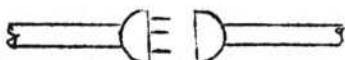


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THE CONNECTOR



THE NEWSLETTER OF THE AEROGUIDANCE SOCIETY

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Editor: Ralph Jackson

Volume 9, Number 9

Sept 1976

THE PREZ SEZ: Terry Terrenoire

Winter is rapidly approaching, but club activities will continue. I would like to see at least two winter fun-flies. Let's get out the Snow-Birds and skis and have a ball.

**Financial Status:** The board of directors has done an excellent job of accomplishing our goals and staying within the budget as presented at the March meeting. More details of this will be given at the September 14 meeting.

If you were one of the fourteen members who last year said he would serve on a financial committee, Bill Underkofler will be contacting you shortly. The objective is to establish a five man committee to determine long range goals for the AGS. The goals will be physical, financial and organizational.

**Surprise:** That's what we have in store for the October meeting. Details will be discussed at the September meeting and your ideas are needed to make the October meeting the biggest and best the AGS has ever had.

Last week I received a personal, hand-written note from John Clemens, president of the AMA. This will also be read at the September meeting.

WOULDN'T IT BE WONDERFUL ----- if we all had television sets that would interfere with our neighbor's CB radios and power tools.  
(quote from Model Aviation Oct. 76)

NEW FIELD REPORT: Dick Allen

On Labor Day I went to Miller Aviation at Tri Cities Airport to take a plane ride over our new field for photographs. I got the photographs - but I also got much more - a very unpleasant education. It seems that Tri Cities Airport utilizes an instrument approach system for guiding planes to the general vicinity of the airport in darkness or poor visibility. It is an unmanned, automatic system called VOR which continuously sends out signals, night and day. The VOR antenna is several miles north of our field. The flight path passes to the east of our field by about a mile, at which location the minimum specified altitude is 2000 feet above sea level. The elevation of our hill is 1689 feet and is noted on the VOR chart. The problem arises from the fact that pilots may be running this course for practice during periods of good visibility when we would normally be flying. They may also be off course enough to bring them near our field. Obviously, we must avoid a collision, or even a near miss, at all costs. The following flight rules have therefore been established by President Terrenoire and several board members. They are effective immediately.

1. Be alert to the approach of manned aircraft at all times and give wide clearance to their flight path.
2. Do not fly to the east of our easternmost boundary.
3. Do not fly at an altitude of more than 300 feet above the top of our hill.

AGS CORN ROAST: Larry Taylor

For all of you who didn't come, you missed a great time. the weather was ideal and the West Endicott Park gave the kids plenty to do. We ate 250 ears of corn and drank a quarter keg of beer and 34 quarts of soda.

PROGRAM FOR SEPTEMBER 14 MEETING

Dick Allen and Ralph Jackson will give a slide presentation on the National Model Airplane Championships held in August at Dayton.

STRCA MEETING: Larry Taylor

Present at the meeting were Dan Luchaco, Donald Manvell and Fred Cornell from Sayre; Skip Baker and Bob Burns from the MOB; Rick Nelson and Allan Weir from Ithaca; and Larry Taylor and Bob Jennings from the AGS. The STRCA treasury had \$31.20 in it. Results of the meeting were:

1. The next STRCA Meet will be Sunday, September 19 at the AGS Maine field. Starting times will be 9:00 am fun fly, 10:00 am for the events.
2. All events will be team events and will count for a team trophy.
3. Events:
  - A. Carry the mail
  - B. Random Pylon
  - C. Dead stick endurance (Cut engine 30 seconds after takeoff)
4. \$20 worth of prizes will be given as door prizes.
5. \$1.00 entrance fee
6. Final team scores will be adjusted so that final scores will favor the team with the greatest percentage of club members flying.

AGS/HH L/D GLIDER FUN-FLY/LSF MEET: Larry Taylor

We started at 10:05 am using two HH L/D winches; finished at 1:00 pm; variable, gentle, Southwest breeze, light to moderate thermals, no fatalities. The event was AMA Task 2A precision-duration; 80x80 landing area with landings worth 25 points, 975 points possible.

<u>Place</u>	<u>Points</u>	<u>Contestant</u>	<u>Plane</u>	<u>Club</u>
1	972	Don Leaf	Aquila	AGS & HH L/D
2	961	Dennis Ellington	Aquila	CYM (Sidney)
3	950	Howard Bachman	Paragon	HH L/D
4	943	Don Jurllisik	Wind Drifter	HH L/D
5	924	Bill Johnson	Paragon	HH L/D
6	895	Jack Hostetler	Olympic	AGS
7	869	Bob Johnson	Maestro	HH L/D
8	836	Larry Taylor	Floater	AGS & HH L/D

4.

9	831	Tom Decker	Pendragon II	Lonely Hill
10	810	Al Smith	Hobie Hawk	HH L/D
11	785	Dave Iear	Paragon	HH L/D
12	756	Jeff Smith	Aquila	MOB
13	587	Ron Cannon	Scout	None
14	585	Dick Allen	Floater	AGS
15	565	Bob Jennings	ASW-15	AGS

Ron Cannon finished his level 1 with a thermal flight of five minutes. Bill Johnson got his level IV, one cur thermal flight after the meet. Larry Taylor got his level II thermal flight and two spot landings. Tom Decker, Jeff Smith, Larry Taylor, Don Jurusik, Dick Allen and Don Leaf earned LSF points.

Happiest Flyer: Ron Cannon who 1. got his level 1, 2. Left with his plane in one piece and 3. finished ahead of somebody.