

THE CONNECTOR

The Official Newsletter of the Aeroguidance Society, Inc.

Endicott, New York



TONY CAMMARATA EDITOR

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VOLUME 20

ISSUE III

March 5, 1987

AGS CALENDAR OF EVENTS

DATE	TIME	PLACE	EVENT
03/01/87	12:00 PM	IBM OWEGO	GLIDER FLY
03/10/87	7:00 PM	NYSEG BUILDING	NOLL'S GROUND SCHOOL
03/10/87	7:30 PM	NYSEG BUILDING	AGS REGULAR MEETING
03/10/87	9:30 PM	PIZZA HUT	SOCIAL HOUR
03/17/87	7:00 PM	NOLL'S HOME	HANGER SESSION
03/23/87	7:30 PM	SKRECKOSKI RESIDENCE	BOARD MEETING
03/27/87	6:30 PM	DOBB'S COUNTRY INN	ANNUAL DINNER DANCE
04/05/87	12:00 PM	IBM OWEGO	GLIDER FLY
04/14/87	7:00 PM	NYSEG BUILDING	NOLL'S GROUND SCHOOL
04/14/87	7:30 PM	NYSEG BUILDING	AGS PROJECT NIGHT
04/20/87	7:30 PM	ELLIS'S RESIDENCE	AGS BOARD MEETING
04/21/87	7:00 PM	NOLL'S RESIDENCE	HANGER SESSION (RSVP)

PREZ SEZ

by Jim McKeown

March has finally arrived and spring is just around the corner. It is time to get all those models out of storage and preparing them for the flying season. In March, there are generally a few really nice days for flying. Although the field will not be open till May, there is still Moore Park which is adequate for sport flying which will be available until the sports season opens. After that, it is not advisable or prudent to fly there.

Plans for the annual banquet are well on the way. It will be at Dobbs Chenango Inn and will be on March 27th. Full details as to the menu, prices and times will be available at the March meeting.

The by-laws review has been organized. The committee was selected to have two charter club members, two board members and two relatively new members in order to have a spectrum representing the general club membership. By forming a relatively large committee, it is felt that any proposed changes will represent a good, conservative compromise. Don't forget to bring your marked-up copy of the by-laws to the March meeting. Bob Punkar is the committee chairman and will receive these for due consideration.

Project night, the April meeting, is just around the corner. Keep busy on all those basement projects and bring anything new which you have. I have temporarily stopped work on my Nieuport awaiting an opportunity to commence painting. I had planned to use acrylic based, non-toxic model paint to complete this job in my basement but, having developed a relatively bad sinus condition after the first brush painting session, I decided to await a chance to use more conventional techniques.

The Oswego glider meets have been a disaster this winter. It seems like each month has had really bad weather on the first Sunday. Hopefully, by April, the weather will be much better so we can get out at least once this winter.

As I pointed out in a previous issue, we are trying to conserve Connector space so I will keep this article short. I am looking forward to seeing you all at the next meeting and the annual banquet. Keep 'em flying!

SAFETY CORNER

By Tony Cammarata.....Editor

Adjusting Needle Valves

A recent tip in a very popular radio control magazine suggest how to safely adjust a needle valve of a running engine. Their suggestion was to solder a hex nut to the end of the adjusting needle and use a hex drive screw driver to adjust the engine mixture. I suggest that this is less than a good idea. Any one that has adjusted a needle valve of a running engine KNOWS it is not a good idea. Just ask yourself how easy it would be to engage the hex nut whilst it proceeds to vibrate. Also, what is the risk of engaging the whirling prop with the hex drive? No thank you!

Battery Sparks

The most recent issue of Model Airplane News (Preston) has an excellent review of how to and not to connect your battery charger (6v/12V) to a acid filled battery. It also discusses charging Ni-Cads using a Ni-Cad charger "boosted" by an A-C Battery charger. This is REQUIRED reading to reduce the risk of sparking a hydrogen explosion.

OFFICIAL AMA SAFETY CODE

As you know from last months issue of the Connector, I am publishing the AMA SAFETY CODE a few rules each issue. As a flier you are obligated to read and practice them for everyone's safety.

