

THE CONNECTOR

The Official Newsletter of the Aeroguidance Society, Inc.

Endicott, New York



EDITOR: TONY CAMMARATA

President: JOSEPH FELICE Vice President: FRANK GIOFFREDO

Secretary: MICHAEL PELLICCOTTI Treasure: GROVER ELLIS

Board Member: RICHARD ALLEN Board Member: ROBERT PUNKER

Past President: ROBERT NOLL



VOLUME 22

ISSUE 4

April 1989

NEXT MEETING: APRIL 18, 1989 @ 7:30pm

Place: NYSEG

AGS CALENDAR OF EVENTS

DATE	TIME	PLACE	EVENT
April 18	7:00-7:30pm	NYSEG	Ground School
" 18	7:30-9:30pm	NYSEG	Regular AGS Meeting,
" 29	9:00am	AGS Field	Field Opening and Pancake
			Breakfast
May 6	10:00am	Damascus	Damascus Float-fly
" 10	--	AGS Field	Flight school
June 10-11	TBD	Sayer, Pa.	AGS Annual Pattern Contest
			at Blue Swan Airport
August 20	11:30am	AGS Field	Intra-Club Contest and
			Picnic
Sept. ?	TBD	Greenwood Park	Greenwood Park Float-fly
			(Tentative; contingent on board and membership approval)
Sept. 30	TBD	Damascus	Damascus Float-fly
October 8	TBD	AGS Field	Glider and Electric Fly

NEXT CONNECTOR PUBLISHING DEADLINE IS April 28, 1989

AGS Flight Jackets and Shirts. With the AGS annual contest around the corner it is a good time to consider purchasing a shirt and coaches jacket so to display the AGS emblem (club patch) plus any other patches you are proud of. The official shirt is a business style shirt (with a collar for a tie) light blue in color, and can be purchased in any men's department. It's your call whether the sleeve is long or short. The coach's jacket should be a dark blue. If you have any question on the shade of shirt or jacket ask one of the regular members to show you theirs.

PREZ SEZ.....by Joe Felice

I've got a number of items to cover this month; Field opening, The Annual Contest, and Flight School. But first I would like to congratulate all of you! I was very pleased with the general attitude of cooperation at the last meeting, let's carry that to the flying field this summer and we'll have a good time.

Field Opening. At 9:00 am on 29 April at the annual field opening, breakfast will be served. Coffee, Orange Juice, pancakes, sausages and eggs will be available. Followed by work parties to repair the damage done by the Winter, then open flying. So come and join us for one or all three. Please bring shovels, rakes, etc. for the work parties.

Annual Contest. It was good to hear that so many of you were making room in your summer schedules for our annual contest June 10th and 11th at Blue Swan Airport in Sayre. If you still aren't sure of your schedule or would like to help/attend please let Bob Noll know as soon as possible. It's a good time for any model enthusiast so come and join us.

Flight School. Flight School starts the first week of May. In order for students to participate they will need AMA insurance (AMA membership card), club membership and an airplane that has been checked for air worthiness. Ground school is a good place to learn the do's and don'ts of preparing a model for flight, so please attend if you can. Flight school meetings are at 7:00pm before each regular meeting.

* p27,73,2*I would also like to thank Gene Lyle for his program last month and Bud Grant for getting him! This month's (APRIL) program will be Project Night so bring those winter projects to show off and maybe win some fuel or something. Winners will be chosen randomly via a drawing with one chance to win for each project you enter. So come and bring something.

Safety Corner.....by Tony Cammarata, Editor

The flying season is here! This date next month the AGS field will have opened and we will be stacking up that flight time. A note of caution to all and especially new fliers. Be smart and start now to go over your ships. Do a complete check out of the flying surfaces and motor installation (yes those bolts do come loose). And most of all checkout your radio. Cycle the batteries to be sure they come up to snuff. Even if you haven't had a few "hard landings" you should be wondering about your system. Do a thorough range check, cycle the servos making sure they are smooth and quiet. If they are real noisy chances are the pots are yukki. Clean them off and re-lubricate them with a very fine coat of high quality grease. If you really want to be sure all is O.K. with your

