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The CONNECTOR

Newsletter of the Aeroguidance Society, Inc.

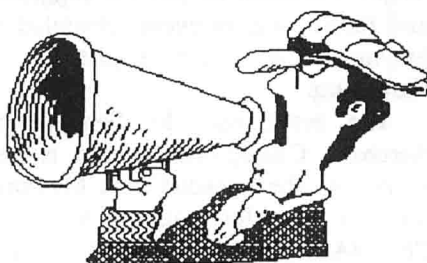
AMA Chartered Club No. 441

Volume 43 Issue 8

June 1998

Meetings of the AGS are held the 3rd Tuesday of every month. Summer meetings for June, July and August are held at our flying field, rain or shine. Program at 7:30, business meeting to follow.

The Prez Sez
Dave Lewis



By the time this reaches you the 43rd Annual Aeroguidance Society Precision Aerobatics Contest will be over. It will go in the books as another successful AGS event. This is not an accident but rather the results of the dedicated efforts of the membership of the Aeroguidance Society. The quality of this event always makes me proud to be a member of the AGS. Thanks to everyone who helped make this contest the prestigious event that it is.

Flight school is in full swing and we have some promising new students who will no doubt solo before the summer is up. Please continue to support them.

If you missed the May meeting, the AGS decals have arrived from model graphics. They really look great. If you wish to purchase a set see Charlie Hatton. They are \$15 for a sheet of 14 decals of various sizes.

For anyone that may not have heard, Bob Punkar passed away on May 23. Bob's contribution to the AGS and the sport of modeling were many. Bob opened his wood shop and provided the expertise to construct the club's Flight Control Center. RCM magazine ran an article about the project. Ironically, the article came out a few days after Bob's death. Bob will be missed by the AGS

and all who knew him.

If you haven't seen the July RCM you might want to check out page 56. Our own Bob Noll wrote this article and used his influence to get it published. Great job!

The board recently revised the Associate membership process to require the associate member to participate as an entrant or worker in three AGS events during their six month membership. The intent is to help them get to know more of us and us to know them.

Just a reminder, the club meetings will be held at the flying field for the summer months. Come early, bring a plane and fly. See you there!

Overdue Dues!

by Charlie Hatton, Treasurer

If your address label is pink, you are in arrears in your dues payments. Unless payment is received by June 17, you will be dropped from the club roles and lose all membership privileges.

Payment may be mailed to the club Post Office box.

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BE A WINNER ATTEND AGS MEETINGS

**Last Month's Raffle
Winner -**

**Tony Mincolla
(OS 46LA Engine)**

**This Month's Raffle
Prize -
another OS 46LA engine**

The Aeroguidance Society, Inc.

P.O. Box 39
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PROGRAM

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FIELD

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EDITOR:

Bob Noll 754-5279

AGS Board Meetings

Board meetings of the AGS will generally be held monthly on the Monday of the week following the general membership meetings and are open to all members who wish to bring business to the board. Please contact our President prior to the meeting to notify him of your interest and to get the location of the meeting.

From The Editor...

On Saturday May 30, I had a great experience. The Chief Judge for the Tournament of Champions suggested that all TOC judges try to attend an IAC competition and sit in as a scribe or judges assistant. Since I am again judging at the TOC this coming October in Las Vegas, I decided to take his suggestion and found such an event scheduled for Maytown, PA, which is just East of Harrisburg.

The event was the Pennsylvania Aerobatic Championships and is held every year the weekend after Memorial Day. It is an International Aerobatics Club (IAC) sanctioned competition so it quickly got onto my schedule.

I arrived early Saturday morning to see the largest collection of aerobatic planes and pilots that I have ever seen in one place. Pitts Specials of all types, Christian Eagles, Extras, a Giles G-202, Zlin, Sukoi and others lined the field. This was going to be a neat experience I thought, as I met with the Contest Director, who I had contacted several month's ago.

