

# "The Connector"



OFFICIAL NEWSLETTER

- Our Thirtieth Year

ENDWELL, NEW YORK

RON GAUTHIER, President .. GORDON GOTTLIEB, Vice - President .. GROVER ELLIS, Treasurer ..  
TERRY TERRENOIRE, Secretary .. BILL TOMSA, Board Member at Large .. JERRY SKRECKOWSKI, Board  
Member .. BILL SEBESTA, Past President. DON GODFREY, Newsletter Editor

Volume 18

ISSUE VIII

August 1985



Our *PREZ* sez : *SPECIAL* Meeting...

Business around the AGS has turned to flying, thanks to summer being in full swing. The turnout at the club field

has been great! And I've noticed that the guys have been adhering to the field rules.

The August 13th meeting will be up at the club field ...bring a plane! We'll fly from 5:00PM or so, then the fresh air meeting will begin at 7:30PM. Might be a good idea if you brought along some mosquito lotion!

Although the weather was threatening prior to the last meeting, it cleared, giving us a beautiful clear sky to fly in. The highlight for me was seeing my wife, Ingrid, show off and fly her O.S. Max 10 powered Playboy Senior. This great old-timer has proved to be not only a docile trainer for Ingrid, but has also given me some of the only "thermal" time I've had a chance to get all summer.

Remember: "Pattern flyers do it with frequency"...or was it: "He who dies with the most toys, WINS?"

FLY SAFELY - ENJOY, Ron Gauthier, Pres.

## BOARD *Report*

Due to the lateness of the AGS Board meeting held on August 7th, a full report will be made at the August 13th club field meeting.

## *Financial* Report ....

Grover Ellis, club treasurer tells us that we are in the "green" and all the bills are paid! If you want to know our exact treasury balance, either call Grover or show up at the next meeting.

## Annual AGS Family Picnic ....

This covered dish event will commence on Sunday August 18th. Bring some chow to pass around, some folding chairs, some NEW jokes, and oh yes.....an airplane!

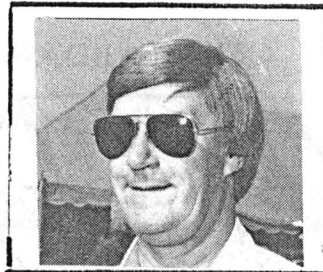
Hey guys,...it's been a wonderful year for the AGS and we still have probably three more months of great flying weather. Let's do it!

**AMA**

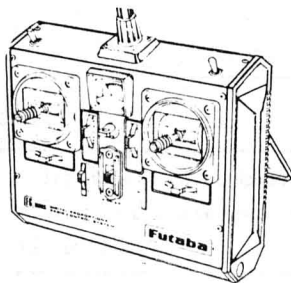
**Strength in Numbers**

# editorial

by DON GODFREY



For this month, let's discuss R/C frequencys and how easily a few good modelers are breaking the "law" and through ignorance of the law are honestly on the threshold of possible prosecution:



A few years ago it was announced that FCC licenses would no longer be required to fly R/C on the standard R/C frequencys, however the ruling stated that FCC licenses WOULD be required to fly R/C models on the six-meter band(s). Apparently, a misconception arose from that ruling and I'll bring about how this could and has happened:

Many modelers, having Class "C" FCC licenses, desiring to fly on six-meter bands kept or chose to renew their FCC licenses, maintaining the call letters that they probably had for years. The modelers would show up at various AMA contests and one of two things happened and is still happening:

1. The person or persons at the registration tent would not bother to ask for the FCC licenses, or...
2. They would ACCEPT a current class "C" FCC license and allow the registrant to fly.

So very little has been published regarding the "law" on the use of six-meter usage that CD's have gotten very lax as to asking for correct proof of FCC licenses. Fact is, in order to fly on six-meters, you MUST have a TECHNICIAN Class ham license. So what does it take to get a Class-Technician license? I'll tell you:

Write to (or call) the Federal Communications Commission nearest you,

which in your case would be.....  
1307 Federal Bldg., 111 West Huron St., Buffalo, NY 14202. They will send all information necessary in order to study for a HAM LICENSE and get your "technician" license. Basically, you will take a written test and also a transmission dit-dot dit-dot, Morse code, requiring the ability to send five words per minute.

You will be tested by a group of three people, all qualified to give the exam. Once you've passed the test, it takes anywhere from 6 to 8 weeks (or more) to finally get your ham license. Once you have the license, you need only to renew the license every five years, with NO testing, in order to keep it for LIFE.

