

THE CONNECTOR

The Official Newsletter of the Aeroguidance Society, Inc.

Endicott, New York

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June 3, 1986

	AGS	CALENDAR	OF	EVENTS
DATE	TIME	PLACE		EVENT
6/10/86	7:00 PM	NYSEG		NOLL'S GROUND SCHOOL
6/10/86	7:30 PM	NYSEG		AGS REGULAR MEETING
6/16/86	7:30 PM	ELLIS RESIDENCE		AGS BOARD MEETING
6/28/86	8:00 AM	SAYRE, PA.		ANNUAL PATTERN MEET
7/08/86	7:30 PM	AGS FIELD		AGS REGULAR MEETING
7/12/86	10:00 AM	CLEAN N.Y.		STARS SCALE RALLY
7/14/86	7:30 PM	FISH RESIDENCE		AGS BOARD MEETING
7/19/86		ATHENS PA.		VALLEY R/C FUN FLY
7/27/86	10:00 AM	AGS FIELD		ANNUAL AGS PICNIC
7/27/86	3:00 PM	AGS FIELD		ITERCLUB CONTEST

IT TAKES A MAN!

It takes a man to be a father!

- to discipline his child through the inner life of the spirit, rather than by the brute force of his hand;
- to listen and to share his time and energy even when he is weary or busy with his own interests;
- to be sensitive to his child's needs and pain rather than concerned with his own image and ego;
- to be able to admit a mistake or a failure and ask forgiveness and understanding;
- to take his child into his arms with loving embrace when broken relationships need to be healed;
- to love his child's spontaneity, just as he is, rather than demand predetermined and patterned responses;
- to see in the child the man or woman the child will become, and be grateful for the opportunity to share in the growing up.

It takes a man to be himself -- that he may be a father to his child, and that his child may be a child to him.

THE PREZ SEZ;

Welcome to the flying season!! Spring came a little earlier than usual. The

field was opened a little earlier than usual and is in excellent shape. The weather was fine until the flight school opened.

Memorial weekend was super flying and there were a number of flyers, instructors and students enjoying the fine weather. All you beginners should feel free to bring your bird to the field anytime the weather is nice.

Wednesdays and fridays are training days with an instructor guaranteed. But, the weather is not. On any nice weekend or evening there are flyers (also instructors). Join them! If you like to make sure, feel free to call one. Remember, It requires a lot of "stick time" compressed into about 6 to 8 weeks to be able to get your bird up anndnd down safely on your own.

Our first flying event of the year was the STRCA, in which representatives of the Sayre and the Ithaca clubs competed for ??????. IT'S A FUN FLY. As usual the Sayre club out-pointed us but who cares. The purpose of the STRCA is to meet our neighboring RC clubs, fly and have fun. The turn out was larger than last year but there are still a lot of AGS members that missed out. There will be another STRCA meet later in the year at Sayre. Check your schedule.

The BIG EVENT of this month is the AGS 31st annual Pattern Contest. This is one of the best in the EAST. It is a major event for our club and requires heavy participation by the members. IT'S A LOT OF FUN to be involved. So, when you are asked to volunteer, say yes. The more members that participate make it more fun for all.

The June meeting will be a final cementing of plans and filling out the job rosters. Please be there. Roy(contest chairman) and Bob(CD) will explain the plans ask for the volunteers.

Keep 'Em Flying.

Jerry

Program

At the June meeting, Bill Underkofler and Jim McKeown will present a new ~~finishing~~ technique developed by Bill. It is a rapid method for achieving an excellent finish over balsa wood.

Laminated Membership Cards

AGS membership cards which are used in the new additive frequency control system at the flying field can be laminated in plastic at the Star Vision video store next to Tony's Pizza in the Endicott Plaza. The cost is twenty five cents.

Sincerely,

Ralph Jackson

THE ACTION AREA - by BOB NOLL



A FEW MORE TIPS - Here are a few reminders concerning things that I have observed while helping people get their planes prepared for that very important first flight. My intention here is to help all of us learn from others mistakes:

1. If you have a dual rate transmitter, always be sure that you check the controls at the high rate setting. This is to insure that there is no binding which can occur with some keepers used for attachment of the pushrod to the servo arm. The extreme case to watch out for here is when the high rate servo movement actually disengages the keeper.
2. If you use a fuel filter and you fill your tank thru the fuel supply line (the 2 line system), be sure to locate the filter close enough to the needle valve and far enough from the tank to permit fueling into the tank behind the filter. Remember, the filter is there to keep dirt from getting to the needle valve so fill your tank from the tank side of the filter.
3. Always be sure you can see the threads of your pushrod wire on the inside of all clevises. This will insure that you have not turned the clevis out too far when making final flight adjustments. When initially installing your pushrods, make sure there is at least 1/8" to 3/16" of threaded rod showing inside the clevis. Then you will be sure to have enough threaded portion of the rod available for extreme adjustments should they be needed. If there are no threads visible after your trim adjustments MAKE A LONGER PUSHROD.
4. When attaching nylon control horns, mount them so that the row of holes for the clevis are located at the hingeline. Locating the horn at any other location will cause unequal deflection of the control surface.
5. Attach your servo arms to the servos so that there is a right angle (90 degrees) between the arm and the pushrod. Sometimes it is difficult to find the correct arm position when using a servo with the splined output shaft. But believe it or not, you can do it by removing the arm and rotating it until a set of arms is at this 90 degree position. Of course, sometimes it is desirable to offset the arm in order to obtain control differential, but you should always start with no differential and go from there.
6. When attaching your wing with rubber bands, always place at least 3 or 4 bands front to back in a parallel fashion and use criss-cross bands for the last 2 bands only. Using all bands criss-cross will not provide enough force to hold the wing securely in contact with the fuselage. Try a small experiment to prove this point. Put 8 bands on criss-cross and try to rock the wing on the fuselage. Now remove and replace the same bands in a 4 by 4 parallel fashion and try the same test. Which way is more secure?