After being assigned to a judge as his scribe, I attended the pilots briefing and then had some time to take videos before the competition started. Not unlike the TOC, many pilots were moving their hands through the unknown sequences and rehearsing their known sequences.

It was a beneficial experience as I learned more about the IAC judging criteria which is applied in some respects at the TOC. I was surprised to find out how many of the pilots have flown R/C and can't understand how we fly aerobatics without being in the plane. They all had a healthy respect for our abilities.

From The Office of the VP

by Jim McKeown

It is with much regret that I heard of the passing of a friend and fellow member of the AGS. Bob Punker was one of my oldest acquaintances in this area. I first met him at Greene airport in the early 1970's when he and Brian appeared with a new plane for flying. In the ensuing years, Bob was always around to help when you needed him. His dedication to the sport of Model Airplanes and to the clubs in this area will be sorely missed.

At the publication of The Connector, the annual aerobatics contest will be another entry in the History of AGS. I am sure that it will have been run in the usual professional manner in which it always has been. Events such as this don't just happen and we should all be grateful to those who have done such a great job of organization.

It is my understanding that the flight school is very busy this year and help in the form of instructors is still needed. Please contact Gib Vandling if you can help as an instructor.

Don't forget the Pylon Races! This is another club fun activity and even if you don't have a plane, you, as a helper, can join in the fun. The races conducted on May 24 were very representative of this type of fun. The weather was fine and I got et up by bugs!

I have been busy attempting to get up to speed with the software to score the annual pattern contest and have not been in touch with many of the club activities this month so this department is a bit short this month. I therefore apologize and will do better next month.

TA CONNECTOR is prepared on an IBM computer. Submissions are happily accepted on 3 1/2" diskette as ASCII or wordprocessing file (preferred). Please send material to Bob Noll, by FAX at 785-1514 (full time dedicated line), by modem at 754-5279 (requires phone call to alert), or by mail to 2317 Acorn Dr., Vestal, NY 13850.

Subscriptions to *TA CONNECTOR* can be obtained at minimal cost of \$8.00 by contacting the editor.

SECRETARY'S REPORT

by Bob Frey, Secretary

President Dave Lewis called the meeting to order at 7:35 PM. 25 Members and one guest, Dave Thomas were in attendance.

There were no corrections to the April Minutes as published in the Connector. The treasurer's report was given by Charlie Hatton.

Committee Reports:

Field: - Todd Kopl circulated the mowing list, stating that there were still a few open dates.

Field opening work day held on May 2. Only about half of the people expected showed up and a lot of food was left over. We all need to remember to show up, especially if we so indicate in advance.

Float Fly - Todd Kopl reported that we had a successful event with a total of fifteen flyers attending. There was a problem with people wanting to swim during the meet since the weather was warm. The park security can be contacted in this case for "crowd control". Thanks to Todd, our newest CD for running this event.

Pylon Racing - Vic Guiles reported that the first AGS race was held on May 10. The next race is scheduled for May 24. Race helpers are always needed. It takes a minimum of eight people to run a race. (3 helpers, starter and 4 turn watchers). It is better to also have three more people for lap counters. Come and join us at the races for an interesting two hours.

Flight School - Gib Vandling stated that he could use more instructors. We have a bumper crop of students (12 to 13) this year.

Precision Aerobatics Contest-Bob Noll reported that almost all jobs are filled and that preparations for the contest are in order. This is our 43rd annual contest. Flying starts at 9:00 AM Saturday and 8:00 AM Sunday. Flight training will be held at the AGS field on May 26 for judges. The Saturday evening banquet will be free this year for all club

members who work at the contest. Thanks to Bob Noll and all his assistants who work hard to make this event a big success year after year.

Old Business:

Decals - Decals arrived and they look great. Thanks to Dave and Charlie Hatton for their efforts to make all the arrangements.

New Business: - None

Raffle: - Tony Mincolla won the OS LA 46 motor.