system, send it off to the manufacture to get it serviced. (You should have done this a month ago as they are getting real busy about this time.) However, even if you have to wait a bit extra for your system to be serviced, this is a small price to pay for safe flying not to mention the health of your pride and joy (model). Care and maintenance of your model, motor and radio are essential parts of this hobby if you are to experience success and satisfaction. The reason flyers win contests and have successful flying session is careful preparation. It is a good idea to have someone else to check out your control surface movement before flying. Their being unfamiliar with your plane will naturally scrutinize something you might not yourself. I have personally had the experience of another flier check out my control surface deflection direction, and he discovered that I have the ailerons hooked up backwards!

Noise or Lack Thereof. This is the year of quiet or reduced sound. This past August 16, 1988 at the regular AGS meeting the membership adopted the following regarding sound levels at the AGS flying field. Upon a motion by Ralf Jackson (our sound person) the membership voted to adopt a maximum sound level of 98db measurement as specified by the AMA as the permissible engine sound level allowable at the AGS Field and that the goal of 95db be established for future sound level at the field. THE MOTION PASSED 27 to 1. An amendment was made by a member that the sound proposals be effective with the opening of the AGS Field in 1989. The amendment was voted on and passed 14 to 2. As a part of the adopted rules the enforcement of sound policy is self enforced. It is up to each an every flying member to comply. You are responsible to know what sound level your model is producing. In fact, you have an obligation to the AGS to know and comply with our goals. With housing getting closer every day, our club field could be at stake. So let's all be good neighbors and comply. Besides, the high sound levels are damaging to your hearing!

Safety is no accident; make it not happen.

Guest At March Meeting.

John and Patrick Greene 506 Prescott Avenue Endicott, 13760

New Associate Members - None

New Regular Members

Arthur Royce 90 Old State Road, Binghamton N.Y. 13901

New Member To Be Voted In - None.

Letters To The Editor. Published in this edition of The Connector is a letter from Terry Terrenoire titled: "What Is A Trainer Airplane?" Responsible comment is welcome, letters may be edited, anonymous (unsigned) letters will not be published.

THE PRIDE OF THE AGS - by Bob Noll

When I moved to Endicott I was aware that an active R/C club existed here because I had heard about the Aero Guidance Society through several people who had been contestants in the annual contest. It seems that many times the reputation of a club is not the result of how large they are or whether they own their own field, but rather the result of what they give back to the sport of R/C flying. Some clubs have scale rallies like the club in Olean NY, some have pylon races such as several clubs in the Buffalo area. Some clubs host a gala giant scale fun fly like the Binghamton Aeros, some have hobo meets like the Valley Flyers of Sayre PA and others host pattern contests like we do. Whatever it is, the club is richer for having taken on the challenge of giving something back to the sport. The most successful events are done by clubs who recognize their expertise and do those things that they do well. **The AGS does pattern contests well.**

This years contest will be on June 10 and 11 at the Blue Swan Airport in Sayre, only a 30 minute drive from GJ's. We have been using that site for about seven years after using Tri Cities Airport in Endicott for 23 years and then the Green Airport for about three years. We left Endicott due to the increased full size air traffic and Green when the adjoining picnic and camping area was sold for cycle and ATV racing.

The Blue Swan offers a very good site that is easily accessible from Rt 17, is located away from houses, is close to a variety of motels and can accommodate the large number of campers that arrive for the weekend. By the way, if you camp with a trailer or a tent, join in on the fun and fellowship by staying at the sit for the weekend. As many as 10 AGS'ers have found this a fun experience in the past.

The action will get underway on Friday June 9 with the final field preparation and erection of the club Big Top tent which is used for the Saturday evening buffet and concession stand. By the way, the buffet is free to all AGS members who work at the contest. The field will be open at 3 PM on Friday for practice flying and we will be putting on a Design & Construction Seminar at 7 PM. Several of the top designers and builders of state-of-the art pattern planes will be there to discuss their designs and let us see some of their building and construction techniques. This will be a great place to rub elbows with some of the best.