Here are a few "grumblings" that I have overheard regarding "special" RC frequencys that "hams" enjoy using on an exclusive basis:

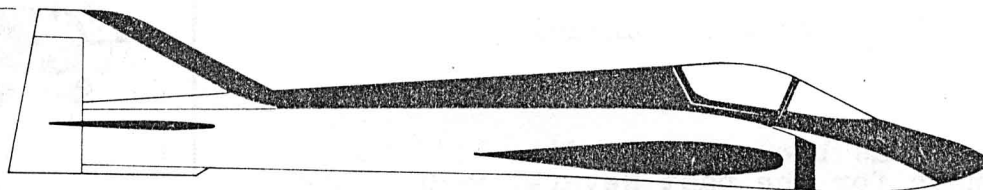
"If they (the hams) want the privilege of flying on privileged, select RC frequencys, they ought to be made to take a test, including Morse code at least once each year". And:

"It is prejudicial for Hams to be allowed to fly on OUR R/C frequencys and yet we (AMA members) are not allowed to fly on their R/C frequencys". "We pay our dues just like the Hams do, all of us belong to the same organization (AMA, IMAA etc), therefore WHY is there segregation among our ranks?". And finally:

"As long as we fly together, have the same ideals as to safe, enjoyable sport and competition flying, then the FCC should be persuaded to open ham RC frequencys to all AMA members".

Your comments? Thankyou. Don Godfrey

**Support your Newsletter. Contribute Something**



## Action Area .... by Bob Noll

(Editor's note: Bob compiled this article ten days prior to the AMA National's and you are reading the article one week after due to the fact that your editor took a 3-week vacation in the deep south)

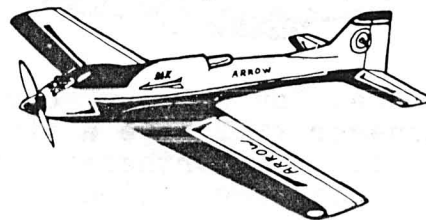
### COUNTDOWN TO THE NATS.....

Only 10 more days until many AGS members will join hundreds of AMA-ers at the 1985 Nats at Chicopee, Mass. DICK ALLEN and RALPH JACKSON are making final adjustments to their scale planes and in addition are going through their annual review of the advanced pattern with their pattern birds. Dick will again be flying his Tiger Tail but with the addition of a tuned pipe for '85, and Ralph has blown the dust off his UFO.

JIM MCKEOWN is frantically putting the finishing touches to a new KAOS which he will fly in sportsman pattern. When Jim is not at the R/C pattern site, he will most probably be cheering for BILL UNDERKOFLE who will be competing in the Helicopter event.

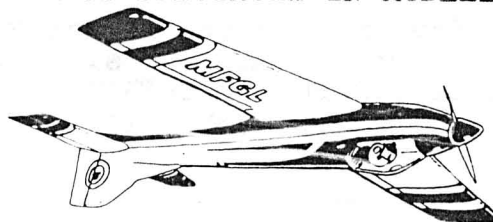
TERRY TERRENOIRE, JR. is installing his Futaba radio in a Tiporarrie which is on loan from Chris Engler. Seems like Terry's dad didn't come through with the new Tipo 750 which he and Terry, Jr. have been building. Terry, Jr. wants a little more zip in his flight than that which he is currently getting from the family KAOS.

TODD KOPL is ready, having come off a 1st place win in sportsman at Orange, Mass. last weekend. However, his negotiations with the Endicott School District regarding permission to miss 4 days of Driver's training are still under way.



As for me, I need more practise with my Dalotel and I'm on a countdown to get my Formula I Racers going this weekend.

So once again the AGS will be well represented at the NATS and I sure hope that other club members who are not competing are able to attend and be a part of the.....  
GREATEST SPECTACLE IN MODELING.



### AGS 30th ANNUAL PATTERN CONTEST...

Fifty one contestants, great flying weather (except for 2 short rain storms), Gottlieb's famous food and Chicken BBQ, and Ivan Kristensen made the weekend of June 29-30 another outstanding happening for the AGS. Our new date selection drew more flyers than we have had for many years.

...and the fact that we were only a month before the Nats afforded us with top competition in all classes. Of course, the highlight of the weekend was to witness the precision flying of Ivan Kristensen with his ATLANTA in the FAI turnaround event.

**Success is never Final - Failure is never Fatal !!!**

# ACTION AREA.....Continued

Ivan has been the Canadian National Champ for the past several years, the 1983 AMA Nats champ, and has placed in the top five flyers in the world for the past 3 World Championships.



