

THE CONNECTOR

The Official Newsletter of the Aeroguidance Society, Inc.

Endicott, New York

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Academy of Model Aeronautics
Chartered Club

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AGS CALENDAR OF EVENTS

DATE	TIME	PLACE	EVENT
8/09/86	10:00 AM	ITHACA N.Y.	FUN FLY, BOMB DROP
8/12/86	7:30 PM	AGS FIELD	AGS REGULAR MEETING
8/18/86	7:30 PM	McKEOWN RESIDENCE	AGS BOARD MEETING
9/06/86	7:00 AM	RHINEBECK N.Y.	WWI JAMBOREE
9/09/86	7:00 PM	NYSEG	NOLL'S GROUND SCHOOL
9/09/86	7:30 PM	NYSEG	AGS REGULAR MEETING
9/13/86	11:00 AM	SAYRE CLUB FIELD	STRCA
9/15/86	7:30 PM	JERRY'S RESIDENCE	AGS BOARD MEETING
9/21/86	10:00 AM	GREENWOOD PARK	AGS ANNUAL FLOAT FLY
9/27/86	10:00 AM	DAMASCUS N.Y.	FLOAT FLY

AGS SWAP SHOP

FOR SALE:

1/2 HP Power-Pal	\$0.00
Air Compressor Less hose	\$75.00
And Attachments	\$0.00
	\$0.00

CALL : Grover Ellis 625-3257

LOST:

1 (ONE) MALL HAMMER THAT WAS
LOAN OUT AT AGS CONTEST AND
NEVER RETURN. PLEASE CALL IF
YOU HAVE THIS HAMMER ????

CALL : GROVER ELLIS 625-3257

THE PREZ SEZ;

Last week we had our annual intracub fun fly (and contest?) combined with the family picnic at the field. Unlike the rest of July, the weather was reasonably cooperative. Although the flying part took place under a low overcast, with one drizzle period, it was warm with a light breeze. Compared to the rain and wind we were plagued with for the past two months it was a nice day.

We had about 15 flyers, six of which were our new members (this years students). We had Two teams in which everyone flew some pattern. Yes, a cadet can do stall turns, rolls and immelmans, I saw it. I still don't know which team scored the most but I know that all the flyers "won" with fun and a prize package.

As expected the sky cleared around 3pm when the picnic started and flying stopped. Bob and Lannny had games for the kids. followed by a softball game for the "big kids". Somewhere during the 5th or 6th inning Dick Fish carried a case of refreshments to the ball field and everyone walked off and that was it! Anybody know the score? After being run over by Bob somewhere around first base, I'm not sure.

Many thanks to Bill and Gloria for rounding up all the supplies for the hamburg, hot dogs and drinks and to Winnie for cooking them. It was great.

The only Club flying events left for this season are the TWO FLOAT FLIES scheduled for late September. So get those floats on your bird!

I was quite upset by the outright carelessness of an unknown AGS member who allowed an ORIGINAL RC VIDEO MAGAZINE cassette to be over-taped with the Wizard Of Oz. Yes, the Cassette had the copytab removed but this was overridden by a few layers of scotch tape. The Club has made these tapes available to AGS members without charge or deposit. We expect the members to exercise care. 'Nough said.

A few weeks ago, I went to the Olean, STARS scale rally which turned out to be a 90% washout. We found out later that the Orange, Mass pattern and the Amsterdam scale events were 100% washouts. Ralph got in a few flights between rains because Electrics start quickly. My Citation requires a lot of ritual to get into the air. Between raindrops, I got as far as fueling, starting, tuning and final fueling (with rain between each step) but never got the chance to takeoff. Anyway, the food was fine at the Castle, and Winnie and I were able to play the Castle's Par 3 golf course between raindrops.

Ralph and I went to the Sayre Club's fun fly a week later and had hot sunny weather. I had an apparent radio interference which caused a spiral into the brush. It was at the end of the second flight. The radio was working when I found it. A range check later in the day was also OK. There were power lines at that end of the field. The plane was repaired but there will be further radio checks before the next flight. This may be just another "unknown" incident.

REMEMBER, the AUG meeting is at the field.

Jerry

THE ACTION AREA - by BOB NOLL



WE DID IT AGAIN - A very personal thanks to all of our club members who assisted in maintaining the AGS tradition of being hosts for yet another annual pattern contest. So many contestants remarked about the high degree of club member participation at our contest. Many were impressed with the dedication shown by all of you to insure that each and every contestant was treated as our very personal guest. They certainly appreciate the professional manner in which each of you did your job. The AGS can continue to be proud of a job well done. Watch for coverage of the contest in a future issue of FLYING MODELS. Dean Papus, our first place winner in FAI, writes for FM and left with the film that Frank Gioffrido and Roy Weidman took during the contest. I spoke with Dean at the Rhode Island contest and he said the article and pictures were already in to the magazine.

