottom I added a 1/8 inch square bass wood keel which eliminated some skidding which was obvious during taxing last year.

Aerobatic World Championships- I just received my K-FACTOR which is the newsletter of the NSRCA (National Society of Radio Controlled Aerobatics) and here are the results from Holland:

<u>Place</u>	<u>Name</u>	<u>Country</u>
1	H. Prettnner	Austria
2	W. Matt	Liechtenstein
3	B. Lossen	Germany(FRG)

<u>Place</u>	<u>Name</u>	<u>Country</u>
4	G. Naruke	Japan
5	I. Kristensen	Canada
8	D. Brown	USA
9	A. Frackowick	USA
11	D. Cunningham	USA

Team Standings: 1 Germany
 2 Japan
 3 USA

Looks like the US was lead down that rosy path with the magazines saying that 4-cycle engines were the thing and it took a large slow airplane. All of the first 7 places used small 2-cycle planes flown fast and fairly far out. Very smooth for sure because that is the way a small 2-cycle plane flies.

I had a telephone discussion with Ed Keck who went with our team to Holland, and he thought Wolfgang Matt was the best flyer but the perennial Hanno Prettnner, flying a SUPERFLY (cleaned up Calipso) took home the top prize.

The Swiss were flying planes made almost entirely of fiberglass (fuse, wing and tail) using construction techniques similar to some full sized gliders. According to Ed, the Japanese had the best workmanship. The most popular plane was Wolfgang Matt's JOKER as about a dozen were present.

As for the noise limitation, everyone seems to have acheived the 105db level with both 2 and 4-cycle engines, although the 4-cycle engines are definitely more pleasant to the ear. There is some discussion about having the judges award a +5, 0, -5 points to each flight score depending on whether they think the noise was low, normal, or high. This is sure to favor 4 strokers.

Hanger Sessions- Several years ago the club held hanger sessions during the winter months in the workshop of a volunteer for the purpose of showing and telling things that are very inconvenient to do at club meetings.

With this in mind, and because many members have approached me about pattern flying, I will host a Hanger Session for those who are interested in pattern flying. Remember, you don't have to be interested in competitive flying to try your hand at developing the discipline of flying aerobatic maneuvers. And you don't need the latest in sophisticated pattern machines you can have a ball doing maneuvers with a SIG Kadet or Trainaire 40.

Mike Carey, a member of the Air Wolves, talked to me at our Float Fly about pattern flying. I was suprised to hear this from Mike, who is a heck of a good pilot, and asked him why the interest. "I'm tired of just boring holes in the sky", he said.

So if you're interested, come to: 2317 Acorn Drive Vestal
 Wednesday Nov. 21
 7-10 PM
 Phone: 754-5279

Please call me if you plan to come so I can be sure to have enough fuel on hand. If it goes well, I'll do it every month until next flying season.

NSRCA- I mentioned the National Society of Radio Controlled Aerobatics earlier and their newsletter, the K-FACTOR. For only \$10 a year you can join and read articles by the experts and keep in touch wit aerobatic activities around the country including product reports, engine tips etc. Here is a copy of their membership form for those who might be interested in joining. It's worth the money.

Editorial- The Connector Editor is one of the most important jobs in the club in that the Connector reaches every member. Thus I believe it must be handled with the utmost of care and diligence, not to become rodomondate and/or offensive to any member. To maintain this philosophy I have tried to choose writers for the Connector with a variety of views such as Dick Allen, Grover Ellis, Jim McKeown, Bob Noll, and Bill Underkofler. I also plan to keep my editorials to a minimum because it is not my position to write, but to give you a variety of views and subjects from all aspects of the hobby.

Field Rules- "The field rules prohibit that" was echoed again this year, but in eight years of club membership I've never seen them. To rectify this problem for everyone, the field rules and regulations will be published in the next few months Connectors.

Swap Shop-

Fred Gulley: Futaba Tach Timer, NEW asking \$30.
Sullivan Starter asking \$20.
Power Pacer, NEW asking \$40.
Phone: Home-729-0631 Work-772-2188



9/20/81

FIELD PROCEDURES

AEROGUIDANCE SOCIETY, INC. R/C FIELD DAY HOLLOW RD.

SAFETY:

1. All fliers will obey the official AMA safety code.
2. No transmitter shall be turned on without the appropriate frequency clothespin attached to the transmitter antenna.
3. Make certain that the runway is clear before take-off and landing.
4. Announce intent to walk on to the runway to the person/persons flying.
5. Announce intent to land. Specify if "dead stick". Dead stick landings have the right-of-way.
6. Announce when having radio or flying trouble. Don't hesitate to call for assistance.
7. All airborne aircraft shall be equipped with a AMA approved prop nut or spinner.
8. Fliers shall warn bystanders not to stand in line with a turning propeller.
9. Fliers shall refrain from aiming their propwash and exhaust at spectators, other fliers or their equipment.
10. A maximum of four aircraft under power are allowed to be airborne at any one time.
11. Members are responsible for all children and guests they bring to the field.

ELIGIBILITY:

Flying at the Aeroguidance Society R/C field is the right of regular and associate members in good standing. Visitors and/or guests must have AMA membership (as is required of regular members) before flying.

GENERAL:

There shall be no aircraft engine running before 9 A.M. nor after 9 P.M. on any day.

Mufflers shall be used at all times on all engines above .051 cu.in.

Prolonged engine test running and/or break-in shall be conducted at the western edge of the field.