Rule 3

Where established, I will abide by the Safety Rules for the flying site I use, and I will not willfully and deliberately fly my models in a careless, reckless, and/or dangerous manner.

Rule 4

If my model weighs over 20 pounds, I will only fly it in accordance with paragraph 5 of this section of the AMA Safety Code, with a minimum separation of 65 feet between spectators and flight operations.

Safety is NO ACCIDENT; make it not happen*p27,72*

1987 ACTIVITIES - by Bob Noll, Activities Chairman

SKI FLY '87 - The annual ski fly was held as scheduled on Sunday Feb. 8 but flying was at an all time low. Only Jerry Skreckoski and I were brave enough to put in some flights. After all the talk by many members who were planning to fly, there were more spectators than flyers. Jerry and I had Moore Park to ourselves although several other club members arrived in time to help eat the hot dogs, hot chocolate and coffee. Although the temperature was typical for February there was a stronger than average wind but not as high as many of us have learned handle in the summer.

Well, maybe we should consider moving this event to March next year so more of the fairer weather flyers would participate.

PROJECT NIGHT - Our Annual Project Night is coming on Tuesday April 14. This regular meeting night will be dedicated to showing off our latest projects that we have been working on during this long cold winter. Everyone should bring a project that night in order to have a chance at the many door prizes that will be given away.

The format will be similar to last year with NO judging to determine winners. Instead, everyone will receive a ticket for each project they bring and drawings will be held for several different categories which will be published next month. Oh yes, there will be a category for unfinished models, so you needn't have your's totally completed. I find it very interesting to see a well built model even before it is covered and painted.

I am in need of a chairman for this event since Bart McTague has has to withdraw due to a recent comittment. Please let me know if you can help with this annual activity for your club. It won't take much time and this way you can give a little back to the club that has given us all much enjoyment.

ANNUAL PATTERN CONTEST - I received the AMA Sanction for our Annual Pattern Contest. This will be our 32nd and will be held at the Blue Swan Airport in Sayre, Pa. on June 27 & 28. Tom Kopl will be the Contest Manager and I will be the Contest Director. Put this on on your calendar NOW as you will never have a better opportunity to serve your club and to see a field of the best pattern competition flyers in the Northeast.

* * * * *

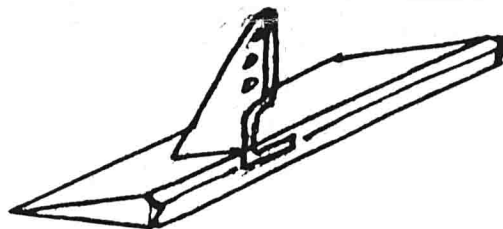
THE ACTION AREA by Bob Noll

HANGER SESSIONS RESUME - The next session will be on March 17. Those who are interested in perfecting their building techniques will find these sessions valuable as we discuss and share ideas for building lighter, stronger and more accurate planes. However, these sessions only work when the participants bring their latest projects so bring yours if your interested in attending. Here are the details;

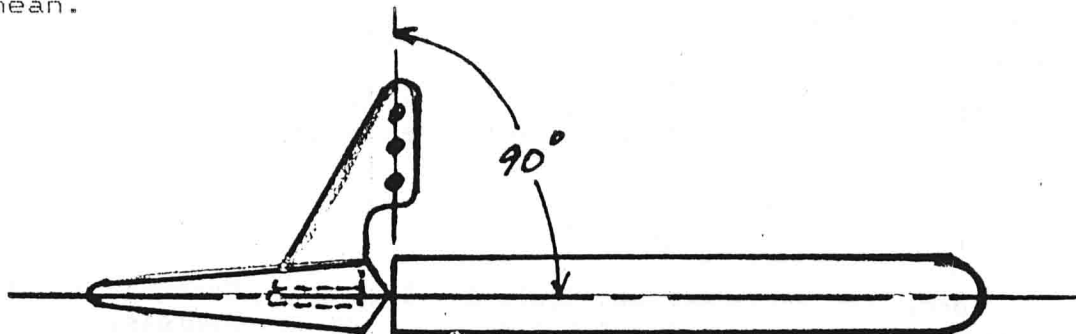
Tuesday March 17, 1987
7 to 10 PM
2317 Acorn Drive, Vestal
Phone 754-5279

HELPFUL HINTS - This month I'll take a few minutes to talk about several different ways to put control horns on your plane. Of course the most common technique is to purchase a nylon horn which is attached to the elevator or other surface with two small screws. This type works well but there are a few different techniques which provide some advantages.

