
THE CONNECTOR



THE NEWSLETTER OF THE AEROGUIDANCE SOCIETY, INC.

Vol. IV Number 12

Editor: Bob Noll

January, 1972

THE PREZ SEZ: - DICK ALLEN

This will serve as official notice that the club's "Annual Meeting" will be held on Feb. 4 at 8 P.M. (as required by Section 2, Article 4 of the By-Laws). At this time all voting members who have paid their 1972 dues and assessments (\$25.00) will be able to cast their ballots. The Nominating Committee has presented their slate (see below). Nominations will also be accepted from the floor at the Annual Meeting.

In addition to the elections, another highlight of the Annual Meeting is the presentation of the Club's 1971 History, by Historian Bill Sebesta. Each member should give Bill all the information he can about contests entered, demonstrations, and other R/C activities participated in during 1971. Remember - if Bill doesn't get the scoop from you, it won't appear in the History, so Sockit To 'im!

I would like to thank all of you for your efforts in making the clubs many programs and activities during 1971 a reality. The contests, get-togethers, field "work parties", meeting presentations, air shows, flying sessions, etc., don't just happen. They are made to work by that talented and energetic group called the Aeroguidance Society. It has been an honor to be your President.

ANNUAL PARTY: -

Planning for the 1972 version of the Annual Club Party is well underway. Party Chairman, Bob Jennings, has hired a band and reserved the Fountain's Polynesian Room for Saturday, March 11. Tell your wife to line up a baby sitter now so you can join in on the good food and fun. More details regarding time, menu and price will be available in the next issue of "The Connector".

NOMINATING COMMITTEE REPORT: - Ralph Jackson

The Nominating Committee has proposed the following slate of officers for 1972:

President: Bob Noll
Vice President: Bill Johnson
Secretary: Roger Sanwald
Treasurer: Stan Bogaczyk

The nominating committee consisted of Myron Cary and Ralph Jackson. The use of a nominating committee is common in organizations such as the Aeroguidance Society. Its purpose is to make sure that at least one candidate who is both willing and able is available for each office when the elections are held.

During the elections, nominations of other candidates can be made by any member. Club members who wish to campaign for any office are encouraged to do so.

NEW MEMBERS: -

December 17 - Bryan Johnson
833 West Circle Drive
Vestal, N.Y. Phone: 754-2172

January 7 - Tom Fargo Tom Nielsen - Edith
208 W. Knight Ave. 933 Byford Blvd.
Endwell, NY 748-0614 Endwell, NY 748-4852
26.995 MHz

Shep Brokaw - Nancy
120 N. McKinley Ave.
Endicott, N.Y. 748-3774
27.147, 26.995, 72.40, 72.96 MHz

DID YOU KNOW? -

An article by an AGS member appeared in the January issue of R C Modeler? SUPER CHIP by Jerry Cole is a well done article with very detailed plans for Jerry's latest Formula Falcon Racer. Lou Francavillo, Jr., another AGS member takes the photo credits. Nice work Jerry and Lou.

AEROGUIDANCE SOCIETY, INC.

1972 Formula Falcon Racing Rules

OBJECTIVE:

To provide multiple plane races with inexpensive, simple, fixed design airplanes that can be flown successfully by average flyers.

I. Wing

1. Area same as Jr. Falcon
2. Airfoil same as Jr. Falcon
3. Swept or tapered wings not allowed

II. Stabilizer/Elevator

1. Area same as Jr. Falcon
2. Section may be flat or airfoil
3. Outline to be same as Jr. Falcon

III. Fin/Rudder

1. Area optional
2. Shape optional

IV. Fuselage

1. Min. Height, including canopy, if used, 3 1/2 inches
2. Min. Width 2 1/4 inches
3. Pilot figure and/or landing gear not required.
Measurement to be within 1 inch of C.G.

