

OFFICIAL CLUB ACTIVITIES REPORT
"The Connector"
NEWSLETTER

CHARTER CLUB

ENDWELL, NEW YORK

VOLUME 17 ISSUE 8 August 1984

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MEETING AUGUST 14, 1984 AT NYSEG
7:30PM

Major topic of discussion will be AGS Annual Pattern Contest

THE PREZ SEZ

The month of JULY sure had AGS activity. The 2'nd annual cross-country flight was very successful--had a total of 5 planes at the starting line, and about 20 hungry people at the finish line for breakfast. The flights began at I.B.M. Owego and ended at Barnaby's Restaurant a total of approximately 10 miles of flying. The flight included 2 mandatory "Pit" stops for refueling and testing of the pilots skill at landing under hazzardous conditions! The same day, the intraclub contest was held; another success, and to finish off July 29th, the annual AGS Picnic. Would you believe 120 hot doggies, 5 cases of soft drink, a quarter keg of Michelob and pounds and pounds of super tasting salads, veggies and condiments. It was sure a fun picnic, my personal thanks to all of you who attended and contributed. THANKS TO ALL WHO MADE ALL OF THE EVENTS ON THE 29TH BOTH FUN AND SUCCESSFUL! I'am for more picnics--Comments pro or con??

The party expenses were:

Beer	\$24.12
Charcole, lighter, eggs	\$6.53
Hot dog rolls, soft drink, mustard, catchup	\$46.37
Hot dogs-12 lbs	\$7.80
TOTAL	\$84.82

This month, August, is the annual AGSPattern Contest. This is the time for us to share the AGS spirit with our fellow modelers and their families from neighboring communities and states. A SUPER party is in the works for Saturday night, thats August 18th. (Contest weekend at the Blue Swan Airport)

NEXT MEETING AT THE NYSEG BUILDING ON OLD VESTAL ROAD!!!!

Lets KEEP flying--safely
Bill Sebesta-Prem.

INTRA--CLUB CONTEST-by Terrry Terrenoire

Sunday July 29th the AGS held its 1984 intra-club contest at the club field. There were 12 fliers and 2 judges. The 12 fliers were divided into two teams headed by Bob Noll and Terry Terrenoire. There were 4 Novice fliers and 2 advanced. The team totals ended with Bob's team winning by just 12 points. Takeoffs and landings were not scored so it was possible for anyone to participate. The object of this intra-club competition id to encourage pattern-type flying. For those of you who feel you are getting pretty good because you can fly fast and hot ships, this will really test your flying skills. It's a little different when you have to put your manuevers in a specific spot in the sky. You will find that this type of flying will improve your overall flying skills.

There has been some resistance to calling this event a "contest" but that is what it is supposed to be.

We gave away almost \$100 in prizes to those who flew. Everyone got \$8 or \$9 worth of merchandise.

A very special thanks to our two judges who survived threats and low flying aircraft to make sure the flying was fair and square. Thanks to Nels Christensen and Reid Donlon for faithfully performing this very important duty!

WULFRAM AND SUZANNE STASUK, GOOD LUCK!!

We've all enjoyed your company over the past year so please stay in touch.

I would like to correct some statements made in last month's connector. GJ's has and plans to continue selling Arrow Shafts, and the AGS left Tri-Cities Airport because the field layout was not conducive to Modern Pattern Flight, not because of interference from full-size aircraft traffic.

WANTED: Persons willing to try pattern manuevers in formation.
Contact Joe Felice at the next AGS meeting.

CONTROL TOWER-by Mary Felice(The Boss)

Does anyone out there recognize this scene? If so, you are one of the many whose hsubands, sons or boyfriends are involved in R/C Airplanes.

The only solution to this is to make sure that his hobby room has a door on it in which a lock can be installed!

Don't attempt to clean it or staigheten things up for him; you'll only ruin his perfect organization system! How they know where everything is is beyond me!

