



OFFICIAL CLUB ACTIVITIES REPORT

# "The Connector" NEWSLETTER

CHARTER CLUB

ENDWELL, NEW YORK

VOLUME 17 ISSUE 9 SEPT 84

President: Bill Sebesta  
V-President: Chris Dascano  
Treasurer: Grover Ellis  
Secretary: Terry Terrenoire  
Bmal: Jerry Skreckowski/Joe Felice

Editor: Joe Felice  
1710 Monroe St.  
Endicott, N.Y. 13760  
(607)-754-2816

## THE PREZ SEZ

WOW WHAT A CONTEST!!!!!! A super event, contestants loved it, and it all seemed to go like clockwork. Hats off to the members of the AGS and THANKS. A preliminary report indicates that we came out a few dollars ahead this year.

If you have been to the club field in the last few days you'll note that the second pavillion is done. Again, SUPER job by the field crew. Does anyone know where the large wooden AGS LOGO sign is?? It sure would look good on the end of that building!.

In the wind is a SEA PLANE "fly in" to be held in September. More details on the way. (No-we are NOT going to fly in the rain at the AGS field!) We also have in the works, a QUARTER SCALE Fun fly. Looks also like it will be in September.

Details on this will also be forthcoming. The program for the next meeting will be a "SPECIAL" on Howard Hughes "Spruce Goose".

NEXT MEETING AT THE NYSEG BUILDING ON OLD VESTAL ROAD-9/11/84

Lets KEEP flying--safely

Bill Sebesta-Pres.

NOMINEES FOR OFFICE: President-Ron Gauthier  
Vice-President-Gordie Gottlieb  
Treasurer-Grover Ellis  
Secretary-Terry Terrenoire  
BMAL-Bill Tomsa

Nominations will be accepted from the floor.

Elections will take place at the next meeting which is SEPTEMBER 11.

## THE ACTION AREA-By Bob Noll

Number 30 is Coming-In August, "The Action Area" extended itself to the west again, and this time the site of our 29th Annual Pattern Contest was once again the Blue Swan Airport in Sayre, Pa. Elsewhere in the newsletter you will be reading about the contest as reported by one of our new club members, although certainly not a new R/Cer, Jim McKeon.

Both Jim and Terry Terrenoire, who are liscensed CD's assisted me in hosting fellow competitors for a weekend of good flying and fellowship. I'll let Jim tell you about the contest and at this point all I would like to do is to thank a great club of active members for their help in making this another outstanding event. A special thanks to Mike Gazy and Nels Christensen for making a super new transmitter impound rack. This felt lined custom fitted rack was smartly placed in the back of Nels van and added another touch of class to our operation. Speaking of class, thanks to Bill Tomsa, we have a set of jazzy new road signs to help the contestants find the airport.

Thanks to those who took the time to support the club in this annual event and continue the AGS tradition of excellence. I've been CD of this contest for 20 plus years and still find it an enjoyable event and a great way for the AGS to show its support to a major element of our R/C sport.

### Round and Round

The latest races drew more flyers than before with eight entered in 1/2A and six entered in under .40 at the August 7 races. Here are the results:

<u>1/2A</u>		<u>.40</u>	
Bob Noll	6 points	Bob Noll	9 points
Dan Luchaco	5 points	Chris Engler	7 points
Bill Underkofler	5 points	Ron Gauthier	5 points
Jim McKeon	4 points	Todd Kopl	4 points
Todd Kopl	4 points	Chris Zonio	2 points
Terry Sr.	3 points	Terry T. Sr.	1 point
Terry Jr.	2 points		
Chris Engler	1 point		

The August 21st races were run by Jim McKeon since I had to take Crystal back to college in Philadelphia that evening. Thanks Jim, and here are those results:

<u>1/2A</u>	
Bill Underkofler	9 points
Terry T. Jr.	8 points
Chris Engler	7 points
Jim McKeon	5 points
Todd Kopl	5 points
Terry T. Sr.	5 points
Dan Luchaco	2 points
Bob Jennings	2 points

It was decided that only 1/2A would be raced on August 21 due

to the lack of enough daylight to run both events. The .40 class will be the only event held at the next races on 9/4.