PLANE PROJECTS - I circulated a sheet at our last meeting for people to list the planes that they are building or have recently built. I thought such a list would be interesting and helpful. Interesting, from the standpoint of learning what variety of projects are being undertaken by AGS members, and helpful if you have been thinking about a certain model

and would like more information about a kit before you make an investment. So here is the list as of our last meeting;

Tom Socha ----- SIG Cadet with 4 cycle .46
Mike Zabadal ----- Super Kaos Jr.
Todd Card ----- 1/2A Warlock
Elwood Campbell -- PU daCeel
Bill Tomsa ----- Kaos 40 (rebuilt), 1/2A Warlock, Olympic 650 sailplane
Dick Allen ----- Challenger electric glider, Zimpro 1/4 scale CAP 21
Bill Underkofler - Roofing, siding and wiring a house
Phil Andrews ----- Kadet Mk II with Enya 40
Bart McTague ----- Kadet Mk I with Royal 40
Ralph Jackson ----- Porterfield Collegiate electric, Great Planes CAP 21
Harold Kishpaugh - Tranaire 40
Dick Fish ----- Calypso pattern, Phoenix 8 pattern
Ron Gauthier ----- Calypso pattern, Saratoga Windsong sailplane, Playboy Jr. 1/2A single channel
Jim McKeown ----- Tipo 750 pattern, 1/2A Eindecker
Stephen Mortimer - Snark 20
Tony Cammarata --- J-3 Cub (rebuilt), SIG Kommander
Chet Osborne ----- Zimpro 1/4 scale CAP 21
Dennis Munday ----- 1/4 scale autogyro
Bill Henrickson -- Bud Nosen Champ
Fred Buchler ----- Floats and skis
Joe Felice ----- Pica FW 190 D9, Royal ME 109 E3, Jemco P-39
Frank Gioffredo -- SIG Kommander, floats for SIG Kadet, Miss Unlimited hydroplane
Scott Seaman ----- T2A pattern, Dirty Birdy 40
Jerry Skreckoski - 21 Special original design, Tweety Bird Mk II
Terry Terroniere - SIG King Kobra pattern, Bridi XLT pattern
Terry T. Jr. ----- Bridi 15-500, Tipo 750 pattern
Bob Noll ----- repainted Dalotel FAI pattern, Hanson Slim Zlin FAI pattern, Royal Rudderbug old timer

GET READY, THE 31st ANNUAL IS COMING - The biggest AGS event of the year will be here before you know it and everyone will want to be a part of it as usual. I'm talking about our popular ANNUAL PATTERN CONTEST, one of the northeast's premier events on the pattern circuit. June 28 & 29 are the dates and the Blue Swan Airport in Sayre, Pa. is the place. Contestants have made their motel reservations, the prize donations from manufacturers are arriving, trophies are being prepared and the reservation has been logged for good weather.

Many of us go to the airport on Friday to be sure the site is ready and to set up some of the tarps and other equipment. Some of us camp there for the weekend in tents or campers in order to eliminate the back and forth travel. Many of the contestants will be camping also.

The registration committee will be ready for our contestants at 8 AM on Saturday morning, and we will maintain the long founded AGS tradition of getting the first flight into the air at 9 AM sharp. Flying will continue until 7 PM after which we will have our famous "Saturday Night Bash" for the contestants and all AGS members and families. Sunday morning we will resume the competition at 8 AM and finish up around the middle of the afternoon.

Oh, by the way, we do not cancel due to bad weather. So be there to perform your assignments regardless of the weather.

Thanks for all those who have contacted me and volunteered their help. I will give you a rundown of all of the committees and let each committee chairman have the floor at our next meeting. See you in Sayre.

Bits and Pieces

by Jim McKeown

For the Pattern flyers in the club, the Pattern season started over Memorial Day week-end with the Empire State Championships at Saratoga Springs NY. The club was represented by three club members, Todd KoPl, Bob Noll and myself. A further old friend and ex-club member, Chris Engler, accompanied us to this meet.