Show and Tell:

Todd Kopl - Showed foam wings he made for Q 500. He has six sets available for sale.

Bill Underkofler- Talked about problems with Sullivan fuel tanks; Necks crack and stoppers degrade in time. Bill recommends the DuBro tank design.

Tom Kopl - Displayed a Glo-Plug driver.

Program: Bob Noll gave a presentation on film covering comparing the capabilities of Ultracote as compared to Monocote. Bob Noll and Bob Frey have both used Ultracote and like it.

RC Gliders, Are They For You ?

by Tom Kopl, Program Chairman

I have asked Gib Vandling to present the June program. Gib will discuss the pros and cons of electric vs. gas powered RC gliders. Gib will compare the following two kits; the Electra and the Gentle Lady when discussing the pros and cons of electric vs. gas powered RC gliders. Weather permitting, Gib will do a demonstration flight.

Gib has been a RC glider enthusiast for many years and has built and flown a wide variety of model RC gliders, and has agreed to share with us his many years of experience.

Come to the June meeting and decide if RC gliders are for you?

Vintage Fun & Fellowship

by Terry Terrenoire, Contest Director

While we have all been preparing for the upcoming(past) pattern meet, a lot of you may be unaware of the much smaller meet that we will be hosting the following weekend, also at Blue Swan airport.

At this Vintage meet all airplanes flying will be designs from pre-1970. There are three categories of competition; rudder only, rudder & elevator, and "full house".

This is a very low key event where the entrants do not necessarily have to fly for the judges. We will have two flight lines going and will be judging on one line from 12 to 3 each day.

Very little manpower is required to run this event but some help is requested. We need a couple of judges for the three hours each day. It would be nice to have someone to supply the food, and help with general activities.

If you have some free time the weekend of June 13-14 give me a call at 748-8146.

Membership Matters

by Scott Edwards, Membership
Chairman

We have one new member to report this month. Dave Thomas has joined us to take a break from all work and no play. Some of us know that feeling all too well, Dave! Dave lives at 926 Springview Drive with his spouse Kim.. He has two children, Austin and Nicole.

Dave is interested in electric flight so it seems appropriate his first sponsor be Bob Frey (748-3854). His second sponsor is Steve Bard (754-4756). Dave has been assigned to the field committee. Dave can be reached at 786-4803.

Welcome, Dave!

DEADLINE FOR ALL CONNECTOR INPUTS IS THE FIRST TUESDAY OF EVERY MONTH. ARTICLES SUBMITTED FOR INTEREST, ADVERTISEMENT OR ANNOUNCEMENT WILL BE CONSIDERED ON A SPACE-AVAILABLE BASIS.



RACING '98

by Jim Quinn, race coordinator

By the time you read this article three races will have been completed, two AGS races and an STRC race. The STRC race is yet to be held, so I will report on that race in my next article.

Firstly, THANK YOU to everyone who has been so understanding and supportive as Vic Giles and I begin our first season directing the AGS Racing program. As is so often said at meetings, our club and our Racing program depend on our members volunteering support. Being new at this program Vic and I have really needed your help and support. Thank you all.

Two AGS races have been completed so we should be well tuned for the STRC race in Sayre on June 9. Our first race on May 12 saw four returning veterans and one new racer for the '98 season. It didn't seem that there were many run away speedsters. The competition was fierce with only one incident, Todd Kopl lost the back half of his muffler on the first race and so he was done for the evening. After the races were finished we all went to look for lost muffler. Oddly, Bob Noll found the small insert that goes inside the muffler, but the muffler itself was not to be found. Todd will have to find a new one at GJ's.

When the smoke cleared the evening saw Bob Noll with 8 points, two firsts and a second. Tony Vyziak finished second with 7 points which he got by one first and two seconds. Jamie Arnold and Jim Quinn finished with 6 points each, both finishing with one first, one second, and one third. Todd's lost muffler put him out of the points for our first evening of racing.