First lets take that commercially available nylon horn and attach it a different way, one that makes a stronger and cleaner installation. Take the nylon horn and throw the screws away. Now measure the thickness of the horn and select a drill of the same size. Now, using the drill in a drill press or in your Dremel Moto Tool, make a slot in the elevator or rudder to accept the horn and glue the horn in place with epoxy. The horn will never come loose and your cleaning rag will never get caught on the ends of those screws. Here's a sketch which should help you get it right.

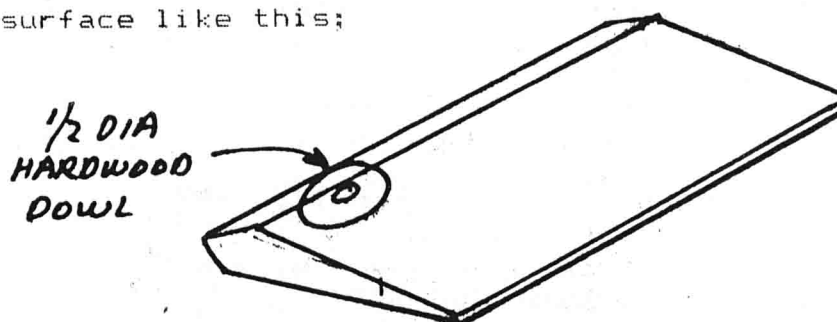


Oh, by the way, whether you install the horn with screws or use the technique I have discussed don't forget to locate the horn so the holes are in line with the hinge line. Here's another sketch to illustrate what I mean.

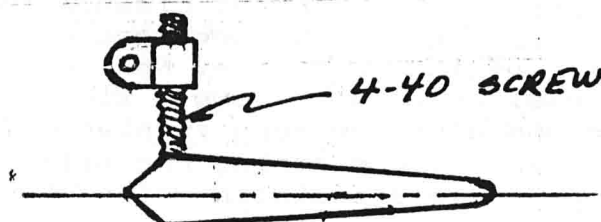


By keeping the holes in the horn at 90 degrees to the centerline of the flying surface you will get equal throw in both directions. By the way, it is easier to achieve a true 90 degree by installing the horn as I described earlier rather than mounting the horn on the surface of the tapered elevator, rudder or aileron.

Another technique which I have been using very successfully for several years is to embed a 3/8" od 1/2" diameter hardwood dowel into the moveable surface like this;



Then drill a hole at right angle to the centerline of the surface. Select a hole size that will be a tight fit on a 4-40 thread. Now after painting the plane you can screw in a 4-40 machine screw and then cut off the head. Then thread on a Goldberg 3/32" horn bracket #249. This technique provides almost infinite adjustment since all that is required is to shorten or lengthen the horn is to screw the aileron link up or down a maximum of one revolution at a time.



SCALE NOTES

RALPH JACKSON

As we approach the flying season, I look forward to attending many of the scale events which will be held this summer near our area. All of those listed below are within 3 1/2 hours driving time. They are worth attending either as a spectator or a participant. These meets are social gatherings, not competitions. They are generally well attended and there is plenty of flying a wide variety of interesting models. Most of the activity is with Giant Scale models although fliers of smaller scale models are welcome at some of the meets. I hope you add some of the events listed below to your "things to do list" for this summer.

<u>Date</u>	<u>Club</u>	<u>Event</u>	<u>Location</u>
May 3	Aeros	Giant Scale & 4-Stroke	Chenango Bridge, NY
May 16,17	Pappy's Squadron	Giant Scale	Andreas, PA
June 6,7	RCCR	Scale Rally	Brockport, NY
June 27,28	Gama Squadron	Giant Scale	Quakertown, PA
July 25,26	Sky Rovers	Scale Rally	Phelps, NY
Aug 8,9	STARS	Scale Rally	Olean, NY
Aug 22,23	Aeros	Giant Scale	Chenango Bridge, NY

Frequency Committee Report

By Bill Underkofler

The frequency grouping plan instituted in 1986 has been highly effective. It is recommended that it be continued without changes for 1987. I have heard reports from clubs that did not use grouping, and they experienced problems.