PS. Any Responsible Comments are greatly appreciated!



THE ACTION AREA-By Bob Noll

The month of July has been a busy one for many club members. The flight lines have been more active this year than any year that I can remember. During July we had many activities including the going away party for Wolfram and Suzanne Stasuk, another great evening of pylon races, the second annual Cross Country Flight to Nichols, the annual Intra-culb Contest and the Family picnic. The club was also well represented at two pattern contests, one hosted by the ARCS and held at Tully and the other held at Orange, Mass.

PYLON RACES- On July 17 we held our second day of pylon races and as expected we had more flyers and more excitement. A total of 8 flyers competed, 5 in the 1/2A event and 4 in the .40 class with one person (yours truly) flying in both classes. Once again there were many spectators there to help with the race operation. This time Bill Sebesta took on the job of starter and overall hanchio. After 6 heats of 1/2A racing, every flyer had raced 3 times and the final points looked like this:

Bob Noll	9 points	Jr. Falcon
Mike McQuire	8 points	GLH
Terry Terrenoire	6 points	GLH
Dan Luchaco	5 points	GLH
Jim McKeown	3 points	Jr. Falcon

Mike and Dan are from the Valley Flyers in Sayre and we are always glad to have their club members join us at the races. In case you run into Jim McKeown be careful because he's caught the bug-the racing bug. Here's a direct quote by Jim immediately after the 1/2A races in which Jim flew a Jr. Falcon--"Wow, This is great! I never raced before and I didn't realize how exciting it is. I'm hooked." Hooked he is and he already has a new GLH which was test flown on July 29. Jim isn't going to finish last at the next races.

Four pilots flew in the .40 class with Chris Engler and Todd Kopl sharing the same 15-500. Sure is a sneaky way to avoid racing against each other. Because we were running out of time and daylight we had to cut off the .40 races after only 4 heats. Here are the results:

Bob Noll	6 points	Quickie 500
Bob Jennings	6 points	15-500
Todd Kopl	4 points	15-500
Chris Engler	2 points	15-500

Todd did some minor damage on a landing and so Chris didn't get to fly his last race.

As of this time, here are the total standings after two races:

	<u>1/2A</u>	<u>.40</u>
Bob Noll	13 points	13 points
Mike McQuire	8 points	----
Bill Underkofler	6 points	8 points
Dan Luchaco	6 points	-----
Terry Terrenoire	6 points	-----
Jim McKeown	3 points	-----
Bob Jennings	-----	6 points
Todd Kopl	-----	6 points
John Bier	-----	4 points
Chris Engler	-----	2 points

The next races will be held on Tuesday August 21 and Tuesday August 21. Just remember the 1st and 3rd Tuesdays of the month. Please be at the field by 6PM.

Last month we didn't get going until almost 6:45 and with the participation increasing we must get going before 6:30 in order to give everyone at least 3 flights in each class before it gets too dark to race.

There's been some talk about dedicating one whole day to racing in September and holding some cabin pylon (high wing planes) along with the 1/2A and .40 classes. Something like a Season Championship Race Day where everyone has a chance to join the fun. More about that next month.

See you at the races on August 7 and 21.

ON THE ROAD AGAIN-by Crystal Noll

Contest bound! As the avid contest goers reach the Tully Field on Saturday the 21st, the site of the 23rd Annual R/C meet sponsored by the ARCS of Syracuse, Chris Engler and Todd Kopl teamed up with Bob Noll, Terry Terrenoire Sr. and Terry Terrenoire JR. for a fun filled two days of competition. On Saturday the five competed in pattern and the .40 and under class. This combination of flying proved to be fun filled with 7 rounds of flying and ending with a free picnic dinner put on by the ARCS for the contestants and their helpers.