The meet was well run in spite of the failure of the weather to cooperate fully on Saturday. Unfortunately, the ceiling did not lift until after 11:00 AM. When it did lift, it was still too low to Permit the full AMA or FAI Patterns to be flown. The CD therefore decided to run two rounds of Novice Pattern first in hopes that the ceiling would lift to Permit the more advanced classes to be flown. This turned out to be a Prudent decision as it was possible to complete two full rounds of AMA Pattern and four rounds of FAI Turn-around Pattern to be completed by 7:30 PM on Saturday. On Sunday, the remaining two rounds of AMA Pattern were completed by 2:00 PM and we were able to get home in good time.

This meet was well supported by the sponsoring club, the Thunderbolts RC Club, and the CD, Rod Priddle, did an excellent job of organizing this meet. All of our representatives were competing in classes which were new or strange to them. Chris Engler, competing in Expert for the first time Placed second and Todd KoPl took fourth in Advanced being .5 points behind third place. I was an also ran in Sportsman Class.

Since I first flew my new Tiporane, I have had a myraid of Problems which seem to be of a random nature but I am sure more care and foresight could have Precluded the majority of these. The first was a nose gear that did not lock. The servo seating rails had broken from the wing foam Premitting the servo to move enough to Preclude locking. This was cured by providing a much more rigid mount. The second Problem was associated with failure to get a consistent engine idle. The throttle servo did not have enough muscle to consistently Position the throttle. The servo was replaced with a larger one. This replacement was an Ace Atlas servo which worked well for three flights. On the fourth flight, the servo motor locked by either by the brushes or the bearings. The motor has now been replaced and is doing well. The final Problem came when the spinner came off of the Prop nut and cleaned out the Prop in flight. Fortunately, the engine was not damaged.

I am now investigating means to provide more rigid landing gear struts for the IM Retracts in this Plane. When I get some meaningful results I will report on the same.

~~See all of you around the club functions in the next month. Happy flying.~~

FLIGHT TRAINING-Dick Allen

The AGS Flight Training School is off to a good start despite more than our share of bad weather on Wednesday and Friday evenings. The school started on May 14 and will continue for a total of six weeks or more. By that time most students who have put in a real effort to show up with a functional trainer will have progressed to the landing and take-off stage.

If your plane has not been flown successfully as yet, I would urge you to take it to the next ground school (7PM prior to the regular AGS meeting). Several planes have shown up at the field not in airworthy condition. Although this wastes time, it's better than not showing up at all. Very few other R/C clubs (none in this area) run a formal flight training school. If you're not taking advantage of it, you're missing a unique, once-a-year opportunity.

At this writing, the following people have signed up to participate in this flight training course.

STUDENTS

Bob Frey
Brian Peters
Ed Rowe
Lee Bailey
Phil Andrews
Bart McTagne
Tom Oakes
Don Ebert
Jeff Buchinski
Fred Buchler
Frank Gioffredo
Ed Haley
Mike Zabadal
Todd Card
Harold Kishpaugh
Tony Cammarata

INSTRUCTORS

Dick Allen
Dick Fish
Ralph Jackson
Bob Noll
Jerry Skreckoski
Bill Underkofler
Todd Kopl
Jim McKeown
Joe Felice
Nel Christensen
Terry Terrenoire II

HELPERS

Bill Tomsa
Joe Felice
Ed Halsy
T. Terrenoire II

AGS MOWING LIST
1986

The AGS field rules state that any operation of the tractor requires the presence of two club members. This mowing list has an entry for member in charge and helper. The member in charge will be responsible to get the field mown on the designated week (if a replacement member is needed "member in charge" will arrange for one).

If you and your mowing partner are not familiar with the operation of the club mower then you should make arrangements to get training. One way to do this would be to make arrangements with someone mowing before you so that you could be there when they mow.

The field should be mown between Thursday and Saturday noon. Friday night should be avoided until JULY 10 due to the flight training course.

THURS	SAT	MEMBER "IN CHARGE"	HELPER
May 29	May 31	BILL HINRICHSEN	ELWOOD CAMPBELL
June 5	June 7	DICK ALLEN	RALPH JACKSON
June 12	June 14	JOE FELICE	BILL TOMSA
June 19	June 21	BILL UNNDERKOFFLER	JIM MCKEOWN
June 26	June 28	DICK FISH	BUD GRANT
July 3	July 5	ROY WEIDMAN	JERRY SKRECKOWSKI
July 10	July 12	FRED BUCHLER	BART MCTAGUE
July 17	July 19	BOB BAILEY	PHIL ANDREWS
July 24	July 26	TONY CAMARATA	FRANK GIOFFREDO
July 31	Aug 2	BOB PUNKER	TERRY TERRENOIRE
Aug 7	Aug 9	NELS CHRISTENSEN	MIKE GAZY
Aug 14	Aug 16	BOB FREY	ED HALL
Aug 21	Aug 23	ED HALEY	DON LEAF
Aug 28	Aug 30	TODD KOPL	TOM KOPL
Sept 4	Sept 6	BRIAN PETERS	ELWIN SPENCER
Sept 11	Sept 13	SCOTT SEAMAN	BOB JEWETT
Sept 18	Sept 20	GROVER ELLIS	JACK HOSTETLER

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31 YEARS OF



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Give Dad Our Best

JUNE 15 1986