Now here are the season standings as of 8/21/84:

<u>1/2A</u>	<u>Points</u>	<u>Heats Raced</u>
Bill Underkofler	20	7
Bob Noll	19	7
Terry Terrenoire Sr.	14	8
Dan Luchaco	13	10
Jim McKeon	12	8
Terry Terrenoire Jr.	10	5
Todd Kopl	9	5
Chris Engler	8	4
Mike McQuire	8	3
Bob Jennings	2	3

<u>.40</u>	<u>Points</u>	<u>Heats Raced</u>
Bob Noll	22	8
Todd Kopl	10	8
Chris Engler	9	5
Bill Underkofler	8	3
Bob Jennings	6	2
Ron Gauthier	5	3
John Bier	4	3
Chris Zonio	2	3
Terry Terrenoire Sr.	1	2

As you can see, a very substantial group of club members have joined into the racing game and they all have been having a great time at the races. Thirteen different people have raced throughout the summer.

Because of the shorter daylight hours the .40 races on Sept. 4 will be the last evening races of the season. We will, however, have one more day of racing and this will be our Championship Race Day on Sunday Sept. 16.

Race time will be 1pm and we will have three classes-1/2A, .40 and under, and CABIN. Any plane with a high wing can enter the CABIN class as long as it meets the engine rules of .40 or under. Lets make this event a great finale to our racing season.

BE THERE FOR  
CHAMPIONSHIP RACE DAY  
SUNDAY SEPT. 16  
1PM  
AT OUR CLUB FIELD

#### ANNUAL PATTERN MEET AUGUST 18 AND 19-By Jim McKeon

The 29th Annual Pattern Meet has come and gone. After a 2 hour delay on Saturday morning due to fog the meet got under way like a well oiled machine with a total of 33 contestants from Massachusetts, New Jersey, Pennsylvania, and New York. The facilities at Blue Swan were well prepared and packed dirt runway provided an excellent surface for take-off and landing.

The usual type of pattern ship such as the Tyrone, Curaco

and Kaos were in abundance, however, two models were entered under the new four-stroke rules having 1.2 cu-in. mils. Ed Kech appeared with an original design which for its size, was very light and performed well at around 91/2 pounds. Reeves Lipencott entered the Master's class with a very nice four cycle powered Lazer. This model also performed well as was seen when Reeves provided us with a demonstration of the new turn-around pattern on Sunday after the contest. People like Ed and Reeves are the types who continually are entering and experimenting with new frontiers for the ultimate benefit to us all in numerous modeling areas.

During the course of the weekend, only one disaster occurred. While participating in the very first flights on Sunday morning, Joe Valvo and Paul Morrissey had one of the few mid-air crashes which I have had the misfortune to see. The model flown by Paul survived with minimal damage, but Joe did not fare as well completely demolishing a very nice model. Fortunately, Harvey Clemons exhibited the spirit of a true modeler and contestant, permitting Joe to use his plane to complete the remaining flights. Even with this handicap, Joe finished second in the advanced class.

The weather man was again very good to us by providing an excellent day on Saturday and holding off the inevitable shower til after the contest was completed. The traditional award of silver bowls to the top three contestants in each class and the "popping" of champagne bottle corks signified that indeed, we had done it again.

The general comment by all contestants was that the contest was another well run event as is the Aeroguidance tradition. Our thanks to all the club members and contestants who again made this possible. The use of contestant judging has most certainly eased the burden on the club in this event.

The contestants receiving awards were as follows:

Novice:

Ron Gauthier	287
Terry	270.5
Tod Sheehan	270

Sportsman:

Norm Staub	293.5
Ted Hurst	293
Danny Peterson	289.5

Advanced:

Steve Lessnick	332.5
Joe Valvo	331.5
Martin Groninger	317

Expert:

Fred Schneider	1122.5
Drew Davenport	1120.5
Bill Concerford	1117

Master:

Willie Macek	1580
Harvey Clemons	1543
George Asteris	1507

There were 7 entries in Novice, 7 in Sportsman, 5 in expert,

and 10 in masters.

Hope to see you all at our 30th, Pearl Jubilee, next year.

#### NEW VIEW IN COMPETITION-By Ron Gauthier

I recently participated in the annual AGS pattern contest. Joe Felice and Bob Noll asked if I would share some of my thoughts on the contest, and on the Bridgeport, Conn. meet I attended.

Participating in these contests turned out to be much more fun and more rewarding than the many sailplane contests I have attended over the past 13 years. There are several reasons for this difference.