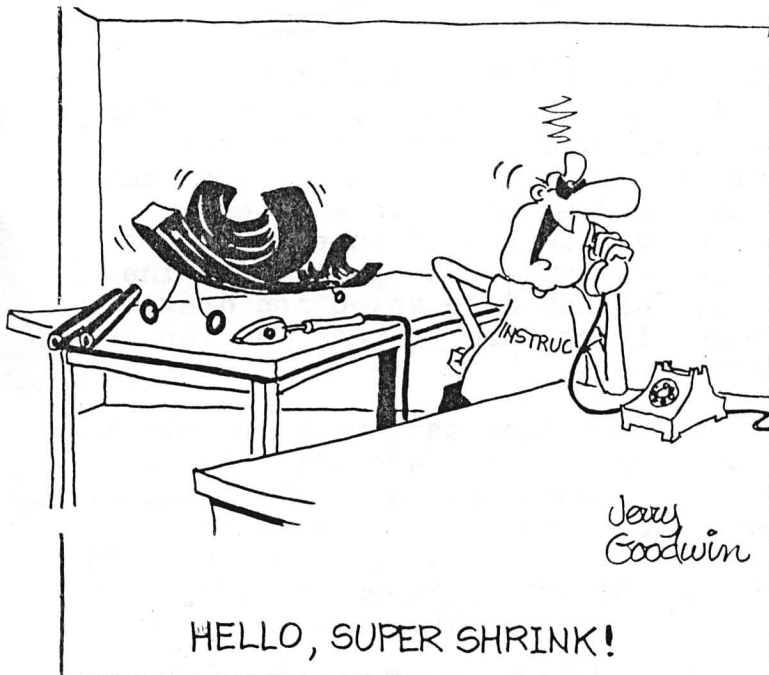
I am sure that Roy Weidman, our contest manager will have a financial report for us at a forthcoming meeting. As for the competition side of the weekend, we again showed our true blue color and demonstrated the excellence that has become the trademark of the AGS. Thanks again to all those members that helped to make it happen.



## PYLON RACES.....

Next race day is Tuesday, August 20.  
We will run both  $\frac{1}{2}$ A and .40's.....  
RACE TIME IS 6:00PM. BE THERE!

..... Bob Noll



Attention: Ed Hall! Would you consider donating your 1/3 scale GEE BEE for the refurbishing of the Statute of Liberty?

Reminder: Get your floats ready soon for the AGS 2nd annual FLOAT FLY to be held in September.

Reminder: Bob Noll's ground school will be held on Tuesday, Aug 13th at 6:30PM at the club field for those of you that have been attending every great session.

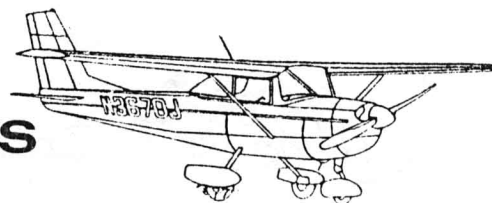
Reminder: AGS Club logo emblems, the heat transfer type, are available from Grover Ellis. If you don't have one or more, what are you waiting for?

Reminder: Grover Ellis makes copies of almost everything on his NP-120 Cannon Copier at about  $\frac{1}{2}$  the cost anywhere else. Try 'em soon!



# GIANT SCALE news

DON GODFREY



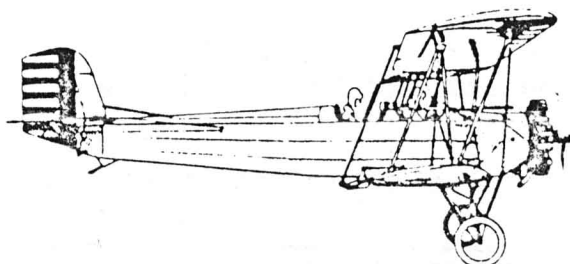
# YOU'LL LIKE WHAT YOU SEE...

It's going to happen!  
It's going to be good!  
It's going to be fun!  
It's going to be BIG!  
It's going to be an AGS annual event!  
It's going to be the 2nd annual!  
It's going to be at a NEW LOCATION!

It's the Aeroguidance Society's 2nd annual Giant Scale Fun Fly to be held at the CHENANGO BRIDGE AIRPORT on August 24th-25th, 1985, a full two-day un-contest event.