CONTESTANTS DO APPRECIATE - Here is a copy of a note I received from one of the contestants who attended our 31st Annual.

Dear Aeroguidance Society,

Thank you very much for hosting your 31st annual pattern contest. Although you may not be aware, the effort you put into your contest is noticed and appreciated and makes it our favorite of the year.

The site is excellent, the management is professional, the supper is first rate, and camping at the field is an added plus. Now if you could just do something about the rain.

Thank you again and see you next year.

Our best,

Jim and Mary Chadwick

A FEW MORE TIPS - This month I'll give you a few tips on the operation of your engines based on observations that I have made at the field.

1. Don't be upset if you burn up a few glow plugs during the first 10 or 15 flights with a new engine. Until an engine is completely broken in, there are minute particles of metal that will be wearing away and impinging upon the plug element. This action will cause the element to take on a frosty appearance and degrade its life. Once the engine is completely broken in the plug element will remain shiny and will begin to last much longer.

2. When starting an engine, be aware of where you are. Don't spray exhaust on others and be very sure the screaming prop is away from others should it throw a blade. Use particular care when doing a nose high test at full throttle.

3. After an engine has been started on low throttle, clear it out before removing the battery. To do this simply run it up to high speed for a few seconds. This will insure that the engine is up to operating temperature and that excess fuel is blown out before you remove the battery and reduces the chance of a stoppage.

4. Set the high speed needle valve a little on the rich side. This will insure adequate lubrication and provide a small margin for the engine to lean out during the flight and during looping or other nose up maneuvers.

5. Use enough nitro for your particular engine. The smaller the engine, the higher the nitro. Generally an .049 likes about 25% nitro, a .40 likes 12% to 15%, and a .60 will run best at 5% to 10%. Of course there are exceptions to every rule but this is a good rule of thumb to follow. If you have an engine that falls between the ones I mentioned, just adjust the nitro accordingly.

6. Get familiar with your engines carburetor. They are all different but there are only a few types. Learn how to lean or richen the idle mixture. Knowing whether the idle is lean or rich is rather simple to determine. Here's how. Start the engine and bring it up to operating temperature. Then reduce the throttle and be patient. Wait 15 to 20 seconds and listen to the RPM. If the RPM gradually drop and the engine stops, the mixture is too lean. Richen it up. Once the RPM stay constant for about 15 to 20 seconds, advance the throttle abruptly. If the engine coughs and spits the idle mixture is too rich. Lean out the mixture until there is a crisp increase in RPM as you advance the throttle from idle to high speed. A little patience goes a long way here as it may take quite a while to achieve the optimum setting. This setting will change with different nitro content so find out what your engine likes and stay with it.

AEROMASTER PLANS NEEDED - I am in need of a set of Aeromaster Plans. Last week while visiting with a past club member Art Piegall I mentioned that I got the urge to build a performance biplane like an Aeromaster. Well, Art immediately disappeared into his workshop and emerged with a partially built Aeromaster. He had purchased it from Hale Wallace many moons ago and all it needs is a good dusting, paint on the already silk covered fuselage and Monokote on the wings. I am planning to change the wing mounting system to the new Great Planes method and build a scale-like radial cowl. So, if you can loan me a set of plans so I can be sure to get the wing incidences correct I would be very grateful.

I would like to thank those who helped make my job easier with the concession stand.

My thanks to: Fred Buchler, Roy Weidsan and my wife Mary.

I would like to express special thanks to Darlene Weidsan. Darlene as most of you know did most of the cooking and stayed on top of the orders. Thank you Darlene for all your help.

I would also like to thank Bud Grant, who set up for breakfast took orders and used his RV for storing food and cleaning up.

Darlene and Bud were a great asset to the concession.

Bart McTague

The Control Tower-Mary Felice

While attending the family day at the AGS field, I was approached by a few of the wives to write an article for this month's connector. I hope it brightens a part of your day.

Buddy System: A system that new flyers use so that there's someone else to place the blame if the plane crashes during the training sessions.

Pattern Plane: An airplane that has a pattern for each and every piece in order to rebuild it the maiden flight(or crash).

Retracts: What your husband does with his statement to do work around the house when the conditions for flying are excellent.

Timed Flight: The amount of time allotted by one's spouse for an afternoon/evening of flying.

Wing Low Landing: A Chinese method of landing one's airplane when the landing gear won't come down.

The Wife's Ultimate Wish: To possess a transmitter that would control the husband as well as it controls the plane he flies.

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



Get up, Billy! You're
wastin' vacation!



SGS
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"It took me six months to build this model, and when I went to launch it for its first flight, my hands wouldn't let go"

