
THE CONNECTOR



THE NEWSLETTER OF THE AEROGUIDANCE SOCIETY, INC.

Editor: Ralph Jackson

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THE PREZ SEZ: Bill Johnson

The flying field has been de-activated for the winter. There is no restriction on using the field, but members are requested not to drive on the road to the field when it is too soft.

A committee lead by Bob Jennings moved the club's concession stand lumber from Bob Noll's former garage to the trailer at the field. The lawnmowers and benches were also put in the trailer. Other volunteers in Bob's committee were Russ Hamrick, John Denig, Terry Denig and Ralph Jackson. A permanent foundation for the trailer will be installed next spring.

THE AMA MAGAZINE CONTROVERSY

The AGS is expressing its opinion on the AMA magazine subscription question by sending the following resolution to AMA. The resolution was adopted at the December 1 club meeting.

"The AMA is requested to take no action which would deprive the membership of regularly scheduled written communications to every member. This communication could be through commercial magazine or AMA's own publication."

CONTEST DATES

At the December 1 meeting a motion was passed to request August 11 and 12 dates for the 1973 AGS pattern and scale contest. Ralph Jackson volunteered to contact the contest coordinator since our Contest Director, Bill Johnson, is out of town.

Pylon race discussion was tabled until the next meeting.

Richard Morrison, AGS member, died December 6.

TECHNICAL NOTES: Don Leaf

Got some info from Heathkit when I ordered a new 8 channel rig.

They said:

1. The old 3 channel receiver can be used with the new 8 channel transmitter with "no trouble".
2. The old standard servo (largest) can be used with the 8 channel receiver.
3. The new miniature and subminiature servos can be used with the 3 channel receiver.

This gives the glider guiders an economical second airborne system for their gliders (the 3 channel receiver is \$34.95 and the old standard servo is \$19.95) or a learner like myself can keep his trainer going while learning to fly an advanced ship.

ROVING EAST COAST REPORTER: Bob Noll

Thought you might be interested in hearing about the R/C activity that I have become a part of since my move to Danbury, Connecticut. Since it encompasses two extremes, let me start by explaining that I have been flying with two different clubs one in Danbury and the other in Somers, New York which is in northern Westchester county.

The Danbury club is one of several in the Danbury area that are relatively inexperienced and newly organized. The FLYRC (Fairfield League of Yankee Radio Controllers) of which I became a member two weeks ago, has about 60 members, of which about 5 can be said to be flyers. The rest are new to the hobby and have yet to make their first 10 flights. The club was organized in November 1971 and since has gone through the chores of initial organization such as By Laws, Field Rules, Field Construction etc. They presently have two fields, neither of which is really adequate for .60 powered planes. I have flown my Acrobat at both fields and immediately proceeded to generate some interest in finding and developing a new field. As a result, the club officers have found available farm land and will be renting a field next year. Guess I'll have to help them develop it since I was the instigator. Nevertheless, they are a great bunch of guys with a lot of enthusiasm looking for advice and ideas. Well you all know I'm full of the latter. A typical fall day at the field reveals about 3 or 4 flyers, 8 or 10 spectators and planes of the low performance variety.

Now for the other extreme, the Somers R/C Club. This group has by far one of the finest flying fields in the Northeast, 400 feet square of finely manicured grass with acres and acres of area surrounding it. They pride themselves in being a flying club, and that they are. They don't run a contest, have no claim to fame, but boy, do they fly. A typical Sunday afternoon flying session consists of 12 to 15 flyers and the greatest variety of planes you could hope for. Would you believe, a helicopter, pylon racer, twin engine scale, single engine scale, 3 inch to the foot Fokker triplane, and many other high performance planes. As you can tell, I plan to join that club also, but must wait in line until there is an opening. The membership limit is 35 and I'm fifth on the list. Meanwhile, I can fly there as long as a club member is there. So far that has not been a problem.

Well, that's the story of my club affiliation since I left. One club starving for experience and another that has almost more than its share.

STR/CA DINNER: Art Riegai

The Annual STR/CA Dinner will be held Saturday January 20 at the Keystone Inn on Keystone Avenue in South Waverly. The menu is your choice of the following:

1. Filet of Steak
 - 10 oz. \$5
 - 14 oz. \$6
2. Chicken \$3.50
3. Lobster \$7.00

Social hour 6:00 pm to 7:00 pm

Dinner 7:00 pm

Awards and presentations 8:00 pm to 9:00 pm

Dancing 9:30 pm to 1:30 am to a live band

Even though you may not have flown in STR/CA events this year, all AGS members and wives are invited to attend. Door prizes will be awarded to the ladies. A good time is always had by one and all. to make your reservations contact either

Lou Francavillo 754-2473

or

Art Riegai 785-2055

PROGRAM NOTE:

A program of rare, exotic old aircraft movies will be presented at the December 15th meeting by Gordon Gallagher, AGS chief of archives.

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