The AGS is also IMAA chapter #133, and as such has the ability to put on non-competitive fun-flys per IMAA format. So what is IMAA format? I'll tell you:

Pilots interested in Giant scale modeling are invited from many states to attend with NO registration fee. These pilots are also treated to a free lunch or picnic just for traveling so far to put on a "show" for us good folks and the community. So, what is the big deal about giant scale events such as this? I'll tell you more:



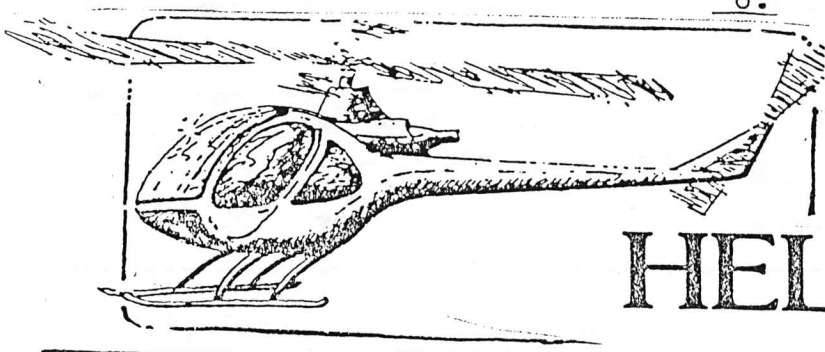
You'll see giant scale models, (3" equals 1' and larger) that you normally would NEVER see fly so realistically. Carl Dannenhoure will fly his already famous huge DC-3 for the very last time before he retires it. Giant scale modelers will arrive from all over the east with Fleet Bipes, Cap 21's, World War I models galore, World War II fighters will be ready for action. And of course, a few pilots will show up with some very unusual models that will boggle your mind!

Last year, at the NATS, as well as the year before, approx. 50 giant scale aircraft appeared. This year I am sure that Ralph Jackson with his fabulous Fokker D-7 and Dick Allen with his beautiful Fokker Tri-plane will come home with a prize or two from the Nats. Come and see some great flying by Ralph and Dick, as well as people from your own club such as Chris Dascano, Jim McKeown, and Neil Wagner.

Rumor is that AMA Pres. John C. Grigg may come to our event with a very nice Sig J-3 Cub. How about that? Old "dog face" (as punned by the STARS is into giant scale flying! It happens to many good people. If he ever gets his beard caught in that BIG prop, he will get the shave of his life! Ron Gauthier: Can you perform plastic surgery on AMA presidents?

Hey guys!....come one, come all!! Bring a couple of folding chairs and lots of questions. There is a MAP on the next page of how to get to this good event, so please come and support this annual happening. Meet fellows from other places and learn.

If you have not yet flown a giant scale model, you have yet to experience a totally different phase of R/C enjoyment. See you there! DG



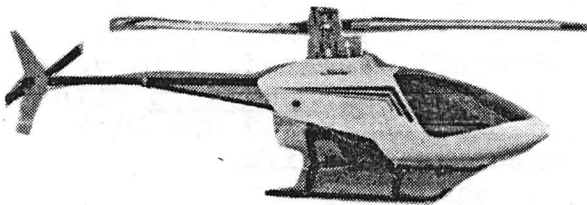
BILL UNDERKOFLEDER....

Talks about  
those amazing

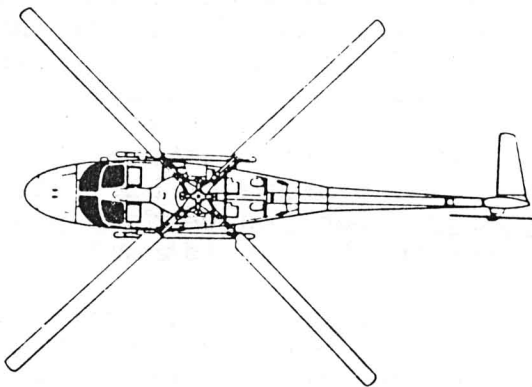
# HELICOPTERS

GORDON GOTTLIEB and I traveled to Oneida, NY last weekend to attend a Helicopter Fun Fly. It was most enjoyable, primarily for the "rap" sessions and opportunity to learn new tricks.

The fellows up there fly mostly Schluter equipment, while down here we're exclusively GMP. The Cricket has a very bad reputation in the Oneida area. They were amazed to see how well mine could fly.



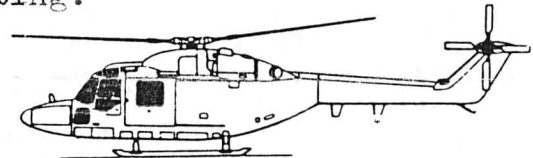
As we arrived, we saw an expert putting on a very impressive flight with a "Superior" brand chopper. The pilot turned out to be WAYNE PEER, a former AGS member from years back. It was a pleasure to meet him and reminisce about times gone by.