AGS Race #2 was on Sunday, May 24. I was in Texas for a First Communion with my family. Our second race also had five racers, with Len Martin coming out for his first race of the '98 season. Len did very well finishing all three races in first place! Todd Kopl had that muffler problem fixed and finished with six points, a first, second, and third place in his three races. Jamie Arnold and Bob Noll each finished with 5 points. Jamie had two seconds and a third while Bob, who had to start last each race because of his high point status after the first evening of racing, had a first, a second, and engine problems in his third race. Notwithstanding the engine problem Bob still is in first place after two races with 13 total points. Guess what Bob? You still will be starting third in each of your next set of heats! Such is the price of success. Tony Viziak finished with 4 points, two third place finishes and one second place.

I understand heat #2 had a few problems with the upper pylon cuts. Thanks for everyone's understanding regarding that problem and hopefully the learning experience can make our new racing staff a better staff for the rest of the season.

One other important feature of this young racing season was the adoption of STRC rules for AGS racing. One important change for us is the 90 second starting time. It no longer applies. Starting positions are determined by season points. And hard hats are required on the race course after the start of the race. I am providing three hard hats at each race so there should be no problem with safety.

To date we have 7 registered races and have had six different competitors. All in all we are off to a good start of the racing season.

If you are having a problem finding a kit to build check with Todd Kopl, he might be able to help you out. There are still 7 races left in the season. Point totals for only four races are used for season standings so there is still plenty of time to get out and race.

DID YOU KNOW.....

that many years ago the AGS had an annual fun fly exchange with a Pennsylvania club. Do you know when that was and where we traveled?

AGS Events

June 13, 14 9 AM
Vintage Fun & Fellowship
Blue Swan Airport, Sayre, PA

June 30 5:30 PM
STRC Race #2, AGS Race #3
AGS Field, AGS is host

July 19 10 AM
Family Picnic
Food, Games, Socializing

July 28 6:30 PM
STRC Pylon Race #3
MOB Field

August 1, 2 10 AM
Spiedie Fest
Tri-Cities Airport, Endicott

Balloon Rally & Spiedie Fest

by Terry Terrenoire, AGS Chairman

August 1st & 2nd will be the dates for this year's event at Tri-cities airport. We need help in several areas.

Tent set up Thursday or Friday and tear down Sunday evening. Airplanes for static display, call Chuck Krapf (692-4962) if you can help here. Last year we had some gliders for sale. If you would like to take care of this give me a call.

Once again we are planning to offer buddy box flights to the public. We need some one to talk on the PA system, some one to give flyers a brief ground school on how the transmitter works, and to collect their money.

We had a lot of fun last year and you should be aware of the big perk involved. If you are working at the event, entrance is free, and you can get a great parking space!

If you have any interest call me at 748-8146.

Wilder's Latest Flight

by Ralph Tenny

Date: 98-05-19 06:31:31 EDT

From: sbard@juno.com (Steven L. Bard)

To: bobrc@aol.com

On May 12, Bob Wilder made a record-setting flight at our 26" Bedford site. I expect to have full model specs later.

TWO HOURS PLUS! Bob Wilder's "serious" record attempt is history. About 10:20 a.m., Bob launched his revamped model, and it landed two hours, thirty-nine minutes, and forty seconds later. It was hard to realize this was a momentous event, because Bob Made it look too easy!

He topped off his flight batteries while his transmitter batteries were charging, then opened the model box, inserted the flight batteries, strapped on the wing, and went out to launch. His initial "throttle" setting was too much and had to be backed off.

From the launch until 92 minutes into the flight, there were no problems. Suddenly, the air conditioner came on and the air got very turbulent. It was touch-and-go for about six minutes until the A/C shut down again. Earlier in the day, the technician had been testing the system, and we had waited about half an hour to be sure he had finished.