The Sun came up on Sunday and never dissappered until the night. The waether was perfect for a full day of pattern flying. At the end of the contest everyone gathered around for the award ceremonies. The AGS stood proud as they entered 8 airplanes in the competition. Terry Terrenoire Sr. brought home some goodies and 1st place in the novice class. He was joined by Todd Kopl who took 2nd in the Sportsman class. Chris Engler who took two 2nd place trophies, one in .40 size expert/masters class and the other in advaced, and Bob Noll took 1st place in the .40 size masters class and 4th in masters.

As the stakes came out and the tarp came down everyone was pleased with themselves. It was a great weekend and only one hour and fifteen minutes from Endicott on Interstate 81. Now that we all know where the contest was held maybe even more will join the fun next year!

*****CONTEST FLASH*****

Late breaking news that the dynamic duo of Chris Engler and Todd Kopl, with their irreplaceable helper Crystal Noll, headed for Orange, Mass. July 27. They wined and dined on the Orange Airport site of "The greatest Meal on Earth" sponsored by the Southern New Hampshire R/C club for the reasonable price of 3 dollars. The meal started with shrimp cocktail, cheese and crackers, wine and Michelob. Followed by a tossed salad, other salads, half a chicken, corn on the cob, and baked beans. It concluded with a delicious fresh fruit basket and cake. In addition to the great meal, Todd brought home a second place trophy in Sportsman and Chris brought home a second place trophy in Advance. These were the ingredients for yet another great weekend.

WE ARE 29 GOING ON 30-by Bob Noll

August 18 and 19 is the date for our 29th Annual Pattern Contest at the Blue Swan Airport in Sayre, Pa. The AGS has hosted this contest each year since its beginning in 1956. Tri-Citites Airport was the scene for all the contests until we outgrew the facility and moved to Greene in 1979. After 3 years at Greene including our Silver

Anniversary in 1980, we relocated to the Blue Swan in Sayre when the picnic area adjacent to the Greene Airport was converted to a motor-cycle race course.

This is our third year at Sayre and the contestants have acclaimed it as one of the better contest sites in the Northeast with a wide open flying area, optimum orientation relative to the sun and very adequate area for camping.

We will be having 5 classes of pattern competition including Novice, Sportsman, Advanced, Expert and Masters. Of particular importance is that AGS members will be allowed to fly in the Novice class. This is the first time we are permitting this and the reason is that it affords the opportunity for our less experienced members to try their hand at pattern competition in their own back yard.

Again this year we will be using contestants as judges which worked well for us last year and is becoming more and more common on the contest trail. All other chores will be handled by AGS club members. Here is a list of the members who are heading up the various jobs so you can contact them to give them a hand:

Contest Manager-Chris Descano	Contest Director-Bob Noll
Ass't CD/Flight Line Control-Terry Terrenoire	
Registration-Ralph Jackson	Tabulation-Grover Ellis
Trophies-Jerry Skrekowski	Impound-Nels Christensen
Judging-Chris Engler	Recording-all AGS Novice members

Registration will start at 8AM on Saturday and flying will start at 9AM. We run two continuous flight lines until about 7PM on Saturday after which it will be open flying(helicopters, gliders, racers, kites, you name it!)

We also are planning another picnic dinner on Saturday evening for about 7PM for contestants and club members.

On Sunday we start the competition at 8AM and finish up with the presentation of our traditional Silver Bowls with champagne about 3PM.

It's a great time for the club to work together and show the more than 40 contestants from all over the Northeast that we are worthy of the AMA Award of Excellence that was awarded to us on the occasion of our 25th contest in 1980.

Those with tents or campers will find it very convenient to camp at the airport on Friday and Saturday night. If you have a tent or camper, and have room for a fellow club member let us know at the next club meeting.

Until then, you Novice flyers should get out and practice. You could be one of the first club members to win one of our famous Silver Bowls. And for those who are not included to test your skill in front of some judges, just come and join the great fellowship with your fellow club members and a great bunch of contestants. There's also plenty of opportunity to learn more about our great hobby also.