I've had some problems lately: TWO crashes, a major and a minor. In the first, a blade fractured and flew off while doing a roll. The machine crashed hard from high altitude and was really "powdered". Stresses on blades

during violent aerobatics must be fantastic....you can hear them flutter! Instructions say to fiberglass the blade root. I had done this, but in the future I will use heavier cloth and carry the reinforcement out farther. I'll also use Tru-Spin blades, which are made from heavier wood than stock blades. (Ed note: Would it be feasible to use aluminum, tempered blades?)

The second crash was caused by transmitter batteries going dead. Damage was not so severe, involving the canopy, blades, and broken head casting.



One nice thing about Helicopters: crash damage is much quicker and easier to repair than airplanes. After the major crash I completed a total re-build and was flying again in a week! The minor crash took only TWO days to repair.... and I think that I'm getting smarter.

Initially it took me months to debug and fine tune the COBRA. After the crashes it came out almost dead perfect from bench set-up,..within a clevis turn of perfect trim.

Now that I'm back from the Nats, I'll be anxious to tell you all about it.

See you at the Aug 13th meeting.  
Bill Underkofler

Now Is The Time To Learn To Fly \_\_\_\_\_





Come fly with us !  
**2nd Annual**

**Aero-Guidance Society<sup>INC</sup>**  
**IMAA Chapter No. 133**

AMA/IMAA Sanctioned

Non-Competitive

# Giant Scale FLY-IN

AMA License required

C133 - 85NY - 81 - 2D

**Chenango Bridge, New York Airport .....**

**Saturday**

# August 24-25, '85

**Sunday**

**Register both days at 9 a.m. - No Landing Fee**

**Flying 10 a.m. to 4:30 p.m. each day..**

**IMAA AIRWORTHINESS - "SAFETY"  
INSPECTION WILL BE CONDUCTED**

[ IMAA MEMBERSHIP NOT A REQUIREMENT ]

**FREE FOOD for Registrants**

**Concession Stand**

**Non-Competitive Prizes and Gifts too !**

**This will be a full spectator attended event.. Come one'n all !**

Event Director:

**CHRIS DASCANO**

**18 Crowe Street**

**Hancock, NY 13783**

**1-607-637-4798**

Event Manager:

**DON GODFREY FS-1**

**91 Blackstone Avenue**

**Binghamton, NY 13903**

**1-607-724-0115**

**MOTELS:** Howard Johnson Motor Lodge 700 Front Street Binghamton, New York ...

HJML Phone 1-607-724-1341 ... Mayfair Motel 1424 Front Street Binghamton, New York ...

MM Phone 1-607-724-1351 ... Fireside Lodge 1156 Front Street Binghamton, New York ...