The model's radio had been upgraded to give fully proportional rudder and motor speed; with the latest lithium battery technology, the model was 16 grams lighter than during the 1:19 flight. The throttle control on the transmitter had detents to hold the desired setting. As the flight progressed, the model would begin to sink slightly until Bob advanced the speed setting another click.

During the flight, there was a minor cheer as the time clicked over to one hour and twenty minutes - the old record was history. As the time passed two hours, the throttle detents were almost used up. One of the witnesses got up a pool on when the model would land. Finally, Bob had to change the circular flight pattern to a long oval - passing under the basketball goals on one end and approaching the other goal. The periods of straight flight and larger diameter circles stretched the flight time by about three minutes - almost reaching 2:40:00.

As mentioned above - it all looked

very easy. It really required more than four months of testing every component of the model, with the model representing the best available product. By the time the record trials started, all that was left was to fly the model. three weeks before Bob had indicated the new batteries should last more than two hours. His science is good!

Something More For The Wives (or others who cook)

Share your favorite recipes or household hints with others. Send your inputs to the editor and spread your expertise!

Elephant Stew

I found this recipe on the internet and thought I would share it with you. It is perfect for those large summertime gatherings.

- 1 Medium-Sized Elephant
- Salt and Pepper to Taste
- Brown Gravy (to cover)
- 2 Rabbits (optional)

Cut elephant into bite-sized pieces (this will take about two months). Add gravy, and cook about four weeks at 465 degrees. This will serve 3,800 people. If more are expected, two rabbits may be added, but do this only if necessary, as most people do not like to find "hare" in there stew.

Enjoy!

From your friendly chef, Dave Lewis

Remember Bob!

The untimely passing of fellow club member Bob Punkar has effected many AGS'ers. You have already read comments by Dave Lewis and Jim McKeown.

The RCM article on our Flight Control Center appeared in the July issue of RCM and Bob was unable to share in the pride that all other AGS'ers felt when it hit the news stands.

Bob was a big part of that project and we will be reminded of many fond memories of Bob when we use that Flight Control Center.

TRAVELER'S ADVISORY

June 11,12,13,14 Big Flats, NY
Harris Hill L/D R/C 1998 Aerotow
Harris Hill Inter-National Glider Site

June 20, 21 Brockport, NY
Precision Aerobatics Contest
Radio Control Club of Rochester
Northampton Park

June 28 Tunkhannock, PA
Biplanes Over Pennsylvania
Lackawanna Aero Modelers
Skyhaven Airport
Tom Lowrie (717) 563-1445

July 11, 12 Olean, NY
Scale Rally, all sizes
Southern Tier Aero Radio Society
County Airport

July 18, 19 Athens, PA
VRCMC Annual Fun Fly Contest
Round Top Field

August 1 Montrose, PA
Endless Mountain R/C Flying Club
Fly-In, Saverton Airport

AGS On Line

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Steven Bard	sbard@juno.com
Tony Cammarata	TCANDEC@aol.com
Scott Edwards	sedwards@spectra.net
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Bill Underkofler	junderk@spectra.net
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Bold type denotes additions or changes.

June '98 Field Report

by Todd Kopl, Field Chairman

Wow! The weather has been unbelievably good and unbelievably bad over the past month or so. The road up to the field was good until the last weekend in May when severe weather ripped through our area. The road remains passable (especially with a big 4x4!) but definitely needs some work. If necessary I will be pulling together another work party for emergency road repair.

I forgot to pass around the sign-up sheet for some of the field projects I mentioned in the last connector (outhouse repair, painting, etc.). I'll be in 'the land down under' for the next meeting but will try to have someone pass the list around. Please help the club out and sign up for something.

It's been brought to my attention that maybe we should have a tractor operation review session at one of the summer meetings just to make sure everyone is up to speed. This is a very valuable club asset and we need to make sure it is cared for and operated within reasonable guidelines.