FLY FOR BREAKFAST

On Sunday July 29, a total of 23 people journeyed from IBM Owego to Barnaby's Restaurant in Nichols for breakfast. There were 16 club members and 7 wives, children and friends who gathered at Owego before 8AM with the thought of some pancakes or eggs in their minds. That nasty fog delayed our departure until about 9:45 but we still got to Barnaby's before 11AM.

Five planes started the trip but only four made it to Nichols. Grover Ellis had the unfortunate problem of interference while flying low over some power lines just before our first pit stop. I was the lead off flyer, flying Ed Hall's Sig Cadet. Ed drove the pick-up truck with Joe Felice, Wolfram Stasuk and my daughter Tracey as crew.

The second team was headed by pilot Chris Zonio and his Screaming Chasup with Chris Vonkoshenbach and Alan Ebert as his crew. His driver was Ed Maxfield, a friend of Ed Hall's.

Grover Ellis was the third pilot to leave Owego. His crew consisted of Jerry Skrekowski and two friends of Grover's - Roy Rightmire and Roy Weidman. Then came the duet of Bill Sebesta and Terry Terrenoire, both flying from the same truck driven by Don Ebert. This full-size truck provided enough space for Jim McKeon, Bill Tomsa, Terry Terrenoire Jr. and his friend Dana Meyers. The Sitlers, both Wayne and Barb rode with Lanny in my van and brought up the rear of the convoy.

First stop was the rest stop on Rt. 17 just west of Owego. Some lingering fog provided a bit more excitement as we approached the stop. For a moment I wasn't sure we could get past it, but low flying solved that. Chris Zonio actually lost sight of his plane for a few seconds but managed to complete the first leg of the journey with no problem.

As I waited at the rest stop for the 3rd plane, I could see Grover's A-Ray flying below the fog when it suddenly did a complete airleron roll as he passed near a group of high tension power lines. Shortly after the roll it headed downward and this was the end of Grover's flight.

Moments later, the twin formation of Terry and Bill came around the corner and made perfect landings at the rest stop. Terry chose the grass where Chris and I had landed but Bill decided to use the macadam surface.

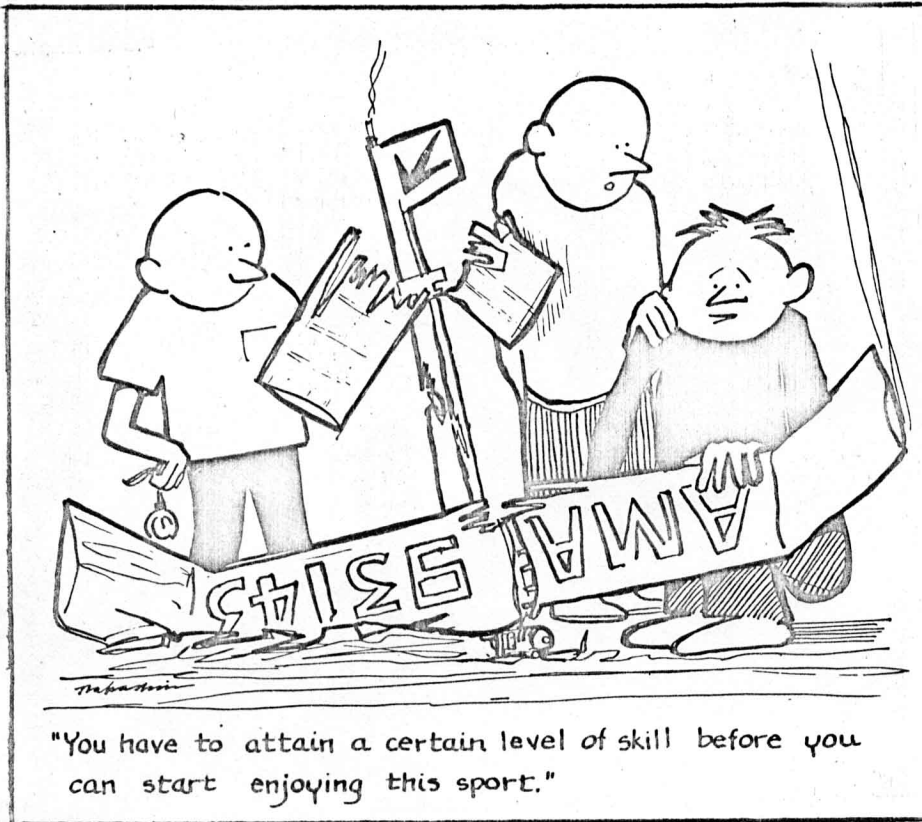
After some discussion about Grover's mishap we fueled up and took off for the Loundsberry Truck Stop. By this time the crews and drivers had everything under control and the rest of the trip went without a hitch. The drivers reported speeds of 45 to 50mph with occasional speeds up to 55mph.