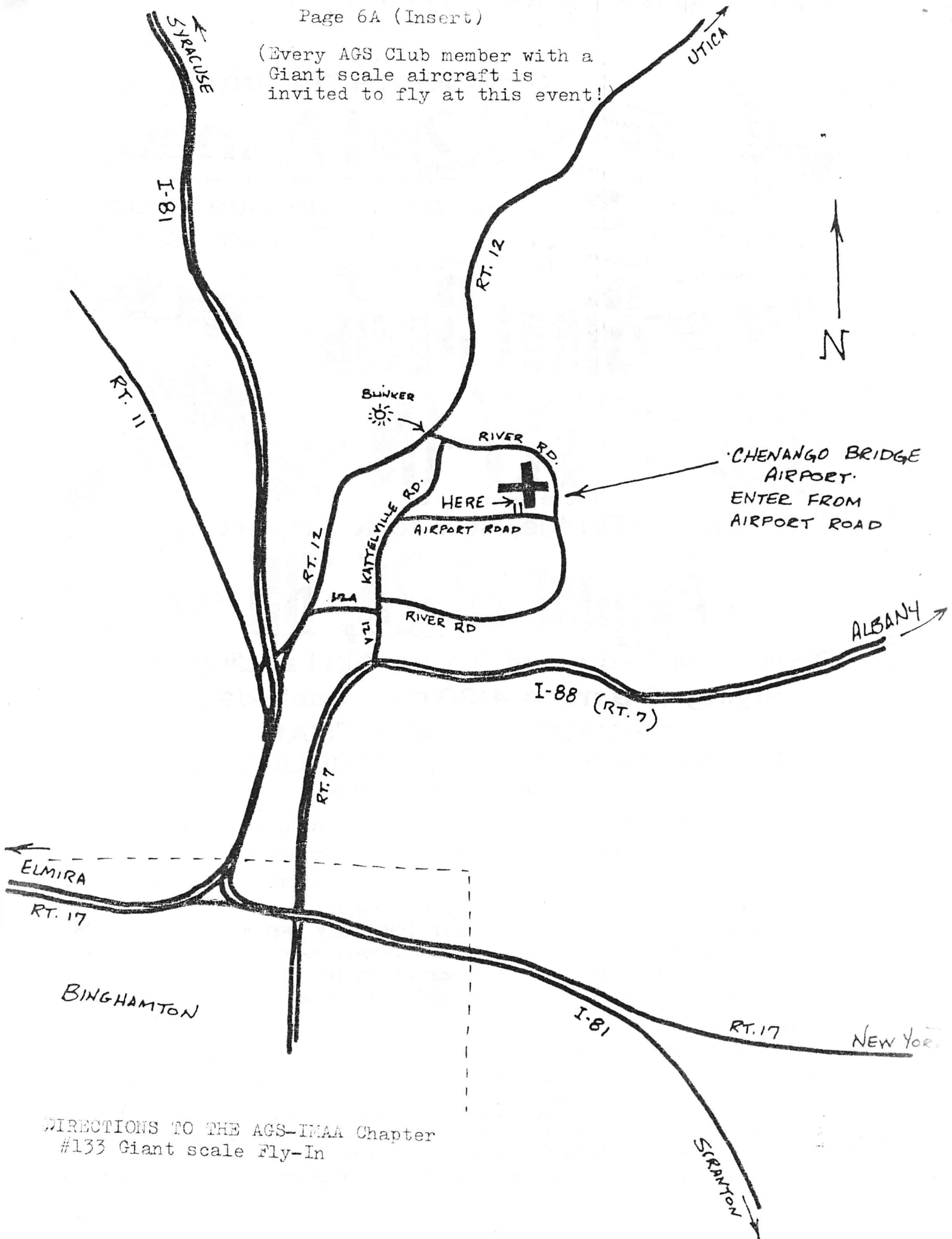
FL Phone 1-607-722-5353 On site CAMPING: Twin Brooks Recreation, Chenango

Valley State Park Restaurants just minutes away... Excellent food

**Participants are encouraged to arrive on Friday August 23 at 4 p.m./after !**

One of the finest Giant Scale flying sites in upper New York State with easy access from I-88, I-81, Rt. 17, Rt. 17C, Rt. 12 just outside Binghamton City limits

(Every AGS Club member with a  
Giant scale aircraft is  
invited to fly at this event!)

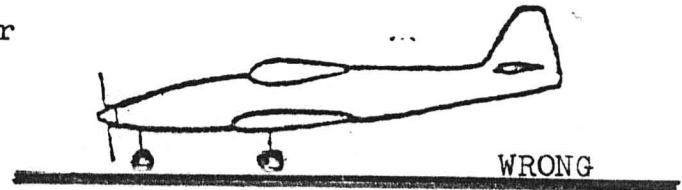


DIRECTIONS TO THE AGS-IMAA Chapter  
#133 Giant scale Fly-In

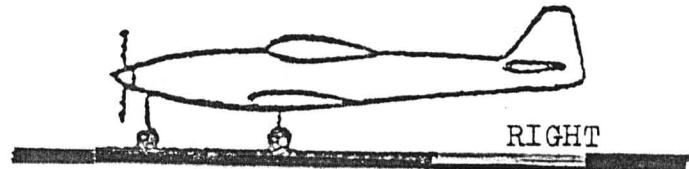
# SOME NUTS AND BOLTS INFORMATION

by Don Godfrey

A common problem in attaining smooth take-offs is not having the landing gear set up so that the aircraft rests on the ground (or flat surface) with zero to one degree of positive incidence of the wing relative to the ground.



With NEGATIVE incidence between the wing and ground, it takes a bunch of UP elevator to rotate the nose upward for take-off, with the result being an unsatisfactory lift-off, and at least a "snap" feeling as you "horse" the model off with too much UP elevator. In an under-powered aircraft, this will lead to a too steep climbout and stall-out. In either case, a very ungraceful take off!



With NO incidence or slightly positive incidence, the plane will lift off the runway with ease (almost hands-off) without requiring a lot of UP elevator. The resulting climbout will be gradual. Too many of us taxi out from the pit area, turn into take off position, add full power, and yank on the UP elevator stick, hoping for a take off.