The competition will start on Saturday morning at 9 AM and continue until 7 PM after which the buffet will be served. Sunday flying will start at 8 AM and the awards ceremony will take place about 4 PM. Our concessioner will be ready as usual with breakfast on both days so you and the contestants are well fed before the action begins.

I am extremely pleased with the number of members that have said they want to participate. The sign-up list has 34 names on it already and I haven't been able to contact everyone at this time. Many have said they would like to be a judge and so we will be using club judges in order to simplify the logistics associated with running three flight lines using contestant judges as we did last year.

For those who are not aware, this annual event, started in 1954, has been the single most significant club activity responsible for allowing us to purchase our own flying field, something many other clubs would love to do. In the 60's and 70's thousands of spectators clogged the road into Tri-Cities Airport to observe the competition

we had press and TV coverage and local merchants advertised in our program. After the major club indebtedness was taken care of in the early 80's it was determined that we no longer needed significant revenue from the contest and now our object is to just to break even. In spite of this we still have bolstered our treasury as the result of this annual activity

1989 will be the 34th consecutive year that this event will be held. Again we will be giving something back to our sport by doing the thing we do best while enriching the experiences of each member that participates. More details will follow in the next two months. Give me a call (754-5279) if you want to help and I haven't contacted you. It's a major effort but one that can be a rewarding one to you the club.

* * * * *

The following is an excerpt from the ARIA National Newsletter.

FREQUENCY ASKED QUESTIONS. Recently various publications and advertisements have listed AMA so-called "regulations" concerning radio frequency use. Confusion has resulted from the various articles. The following information is presented in an effort to clarify the situation. Specific, complete information may be found in the "Radio Frequency Information" section of the Membership manual.

Q. Is operation on the so-called "old" frequencies (72.080, 72.160, 77.740, 72.32.0, 72.960, 75.640) a violation of AMA Safety Code, placing liability insurance in jeopardy?

A. Absolutely_ See Radio Control, item 4 of the Safety Code - it is illegal! Operation on those frequencies was discontinued by the FCC December 1987. The same condition applies to operation on the "Ham" band (6 meters) without proper licensing.

Q. For channels 12-34 are narrow band transmitters required for sanctioned events and recommended for all. RC operations sites?

A. Yes_ See the Frequency Recommendations **in** the Membership Manual. (Item 4.9 AMA Radio Control Utilization Plan.)

Q. How can I tell if my transmitter meets the narrowband guidelines?

A. There is no simple answer. If it was manufactured within the last year and a half, there is a good possibility it does, especially if it is FM or PCM. Older radios that are sent for service or frequency conversion may now be returned with a sticker affixed; silver for broadband; gold for narrowband. The checking is generally done with a spectrum analyzer, a device that "reads" the transmitted signal. The Academy has offered this service for the last two years, free, at most trade shows and other selected events where expert personnel are available. The service is also provided by many of the service centers around the nation. The surest way to know is to return it to the manufacture for checking.

Q. Are transmitters required to have a sticker affixed to indicate whether it is "narrowband" or "broadband".

A. No! Not at the present time. The sticker program developed jointly with the Radio Control Manufacturers Association (RCMA) and AMA currently

automatically makes it a part of the AMA Safety Code for the club site operation.

Also, if Contest Directors wish to do so, they can require individuals operating on channels 12-34 to sign a document certifying that the transmitter they are using meets the guidelines for narrowband, but it might be wise for the CD to ask how the flier knows (was it checked by the manufacturer? Was it checked by AMA at a trade show?, etc.) The current plan is to require stickers on all transmitters used at sanctioned events beginning December 20, 1990.

Q. Is the new frequency flag identification plan required?

A. No! The plan, which consists of a single color wind streamer and channel number plaque, is strongly recommended for all RC operating sites. Again, if your club wishes to mandate their use, they may do so. If you come to the NATS, be certain to have the recommended flag, expect to have your transmitter checked with a spectrum analyzer, use a frequency clothes pin, and be required to use a TX impound between flights. Those are our rules, for our event, at our site; you may have your own rules but - again - the AMA plan is strongly recommended, so that going from one site to another will not mean different requirements.