After arriving at Barnaby's everyone gathered around the restaurant sign for a picture taking session to prove that we did it again. Terry Terrenoire had a Polaroid along and so we could enjoy the pictures within a few minutes. Several of Terry's pictures are posted on our bulletin board at GJ's.

By now it was about 10:50 and everyone was very hungry for breakfast. Barnaby's serves breakfast 24 hours a day so there was really no problem of being too late. As you can imagine, the next 45 minutes was spent filling up on their golden pancakes, delicious french toast and eggs of all styles. Conversation around the table was evidence of the excitement that prevailed and of the satisfaction of competing in our 2nd Annual Cross Country Flight. Of particular interest was the enthusiasm by those who joined us this year for their first trip. As expected, those new cross countryers kept repeating how much fun they had doing something as a club group that is a little bit out of the ordinary.

The only thoughts about next year's trip is that it must be scheduled earlier in the summer in order to avoid the early morning fog and beat the holiday traffic which was considerably more than last year.

Sure is a great way to go for breakfast though, so plan on joining us next year providing you don't mind some great fellowship and a flight before breakfast.



What a crazy year for PRANGING R/C models! No matter how good you are at flying RC models or how good you THINK you are, at one time or another you are going to lose one or more models due to a variety of unexpected happenings. Let's talk about some of those "unexpected" situations here and now:

Jerry Skrekowski lost his twin jet model due to one engine quitting. Not predictable, however had Jerry converted those two glow engines to IGNITION, he would have had more power and reliability.

Ralph "Body English" Jackson pranged his nice (but old) T-28 at Olean, NY due to heavy cross winds and shivering hands from VERY COLD weather on July 7th!!

The next day, during warm sunny weather at Olean, Ralph was complaining to George Buso about the ailerons in his huge AT-6 not being responsive. After landing

Ralph discovered that a keeper had fallen off from his right aileron servo arm rendering the right Aileron useless! The left wing panel servo saved the AT-6!

Chris "Veeper" Dascano had his share of misfortune this season.....A nearby radio frequency at Rochester glitched his Ercoupe and damed it badly. A similar situation dorked his beautiful $\frac{1}{4}$ scale Stearman at Quackertown, PA, and earlier this season his Fokker D-8 splatted through the woods due to several problems NOT Chris's fault: The incidence at the stab should have been a minimum of $2\frac{1}{2}$ degrees POSITIVE and the model appeared tail heavy. Problem was that Chris built the Fokker D-8 EXACTLY as the plans called for, CG was correct and the incidence set up was near perfect. CRASH!! Hey guys..... ALL biplanes of pre-world war II Vintage need POSITIVE incidence in the stab and extra weight in the nose, especially for that very first flight. Tail heavy biplanes leave very big holes in runways! GOOD NEWS:

Chris has the damaged models all repaired and ready for the sky again. The Ercoupe has been flown and flies very well. Now to that Fokker and the Red Barron?