The plane will usually lift off, but certainly not in what you'd call a smooth CONTROLLED take off!.....USE THE RUNWAY! (That is why it is called a R-U-N-W-A-Y!). Try this:

Taxi all the way to the end of the runway you are going to use. Add power SLOWLY, giving yourself time to react with rudder (NOT ailerons) and steering. Let the aircraft reach the middle of the runway before lifting off gently. Make a 90 degree turn away from the pit area and/or spectator area, after gradually climbing at a 15 degree angle from lift off. YOUR TAKE OFF IS NOW COMPLETE AND CORRECT!

DO WE ENJOY FLYING? We sure do!  
DO WE ENJOY FLYING with no harassment from neighbors complaining about engine NOISE? We sure do!

How much longer will we, as AGS members owning our own piece of acreage be able to fly with NO harassment from neighbors?

Answer:

As long as we are able to keep the noise level down when flying and keep within the confines of undeveloped property. Reason for concern:

A road is being built on the west side of the AGS mountain by someone that may or may not be developing that area for HOMES. This road could feasibly create an excellent access to the AGS flying site, however once the area gets built up with homes, the noise from ordinary MUFFLED glow engines will surely commence legal action against the AGS.

As an interested party in the preservation of the AGS mountain flying site I would recommend that all precautions be made immediately

--- TO KEEP ENGINE NOISE LEVELS BELOW THE ACCEPTED STANDARDS OF DB LEVELS. FLYING SITES ARE BEING LOST AT A RECORD RATE. ARE WE NEXT? FOUR-STROKE, FOUR-CYCLE ENGINES ARE PROBLEM SOLVERS. LISTEN! OBSERVE!

# Winning Can Be Habit-Forming

... But you can't do it unless you try!

By Terry Terrenoire, Sec.

## NATS FIRST IMPRESSIONS

This was my first NATS, but it will not be my last. It has always been my belief that we can all learn from other phases of the hobby. The NATS proved this to me! Yes, I did spend much time in the pattern lines talking to the likes of Ivan Kristenson, Ed Keck, Dave Brown, Lon Sauter, and Ed Ezzo. You can learn a lot by listening to these giants of the hobby. I learned more about radios, flying techniques, covering, engines, pipes, and so much more.

But the real education came from other areas of aeromodeling: indoor, control line, and free flight.

INDOOR: Watching these slow-motion machines gives a whole new perspective to flight. At a weight of less than 2 grams these 20 inch wingspan gems, turning 10 inch props at only 50 RPMs climbed to the 63 foot ceiling where it circled at "cruise" speed of 44 RPM. After 30 minutes or more the craft would gently settle to the floor. These are truly amazing craft from which we can learn much about trimming and flying.

U-CONTROL: The finish on the pattern ships was something to behold. Hopefully I will have my photos back in time for the meeting. Talking to the builders gave me some new insights on finishing models.

At the combat circles I saw some of the wildest flying you could ever imagine. Prior to the competition I watched some of these guys test flying and what an experience that was. If you try to watch the plane you will soon become very dis-oriented but if you watch the

flyer it looks like he is painting in the sky. The motions are beautiful to watch, more like a ballet than a duel to the death. Of necessity these guys build quickly and inexpensively. These planes have about a 25% mortality rate.  
FREE FLIGHT: Only saw a little of the gas but watched much of the rubber scale. Saw some very nice airplanes fly beautifully.

All in all it was a very beautiful and educational experience and I'm sure some of the techniques learned will find their way into my future projects.  
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## A.G.S. at the NATS

The AGS was again well represented at the NATS with the following flyers carrying the colors.

PATTERN: Bob Noll flew turnaround, Dick Allen and Ralph Jackson flew in Advanced, Todd Kopl, Terry Terrenoire, and Jim McKeown flew Sportsman. Our only trophy winner was Todd with a 4th place. See you in Advanced next year Todd!!!

Helicopter: In this category Bill Underkofler and Gordy Gottlieb were registered but business commitments kept Gordy from competing.

## GIANT SCALE AND STAND OFF SCALE:

In these 2 categories Dick Allen and Ralph Jackson carried the standard  
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### NOTICE

### NOTICE

### NOTICE

There was one sad note to the AGS NATS experience. I just heard from both Ralph and Dick who were reporting that on Saturday night, sometime, Ralph's new van was broken into and his Windecker Eagle was stolen. In addition, the wing of his Folker D-VII and the Fuze of Dick Allen's Tri-Plane were also taken along with Dick's charger and Ralph's flightbox.