First of all, I found that pattern competition accurately identifies the better prepared and skilled pilots (as attested by the low place I finished in the Sportsman Class at Bridgeport). In a sailplane meet much depends on the luck of the launch (a good flier may launch into "down air", and vice versa).

Another big difference was the attitude of the contestants. In as much as they all strived to be Master class fliers, I found no one to be smug or secretive. Instead I found the other competitors always willing to share flying or mechanical tips and advice they had learned along the way.

The weekend seemed to me like a reunion of old friends, sharing in a sport they all love. I was enthusiastically welcomed to the group and encouraged to join on the fun and work at my flying skills. Although the actual competition is tough, "competitive" does not describe the atmosphere behind the flight line. Airplanes were opened for me to examine and explanations were freely given. One of the scorers even wrote comments on my score sheet so I could work on improving specific areas of each maneuver.

In closing I would like to say that the meets I went to were everything I thought they should be, two days of talking and flying airplanes.

FOR SALE

FOR SALE

FOR SALE

KRAFT SERIES 75  
ASKING-\$150.00

7 CHANNEL, 7 SERVOS, 2 RECEIVERS 72.960

TIGERTAIL-BUILT READY FOR PAINT; WOOD WITH FIBREGLASS  
COVERING, INCLUDES WHEELS GEAR HARDWARE AND  
A WEBRA BLACKHEAD 60.

ASKING \$90.00

P-51 MUSTANG BUILT FLOWN READY FOR A NEW OWNER. (SOUTHERN R/C  
KIT) INCLUDES A K&B 40 FOR POWER.  
ASKING \$50.00

**RAY**

TOM TOMASKY ---862-9598

**FORMER**  
(Ex AGS member)





HEAR YE! HEAR YE!! There's gonna be a very special happening on September 23rd (Sunday)! I.M.A.A. Chapter #133 (A division of the AGS) is having its 1st annual GIANT SCALE "FALL-IN", a non-competitive large R/C Model event, like so:  
Place: AGS Mountain Top Flying site, Day Hollow Rd, then Warrick Rd, Endicott, NY  
 NO ENTRY FEE \*\* \*\* GIANT SCALE ONLY.  
 EVERYONE WELCOME! NEED NOT BE AN IMAA MEMBER!  
Arrival date: Pilots to arrive with or without campers on saturday, Sept 22nd, Noon on, for orientation and settling in. Requirements are:  
 AMA License \*\* Aircraft must have had SIX prior flights to qualify. SAFETY INSPECTIONS WILL BE GIVEN. No camping fees, no hookups. For more info:

CONTACT:

Chris Dascano, Event Director: 607-637-2921 Days. 637-4798 evenings.  
 Don Godfrey, IMAA President: 607-724-0115 Anytime.

Need a motel? Give us a call, we'll gladly give you a listing, good rates.