Q. Aren't our new channel numbered frequencies shared with other users?

A. They are not! But in some areas, you may find some stations operating between our RC channels. If those stations are high powered and close to the flying site, it may make operations on one or more of our channeled numbered frequencies difficult or impossible. That is the primary reason the FCC granted 80 frequencies for model use (i.e. 50 for aircraft - 30 for surface) - so we can find a group without interference problems.

The Academy has frequency scanners available for clubs to use in an effort to determine commercial use in the area. Contact your District Frequency Coordinator, Vice President, or AMA Headquarters.

Q. What about my older equipment?

A. The issue must be addressed on more of a single case basis. If it is very old, the manufacturer no longer exists, and you cannot locate a service facility to work on it, the answer is that it should be retired from service.

However, there have been 10-year old transmitters that have been brought up to 1991 specifications with little cost and effort. Note that we said transmitters not receivers. While the manufacturers and service facilities have changed frequencies and adjusted equipment for very reasonable fees, you will need to determine the value of the older equipment to you, individually. In light of declining equipment costs in recent years, it may not be practical to "fix up" older equipment.

By letter dated December 14, 1988, the FCC has confirmed that or their authorized representatives may perform the "narrow banding" service on older transmitters without having to retype accept it.

Currently, no AMA requirement for narrowband receivers has been established for now or 1991. It should be noted, however, that more reliable, safer operation will result when both narrowband transmitters and receivers are used. Some sites, due to nearby commercial operation may find that "narrowband" receivers are a must in order to minimize or eliminate interference.

More on frequency next month

APRIL PROGRAM: **PROJECT NITE !!**

What is project nite? It is an informal meeting that turns into a very large Show and Tell session. Bring your latest creation, whether complete or not, and tell us about it. For every project you bring you will get your name put into a drawing and we will be giving away \$60.00 worth of goodies divided among 8 or 10 winners. At least four prizes will be gallon cans of fuel. See you there.

WHAT IS A TRAINER AIRPLANE ??

During the last meeting a new member was showing the wing of a trainer, Kadet, he was building as a 3 channel. Someone in the club suggested that he should have built it as a 4 channel and added the ailerons.

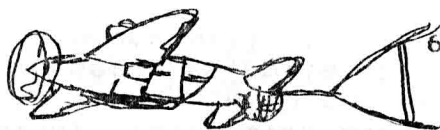
Let me start this discussion by saying that I am not saying anyone else is "wrong", just that I prefer a different method. If you have a method that works for you, stick to it; but if you are just getting started, consider the following:

One of the most common questions asked by a beginner is; Should my first ship have ailerons, or just elevator and rudder? You will notice that I did not say 3 or 4 channel. My response is nearly always: Build a 4 channel without ailerons!! Why?? In the first place a new builder does not need the extra time and complexity of having to install the ailerons. From a flying standpoint I have yet to see a high wing, flat bottom airfoil, trainer that flies as well with ailerons as it does with rudder and elevator. Yes, once you get into doing consecutive rolls the ailerons do do a better job, but how many beginners will still be flying the same plane when they get to that level of proficiency.

The main argument against 3 channel is that the pilot will have to learn new reflexes when he graduates to an aileron equipped ship. My response is: Not if the first ship is set up "correctly". It should be set up using all four channels with the aileron stick moving the rudder and the rudder stick hooked up to a fourth servo in the plane that does nothing but control the nose wheel. The only place this will not work is in a "tail dragger", but how many people build tail draggers as first projects??

Now stop and think this through for a minute.....With this setup all controls will move exactly as they will when you go to that aileron ship. In the air you will be "rolling" with aileron input and on the ground you will be steering with rudder input. There will be no bad habits to unlearn and you will complete your project much quicker and with fewer headaches, and in all examples I can think of, the plane will actually fly better than it would with ailerons.

This view could open up a can of worms similar to the traditional "down wind turn" discussion, but I think we can all learn from the views of others. So lets hear it! If you have a different point of view, or would like to support this one, drop a line to your friendly Editor.



Aero Guidance Society, Inc
P.O. Box 39
Vestal, New York 13850-0039