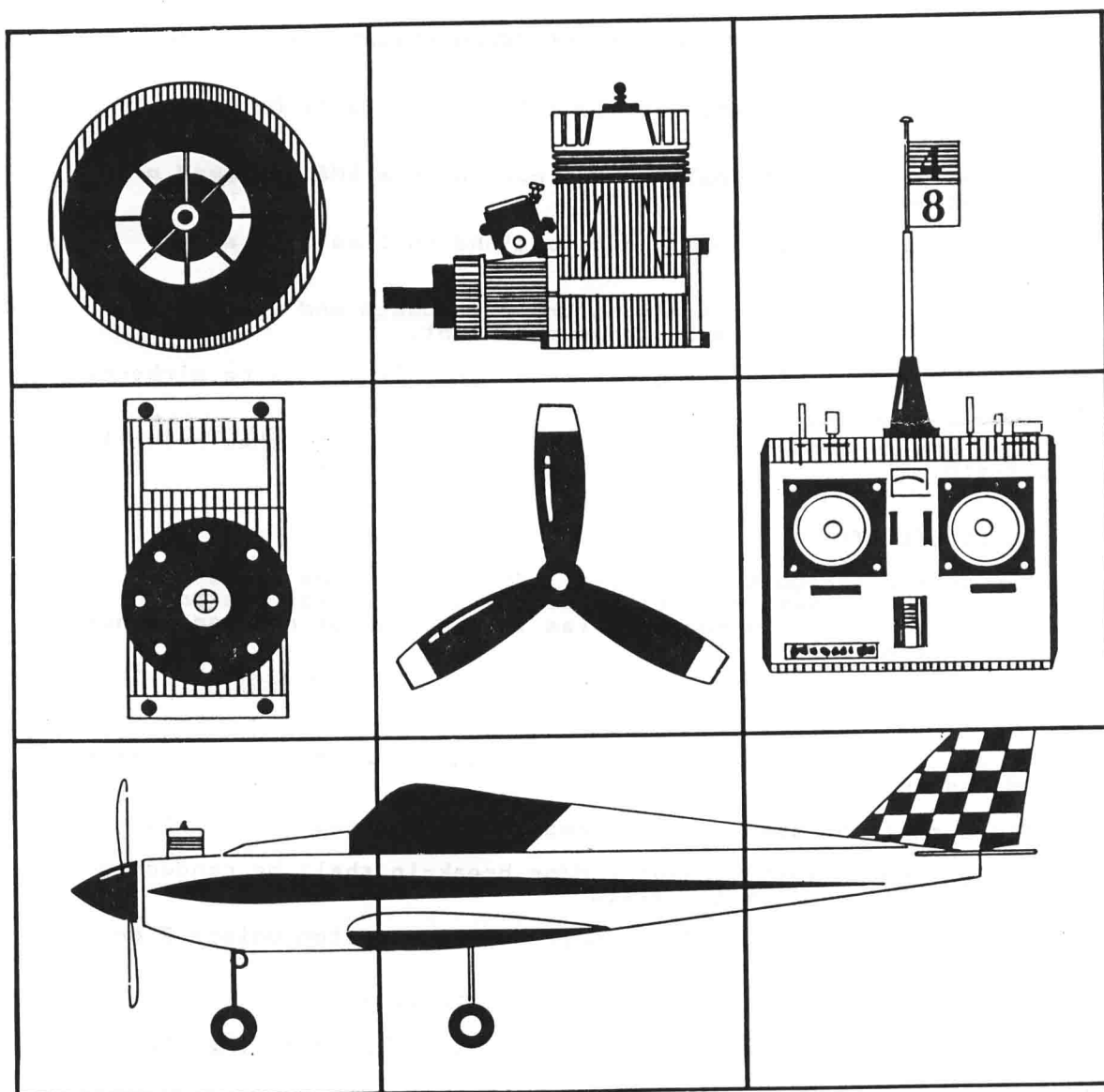
Tractor and related equipment shall not be operated unless 2 or more adults are present.

Don't litter. Pick up waste and place in barrel.

Be courteous to spectators, answer questions, PROMOTE the club.

Last member to leave shall lock the entrance gate.

Aeroguidance Society's MODEL AIRPLANE AUCTION



NOV. 12th 7:30 PM
New York State Electric & Gas Co.
Old Vestal Rd., Vestal, NY

FOR FURTHER INFORMATION: (607) 748-8146 / 625-2551

NATIONAL SOCIETY OF RADIO CONTROLLED AEROBATICS
MEMBERSHIP FORM

NAME : _____ AMA # _____
ADDRESS: _____ NSRCA # _____
CITY/STATE _____ ZIP : _____
CLASS CURRENTLY FLYING _____

PLEASE FILL OUT THE ABOVE AND RETURN WITH \$10.00 ANNUAL DUES TO :

SUZIE STREAM
3723 Snowden Ave.
Long Beach, Ca. 90877

NEW _____ RENEWAL _____

_____ CHECK HERE IF YOU WOULD LIKE \$1.00 OF YOUR
DUES TO GO TO THE FAI AEROBATICS FUND.

From : Aeroguidance Society Inc.
P.O. Box 39
Vestal N.Y. 13850-0039

Date November 5, 1985

A. L. Terrenoire
101 Smithfield Dr.
Endicott, NY 13760

AMA# 79184

DUE DATE ~~October 1, 1985~~

AMOUNT DUE ~~\$25.00~~

AGS Sec. & Nationwide Ins. salesman
SE

PLEASE RETURN THIS PORTION WITH YOUR PAYMENT: THANK YOU

Date November 5, 1985

A. L. Terrenoire
101 Smithfield Dr.
Endicott, NY 13760

AMA# 79184

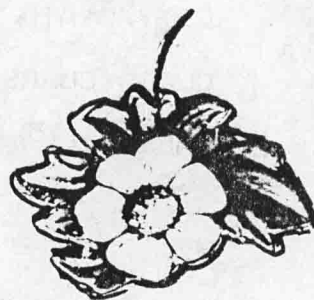
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For Performance**



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