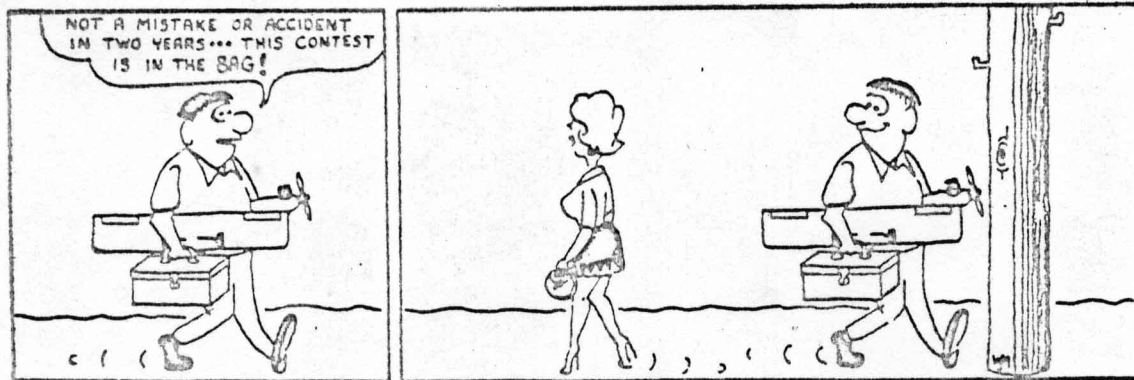
\*\*\*\*\*

Fellow AGS members, the AGS Board of Directors agreed to have the AGS' first Giant scale event as base for possibly hosting a full-blown Giant Scale event for 1985 to be possibly held at Tri-Cities Airport. As you may know, IMAA events are non-competitive, fun, relaxing, and some of the finest model builders and flyers attend the better IMAA events annually. Although we are not expecting a huge turnout for this first non-competitive event, we are fully expecting 30 or more giant scale pilots to attend, bringing a probable total of up to 50 giant scale models! A smorgasbord of biggies! What you probably do NOT realize is that this area is and has been growing slowly and very smoothly in the giant scale area. Are you ready for this?..... The unofficial count of giant scale modelers in the triple-cities area is now close to 50!! This count includes communities such as Sidney, Sayre, Cortland and nearby towns, not to mention the M.O.B. club etc.

PLEASE PLAN TO ATTEND, BRING YOUR WIVES AND GIRLFRIENDS, BRING SANDWICHES and FOLDING CHAIRS and enjoy our very first gathering of the giants. I can promise you that you will see some aircraft so beautiful that it will stagger your imagination! (Like a 12' span DC-3 for openers!). We may need a few eager "volunteers", therefore your TALENT for this sport may be put to the test

Mac.

Jim Mowrey

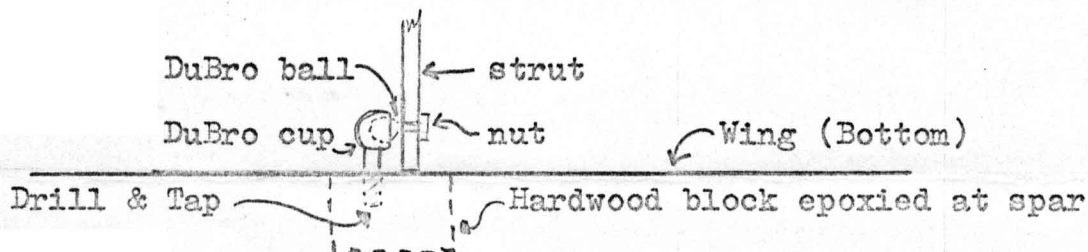


The basic reason for getting into R/C is to have a "hobby" that is FUN. Whether you like small models, Big models, Competition, or just sport flying, its all available for you in the AGS!

Fact is, the MORE you put into the club, the more you will get out of it

You-re gonna have your "good years" and your gonna have your "bad years" too. Never be to shy to ask for help,.....you are going to learn the easy way or the hard way....its all up to how aggressive you are with your AGS peers.

BALL LINKS ARE WONDERFUL! However, they must be used properly at all times, otherwise you may create an unnecessary malfunction in your models. Ball links are best used on throttle and non-critical flying surfaces. A recent use of ball links is for ease of installing "N" struts on bi-planes, as per sketch:



Marvelous! NO more nuts and bolts to vibrate loose and take forever to assemble. Simply POP th'N struts in place and you are ready to go.

I saw it happen again!

a 1/3 scale Pitts special (made to look like a Christian Eagle) went into a corn field at full bore,....would not pull out of a loop. Come to find out, the craft only had one 48 inch ounce servo on the elevator and the servo simply did not have enough moxie to raise the elevator against the usual 6 to 10 G's that large aircraft impose on elevators during high speed stress maneuvers. Listen carefully troops:

The use of TWO servos on critical flying surfaces (elevators, ailerons) is not new and getting to be mandatory for two basic reasons:

- #1. If one servo fails, you still have one to save to aircraft.
- #2. Servo load is reduced to ONE HALF.

Redundancy is the key to SUCCESS on all giant scale models. Now lets talk about one more sore spot that I see too much of nowadays: HINGES-HINGES!

When building a large RC Aircraft, DOUBLE the amount of hinges that you would normally use in a 2" or smaller model. If the ailerons call for three hinges, install SIX hinges. The cost is nominal but the advantage is staggering! Also, remove the hinge pins and install one long hinge wire through the entire control surface hinge point. Pinning hinges with toothpicks or aluminum paneling nails is MANDATORY. A word to the wise? Sloppy control surfaces create FLUTTER. FLUTTER KILLS SERVOS, SHATTERS CLEVIS', and RUINS BEAUTIFUL MODELS. Lets' get together at the next AGS meeting on September 11th. Enjoy flying til then! DG