BE AWARE - after January 1, 1988 there will be major changes:

1. The "old frequencies" (brown-white, red-white, etc.) will be dropped and illegal for further use.
2. New channels 14 - 36 will be activated.

Consequences

Our grouping plan will change. It will no longer be necessary to protect old radios and old frequencies. A new grouping plan will need to protect only against 3rd order inter-modulation interference and could be simple pairings (12-14, 16-18 etc.) eleven groups in all. Receivers older than 1983 vintage should not be converted to new channels as they may not be adequate for 1988 conditions.

Program For March Meeting

Dick Allen

Care, Maintenance and Testing of Nickel-Cadmium Batteries.

Condo For Sale ST Petersburg Fla

Two bedroom, two bath condo, 20 minutes to St Pete or Tampa airports. Walking distance to large mall, banks, Post Office, restaurants, etc. \$39,000. Owner Realty Inc, Realtors, 813-522-5541, collect. Or call 607-785-1641 (not collect).

March Trivia

The winner of this months trivia contest will receive one quart of Hobby Pox Quick-Prep resin. The questions are:

1. Bob Noll and Terry Terrenoire are 2 of the 3 AGS' Licensed contest directors; who is the third?
2. How many airplanes were at the February meeting for show and tell?

The A.G.S. Electric Duration Challenge

Many of you who were in the club 3 or 4 years ago may recall that an anonymous benefactor contributed a \$100.00 prize to any AGS member who could successfully fly an R/C plane powered by solar cells only. The rules were published in the Connector at the time.

Obviously, no one has taken the challenge; so the originator (who continues to remain anonymous) asked me if I would rewrite the rules to apply to any type of electric powered aircraft powered by rechargeable nickel-cadmium cells.

After considerable thought, and study of existing electric-powered designs, I have produced a set of rules which are intended to give all types (gliders, scale, pattern, sport, etc) a chance to compete. These rules have been discussed with and approved by the prize donator and will replace the original "solar challenge" rules.

The new rules will be explained at the March 10 meeting and will appear in the April Connector. Basically, it is a duration event...the longest flight wins. However, there are many conditions to prevent one type of aircraft from having a decisive advantage. For example, the powered portion of the flight must exceed 10 minutes to qualify, and any glide-time in excess of 3 minutes will not be counted. Another requirement is that the motor battery weight may not exceed 40% of the total aircraft weight.

If this challenge appeals to you, you can get more details at the next AGS meeting or in the April Connector.

Dick Allen

New Trivia Game

Each month two questions will be asked; one based on old history and one will relate to the previous months regular meeting. If you can answer both questions you have two chances to win. At the end of the meeting one entry will be drawn from all correct answers.

Terry Terrenoire



AEROGUIDANCE SOCIETY

Dinner



DOOB'S
chenango inn

GOURMET COUNTRY
DINING



KATTELVILLE RD.
CHENANGO BRIDGE, N.Y.

COCKTAILS, n GLOWFUEL 6:30
DINNER 7:30

ENTERTAINMENT 9:00 TILL ??????

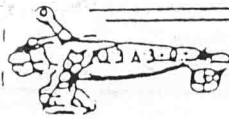
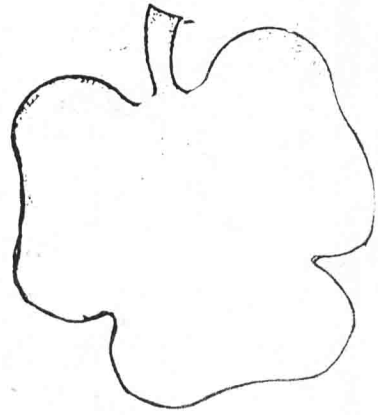
PRIME RIB \$18.00
SEAFOOD NEWBURG \$17.00

...Reservation deadline: March 20

Send Check to - Robert Punkar AGS Party Chairman
R.D.# 1 Box 173
Grand Ave.
Vestal, NY 13850

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MARCH 1987



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Post Office Box 39
Verbal, New York 13850-0039

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