# UPCOMING EVENTS & ACTIVITIES

By Bill Tomsa

1985											
JANUARY				FEBRUARY				MARCH			
S	M	T	W	T	F	S	S	M	T	W	T
1	2	3	4	5		1	2	3	4	5	6
6	7	8	9	10	11	3	4	5	6	7	8
13	14	15	16	17	18	10	11	12	13	14	15
20	21	22	23	24	25	17	18	19	20	21	22
27	28	29	30	31		24	25	26	27	28	29
APRIL				MAY				JUNE			
1	2	3	4	5	6	1	2	3	4	5	6
7	8	9	10	11	12	5	6	7	8	9	10
14	15	16	17	18	19	12	13	14	15	16	17
21	22	23	24	25	26	19	20	21	22	23	24
28	29	30				26	27	28	29	30	31
JULY				AUGUST				SEPTEMBER			
1	2	3	4	5	6	1	2	3	4	5	6
7	8	9	10	11	12	4	5	6	7	8	9
14	15	16	17	18	19	11	12	13	14	15	16
21	22	23	24	25	26	18	19	20	21	22	23
28	29	30	31			25	26	27	28	29	30
OCTOBER				NOVEMBER				DECEMBER			
1	2	3	4	5	6	1	2	3	4	5	6
6	7	8	9	10	11	3	4	5	6	7	8
13	14	15	16	17	18	10	11	12	13	14	15
20	21	22	23	24	25	17	18	19	20	21	22
27	28	29	30	31		24	25	26	27	28	29

## JULY HIGHLIGHTS

- 7 — Helicopter contest & hot dog event, Rocky Point, NY
- 13 — Formula I & 500 & FAI combination event, Ellington, Conn.
- 13-14-Valley R/C 13th annual Fun Fly, Blue Swan Airport, Sayre, Pa
- 27-Aug 4 — AMA NATS, Westover, Mass.

## AUGUST HIGHLIGHTS

- 18 — AGS Family Picnic, Club Field
- 24-25 2nd annual AGS Giant scale rally, Chenango Bridge Airport, Chenango Bridge, NY

## SEPTEMBER HIGHLIGHTS

- 29 — 2nd annual AGS Float Fly, Greenwood Park.

## STR/CA HIGHLIGHTS

- Aug — No event scheduled
- Sept 15 Ithaca, NY

## AGS PYLON RACING

- July 2 Engine size: .049
- July 16 Engine size: .40
- Aug 6 Engine size: .049
- Aug 20 Engine size: .40
- Sept 3 Engine size: .049
- Sept 17 Engine size: .40



## GIANT SCALE EVENTS

### JULY

- 6-7 — STARS Rally, Olean, NY
- 13-14 - Valley R/C Intern'tl Fun Fly, Sayre, Pa.
- 20-21- Lazy 8 R/C Club event, Tribes Hill, NY
- 27-28 - Airshow '85, Phelps, NY
- 27-28 - Flying Knights scale rally, Hamburg, NY

### AUGUST

- 24-25 - AGS 2nd annual giant scale rally, Chenango Bridge, NY
- 31-Sept 1 Capitol City Classic, Harrisburg, Pa.

### SEPTEMBER

- 7-8 — Rhinebeck World War I Jamboree, Rhinebeck, NY
- 7-8 — Kitchner-Waterloo, Ontario, Canada (Big event)

### OCTOBER

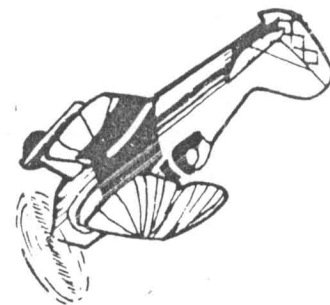
- 5-6 — Giant scale fly-In, Stratford, Conn.

For detailed information on any event, call me any evening at (607) 625-2551. To volunteer your services at any event, call Ron Gauthier (607) 797-9085

For detailed giant scale information call Chris Dascano evenings at (607) 637-4798. To join the IMAA chapter division of the AGS, call Don Godfrey, IMAA Pres. (607) 724-0115

**Believe in What You are Doing , Be Active !**

We've  
got an  
interest  
in you!



**AGS**  
Aero Guidance Society, Inc.  
Post Office Box 39  
Vestal, New York 13850-0039

# It's time to take more time



The date is Tuesday, **Aug 13th!**

Fly from 5:00PM to 7:30PM...

Meeting begins at 7:30PM at  
the AGS field, Day Hollow Rd.

COME ONE - COME ALL - This will  
be the last "fresh air" meeting  
for 1985. See YOU there!!

**FOR . . . FUN . . . FLYING**