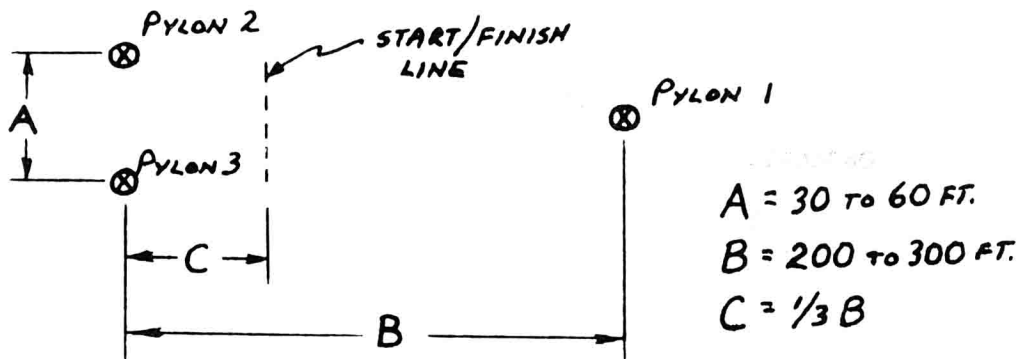
V. Power Package

1. Any .049 cu. in. engine, no rework or pressure allowed.
2. Maximum fuel tank capacity 1 ounce unless a positive in-flight fuel cut-off is provided. (Note: A 1 ounce tank is recommended to provide adequate running time.)

VI. Identification

1. Racing numbers must be displayed predominately on the top left and bottom right wing, as well as on both sides of the fuselage or fin. (Obtain numbers from AGS Activities Chairman or use NMPRA number.)
2. The use of frequency colors in the aircraft color scheme is suggested to avoid confusion during races.

VII. Race Course



VIII. Race Operation

1. The race will be started 2 minutes after the signal is given to start engines.
2. Late starts are allowed as long as a plane has not completed the race and at least one plane is airborne and racing.
3. Starts shall be simultaneous. Hand launches are allowed.
4. Race duration is 10 laps.
5. Cut pylons shall be circled.
6. One flagman at each pylon to flag cut pylons only.
7. Re-starts during a race not allowed.
8. 2, 3 or 4 plane heats allowed.

IX. Scoring

1. Points shall be awarded after each heat as follows;
 - 1st place - 4 points
 - 2nd place - 3 points
 - 3rd place - 2 points
 - 4th place - 1 point
2. Race winners will be determined by adding all heat points.
3. Season Championship Points.
Each meet winner will receive the same number of points as the number of entrants for that meet. Second place one less than that number, third place two less, etc., such that all entrants will receive at least one point.
4. All ties will be flown off except in the case of frequency conflicts.
5. Duplicate points are awarded in the case of ties.
6. The Formula Falcon Season Champion will be the flyer with the greatest number of season championship points.

1972 FORMULA FALCON RACING SCHEDULE

Racing season: May thru September
1st Wednesday of Month - 6 P.M.
One Sunday per month - 5 P.M.
Total Races - 10

AGS Season Championship points awarded for Wednesday races only.

All races open to all AMA members.

One SANCTIONED championship race - maybe during pattern contest.

AMA NEWS: -

THE BIG DULLES AIR SHOW

It was previously reported that AMA would have a big hand in the aviation portion of Transpo '72, the new name for the U.S. International Transportation Exposition. This was reconfirmed at a special meeting held on Dec. 20 at Dulles, near Wash. D.C. Bob Lopshire, AMA's PR man, and John Worth, AMA's Executive Director, attended on behalf of model aviation interests.

The big event will go on for nine days, from May 27, to June 4, 1972, with air shows every day during that period.

AMA will have a team of a dozen fliers on constant call daily to perform scheduled and unscheduled model aviation shows before grandstand crowds. There will also be a static display area shared by AMA and all the divisions of the National Aeronautic Association.

The event is being put together as America's greatest ever air show, designed to outdo the famous bi-annual Paris air shows. The federal government has already allocated six million (!) dollars to the project and probably will add another two million shortly.

This is the greatest opportunity we've ever had to show off model aviation to the general public and influential business, political, and military leaders. The event will receive a maximum effort from AMA, which will be reported regularly between now and opening day in May. Special discount admission tickets will be available to AMA members -- more on this as soon as possible.

GOOD PRESS FOR A CHANGE

In mid-December papers all across the country carried a great news story concerning a unique use of RC for constructive purposes. It also got good radio and TV coverage, particularly by Paul Harvey, the famous network broadcaster, as follows:

Excerpt from PAUL HARVEY...Dec. 15, 1971...NOON

Fellow radio-controlled model airplane modellers, the meeting will please come to order. Recent months you've been stung by some goofy, erroneous reports of misconduct by R/C hobbyists. One, a report that narcotics were being smuggled across borders by model airplanes, was 100% fiction.

As was a report that model airplanes were obstructing airliner traffic at altitudes above which any model airplane could easily fly...

But later this week you will hear from Austria that the Austrian champion in this year's World Aerobatic Championships at Doylestown -- remote control modeler Hanno Prettnner -- has been helping string power lines across some impossible gorges over there. Fascinating project.

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