Well, it wouldn't be appropriate to sign off this month without bidding a final farewell to our recently departed club member, Bob Punkar. Somewhere back in the early 80's I can remember riding my bicycle up to the AGS field and being greeted by a jolly fellow by the name of Bob Punkar. Bob was the kind of person who really knew how to make someone feel welcome. I personally attribute much of my success in modeling to people like Bob who were willing to take time to explain how things work to a little kid who wasn't old enough to drive. Over the years I think we've all grown accustomed to seeing Bob at club events and his absence at future events will surely be missed.



43rd Annual Aerobatics Contest

by Bob Noll, Contest Director

It's over for another year and both Frank Gioffredo, my Assistant Contest Director and I want to thank all those who contributed to another successful event. My records show that 40 members helped with the event. A special thanks must go to non-members Janet Karas who helped husband Len and son Steve with registration and to Esther Krapf who worked diligently in the food tent. Thanks also to those scribes who had to due double duty because of three no-shows among the scribe team.

As the winds blew and the temperature remained low, forty two contestants took to the air while wives and family members bundled up in coats and blankets. We completed four rounds in all five classes on Saturday with only one broken plane.

Sunday got off to its usual 8 AM start but the weather didn't cooperate very much as rain stopped the competition for about 30 minutes in the morning and later in the day caused complete stoppage after six rounds had been completed.

Ivan Kristensen from Guelph, Ontario was the big winner over a field of eight in the top FAI class. Ivan's world class flying skills won him every round and showed why he is one of the top ten aerobatic pilots in the world.

Dave Lockhart, from New Jersey, won the hotly contested Masters class beating eleven competitors who were nipping at his heels.

Saturday evening almost all the contestants and many AGS'ers went to the Sayre Elks Club where we had a delicious dinner of stuffed chicken, salad, potato, green beans and cherry pie for desert.

Early each morning Mark Lecher and his crew of dad, Charlie, along with Esther and Chuck Krapf sold hot coffee and a full breakfast of eggs, sausage and pancakes to hungry contestants and club members. The food tent was a busy place all day as Mark's culinary wizardry drew everyone for burgers, etc.

Something new this year were the picture plaques presented to the top three finishers in all classes. Terry Terrenoire took the pictures of all contestants and

their planes, and some spouses, and had them developed in time to be mounted on beautiful certificates designed and made by Charlie Hatton. The artwork included our AGS logo in color with a subdued background of yours truly flying at our field. Every contestant liked the idea and those who were not fortunate enough to get a plaque could have their picture as a memento. Thanks to Terry, Charlie and to Frank Gioffredo for purchasing the frames and coordinating the project.

Thanks again to all those who helped and a reminder to three scribe no-shows and one tabulation no-show that you left your fellow club members down.

Spring Float Fly Report

by Todd Kopl

The Spring Float Fly was successfully conducted by this freshly minted Contest Director over the weekend of May 16-17. The weather was fantastic which ultimately proved to be a major problem for this event. Although Greenwood Park was not officially open a large crowd showed up to enjoy the weather. 'Beach Closed' signs posted by the Park facility were not a deterrent for those wishing to play on the beach and in the water. This was an unexpected headache because it represented a safety problem for the CD and flyers.

I was able to rally on Sunday and literally fence off the beach with yellow caution tape but eventually the crowd got past this barricade as well.

In all 16 flyers were registered for this event, the only AGS member being Terry T. The M.O.B. was well represented and two of their members won the \$25 drawings.

In general, I believe becoming a CD is a good thing and this event is relatively easy to run because it does not involve competition scoring and round scheduling. I was able to meet more modelers and actually tried my hand at RC sailboats (sounds hokey but was actually challenging). However, there seemed to be an overall lack of interest from our club (a few members did show up as spectators). I'd like to thank Terry for providing the food/beverage service and I know it was well received by all who attended.

PROFILE R/C!

by Jamie Arnold

When building a Profile RC model, special attention needs to be paid to several areas that would normally be considered fine "out of the box". The first and most important area is the fuselage. The area where the fuselage and trailing edge of the wing meet is very susceptible to flexing and cracking. Even if the fuse is built-up and sheeted, this area is typically quite weak. I have had 2 out of 3 profile planes snap the fuse at this point during aggressive maneuvering.