Nope, I'm not free from problems either! No sir. This has been one of my worst years for crazy problems ever, and it has been years since I have had any problems. Goes-to-show-ya,.....it can happen to anyone. Wanna know more? Okay, I'll tell ya:

My $\frac{1}{4}$ Scale Cap 21 (Great Planes) near totalled several weeks ago due to an EMS Eagle servo (156 inch ounce servo) quit on aileron mode due to vibration breaking a servo wire clean off. Later, after enjoying flying a 12-year old Proctor ANTIC at Briville lake with Bill Brown, Fritz Frazier, and Mike Carey, the wing rigger let go ... at Vestal Center and the Antic is back to kit form. Amazing! Steel WSPUN cable broke....at two points, and the Antic was flying with an O.S. Max cycle engine, a real quite beauty, a wonderful engine in every way. Power

galore with a 12-8 wood prop. If you do not yet own a 4-cycle-4-stroke engine, you are missing out on one of life's better RC treats. Do it soon. A lot of RC fields have been lost during the past several years due to NOISE. Let's save the AGS field by using 4-cycle engines troops! The benefits of flying with the new quiet engines are clearly YOURS in every way.

A new product that is old and new at the same time:

Condor Hobbies, 17971 Sky Park Circle, #D, Irvine, CA 92714 has an on-board Digital Engine Tachometer. Its actually called the DET-301 ignition tach and what makes this unit so different, so unique is the fact that you mount this item in the cockpit dash of your aircraft and this is what it does:

This unit comes with an antenna that clips next to your engine's spark plug wire. As soon as the engine starts the DET-301 begins displaying the RPM on the liquid crystal display on the face of the unit. RPM range is 100 to 20,000. When the engine shuts off the DET-301 automatically shifts into a "Hobbs meter" type mode,...displaying the total accumulated running time on your engine! This allows regular maintenance schedule to be set for changing of spark plugs, points etc. The low current drain of the unit allows the factory installed batteries to operate for over 2000 hours of entire running time. Price? Only 49.95. This is a very GOOD unit, and a VERY GOOD idea.

CUSTOM ALUMINUM SPINNERS. At last, us guys that really do not own a lathe and don't have that kind of talent in the first place can now purchase spinners from 0" to 6", ranging in price from \$16.00 to \$36.00, in any style of your choosing. Order from Jersey Metal Spinners, 1400-G East St. Andrews Place, Santa Ana, California 92705, phone 714-957-0794. A scale builder's dream!

When and where possible, always use TWO servos on larger models for ailerons, elevator, and be sure to use heavy duty servos. Do this several ways:

A "Y" Cable to two servos hooked up independantly with seperate push rods or torque tubes, or use a servo double set-up that allows the hook up of two servos in a siamese fashion. Both ideas are aircraft savers. Just ask the guy that had one servo go bad in flight and was able to return to mother earth under the guidance of that EXTRA servo. What price do you feel your aircraft is worth?

The IMAA annual International festival is on! and will be running from from August 16th through the 19th at Los Angeles. Yours truly is heading this stellar event and I'll be giving you a full report on the happenings after I return. Many fellows from the east coast will be attending the NATS in August and then heading with their families over to LA to enjoy the Giant Scale festival, then Disneyland, and the Spruce Goose and Queen Mary tours. I can hardly wait!

Now that summer has begun, it is almost over! Of course we have the beautiful fall weather to fly in, and that extends our flying season considerably. Whether your modeling interests are BIG or SMALL matters not,...what does matter is that you get the maximum enjoyment from the sport. Obviously, to be a part of the action within the AGS Club is the key to fun and relaxation when it comes to learning how to fly RC. I'll miss you at the August meeting due to my festival committment, therefore greasw those landings and I'll see ya all in September. BIG IS BETTER,/..so they say.

Don Godfrey