The fix is easy, just make a fuse doubler that extends forward to about 20% of chord from the trailing edge towards the leading edge, make it extend rearward about 3 to 5 inches along the fuse. I use 1/16 or 1/32nd ply, but you can use any material you like. I use the root rib template to give it the shape it needs to fit nicely on the wing. The ply allows for great strength without weight and keeps the covering looking good.

The second area is the tail feathers. You should always cover them before gluing to the plane and allow for triangle stock at least on the bottom of the horizontal stab. Most kits will call for 2-56 pushrods, with one guide on the fuse for the rear control surfaces. I always use 4-40 rod with 2 to 3 guides. This allows for no flexing in the control rod under any condition. I also use solder-on 2-56 threaded ends as they will fit a 4-40 rod if you sand the end of the rod slightly, and they allow you to use smaller clevises and such which weigh less.

Lastly, you want to prop the engine for quick transition between idle and full throttle. On a 40 size engine I would use a 10X4 APC or a 11X4 Rev-Up (if you can find them). I have a Webra Speed 32 on my Fazer with a Rev-Up 11X4 and a Dick Allen design Moussler. It weighs less than any 40, has more power than most and the prop allows it to transition almost instantaneously. Transition is important as most profile plane are designed to be flown down low and slow and you may need full throttle "RIGHT NOW" to get out of trouble!

Have fun with your profile plane, they are a great second plane for just about anyone and have a large performance envelope to suit your skill level.

Heat, Dead Batteries or Polarization?

My stopwatch was laying face up in the hot sun and I noticed the display had turned completely black and unreadable. Later, out of direct sun, it seemed to recover from the heat. We never had this problem with a mechanical watch! Then a couple of months later my tachometer was impossible to read unless I twisted it just so. Someone suggested new batteries and I cringed, having replaced a set recently at a cost of almost half the tach itself.

It finally dawned on me that I was wearing polarized sunglasses and the tach lens must be polarized. By rotating the tach about 45 degrees vertical I could make the display turn black and unreadable. Same with my stopwatch. Two polarized lenses will do that. Odd thing is that the sunglasses and the instrument lenses seem to be polarized at a 45 degree angle rather than horizontally/vertically as I've noticed in the past.

from The Society of Antique Modelers,
SAM 26 Bob Angel, Editor

AGS MOWING LIST

by Tom Kopl, Field Chairman

The AGS field rules require the presence of two club members for operation of mowing equipment. As a result it is expected that pairs of members will sign up on the mowing list. At least one member must be familiar with operation of the tractor, the other member can use the push mower to do the trim cutting and/or clean the outhouse. The members signed up for mowing will be responsible for finding a suitable replacement if they are unable to maintain their commitment for the scheduled time.

The field should be cut no earlier than Thursday and no later than Saturday noon.

June 11 - 13	Jim Quinn Vic Giles
June 18 - 20	Gene Sibick Tom Kopl
June 25 - 27	Bob Jennings Todd Kopl
July 2 - 4	_____
July 9 - 11	Marc Trudeau
July 16 - 18	_____
July 23 - 25	Chuck Krapf Gene Sibick
July 30 - Aug 1	Tony Vyziak Howard Confer

REMINDER!
The June, July
and August meetings
are held at
the club field.
Program at 7:30 PM
with business meeting
to follow.

Did You Know answer

In the 60's, the AGS and the Lehigh Valley R/C Club got together annually for a day of fun flying and camaraderie. Every other year about three or four carloads headed down Rt. 81 to Allentown and on the odd years, the LVRCC came to Endicott.

MAY PROGRAM
RC GLIDERS
ARE THEY FOR YOU?

GAS vs. ELECTRIC?
KIT REVIEWS!
DEMO FLIGHTS!

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