

THE CONNECTOR

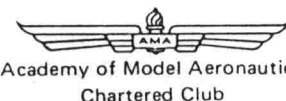
The Official Newsletter of the Aeroguidance Society, Inc.

Endicott, New York



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VOLUME 19

ISSUE X

October 9, 1986

AGS CALENDAR OF EVENTS

DATE	TIME	PLACE	EVENT
10/14/86	7:00 PM	NYSEG BUILDING	NOLL'S GROUND SCHOOL
10/14/86	7:30 PM	NYSEG BUILDING	AGS REGULAR MEETING
10/14/86	8:30 PM	NYSEG BUILDING	ELECTION OF OFFICERS
10/18/86	10:00 AM	DAMASCUS N.Y.	FLOAT FLY
10/20/86	7:30 PM	JERRY'S RESIDENCE	AGS BOARD MEETING
11/12/86	8:00 PM	NYSEG BUILDING	AGS ANNUAL AUCTION
11/12/86	7:00 PM	NYSEG BUILDING	NOLL'S GROUND SCHOOL
11/12/86	7:30 PM	NYSEG BUILDING	AGS REGULAR MEETING
11/17/86	7:30 PM	TERRY,S RESIDENCE	AGS BOARD MEETING

AGS SWAP SHOP

THANK YOU ROY WEIDMAN:

FOR FINDING MY HAMMER... IT
WAS A SURPRISE WHEN YOU CALL
TO SAY THAT YOU HAD IN YOUR
GARAGE. GROVER ELLIS



YOU'RE THE KEY TO
EVERYTHING WE DO

THE PREZ SEZ;

The end of the 1986 AGS year has arrived. This is the last "Prez Sez" for this writer. When I accepted the Prez position, I did it with a lot of apprehension. However, It turned out to be a pleasant experience. I think that there are a lot of members out there who privately would like to take a more active role in the club but don't want the "hassel" connected with it. I have been pleasantly surprised with the absence of problems which is DUE TO THE HELP AND COOPERATION I have had from the many members who got involved in our activities.---THANKS TO EVERYONE.

Continue to support the new administration as you did the past and we will have another successful year.

In finishing up this year, September was a busy month. And considering the generally poor weather, several good events went on schedule. Rhinebeck saw a number of members taking part and at least one winning an event. We should get a better report at the next meeting.

The STRCA funfly at Sayre had super weather and seven fliers from the AGS. The result was a nice day of flying and the usual outcome.

The Greenwood park Float fly also had fine weather and 19 fliers, 10 visitors and 9 club members. This event seems to draw a good crowd and has been blessed with good weather each year. This event seems to growing and should be continued. Flying with floats combines boating and flying and in certain respects(e.g. flat, large, long runway) is easier.

The weather finally caught us for the Forest park float fly. It was a washout, although determined Dick got in a couple of flights regardless.

WELL, THAT'S ALL FOLKS!! THANKS.

Jerry



THE ACTION AREA - by BOB NOLL



HANGER SESSIONS AGAIN - Several members have asked me if I plan to hold "hanger sessions" again this winter. The answer is yes, since those who participated last winter have expressed an interest in doing it again. We'll start in November and I'll have more information regarding location and time in the next issue of the CONNECTOR.

These sessions are designed to help those members who have or plan to take on the exciting challenge of building and flying pattern aircraft. Notice that I did not include the word compete. You don't have to compete to enjoy the feeling of flying a finely tuned pattern machine and those of us who have been enjoying this aspect of the hobby are always looking for a better way to build the airframe, install our equipment and put on an attractive but light weight durable finish. These monthly get-togethers are a great way to share our experiences with each other and all become better builders and flyers.

STR/CA NEEDS UPGRADING - I attended the last Southern Tier R/C Association (STR/CA) get-together hosted by the Valley R/C Club at their new field. Those who attended had a good time but it has become apparent to me that the events we fly need to be changed with the expressed intent to provide events that will require more air time. The STR/CA has always emphasized team events with each club competing against the others. This principle is great except that the events that are chosen are events that only require a minute or less of flying time with only one plane in the air at a time. I believe we need to design events that are still team events but provide, 1) a minimum flight time of 6 min. per flight and, 2) the ability to have at least two planes in the air at all times.

Maybe our new STR/CA representatives could lead a discussion at a future club meeting and get some good ideas from the members. The STR/CA was founded in the 60's and we have not changed the format since. I think it's about time for a change and we should let the club members make suggestions that would increase participation and enjoyment for everyone.

HOW DID THEY DO? - Last spring I published a list of club members and the planes they were building for the 1986 season. Now that the end of the season is almost upon us I thought it would be of interest to see how the projects turned out in an effort to provide guidance for this winter's projects. I'll bring the original list along to the October meeting so you can see what you said. Then on a new list I would like everyone to comment on their season's product testing results. Of course there will be good and bad results, uncompleted and/or revised projects and a variety of planes that were not on the original list. I'll plan to publish the results in the next issue of the CONNECTOR.

A FEW MORE TIPS - This month's list will deal with your faithful and so very important rechargeable nicad batteries. It's not intended to be a complete care and feeding type list but a few reminders may be in order at this time of the year when our flying activity tends to

diminish due to the changes in our weather, especially the frequent rain that we have been having which interrupts and changes our plans.

1) Charge before each weekend. There is a tendency to forget to charge them at this time of the year because the weather forecasts may call for rain or high winds on the weekends and we figure we'll never get to the field. But you know how many times the weatherman is wrong around here and we may get in a few flights if we are ready.

2) Use your battery cycler (by now I'm sure that each of you has one of these great insurance policies) more frequently to keep your battery packs strong and healthy. It's more important to use a cycler when our flying frequency is reduced so that the prolonged idle time between trips to the field will not tend to weaken the batteries.

3) Be careful not to get caught thinking that we don't need to put the system on charge just because we only flew one or two flights last weekend. It just might be a beautiful weekend and you may find yourself getting in more flights than you ever dreamed of at this time of the year. There is always a desire to fly as much as possible on these late fall days since we realize that there may be only a very few more great days to follow.

4) On the positive side of the story, the cooler fall weather is better for our batteries than the high summer temperatures. Batteries will maintain their charge better in cooler weather, so if you goofed up and didn't charge since last weekend, chances are better that you can squeak in a few flights without a problem in the cooler weather.





ROTATIONS

By Dick Fish

Well just in case you are wondering what happened to summer, it's gone, what little of it we had! If you didn't get rained out of at least three events you wanted to attend, you didn't participate in many this summer.

The summer flying season is over and I would like to thank all of the instructors and helpers for a very successful class. For the information of all the members who were not in attendance at our last meeting the following members have successfully completed the course and are now flying on their own!

Congratulations To :

Jeff Buchinski
Fred Buchler
Bob Frey
Bud Kishpaugh
Bart Mc Tague
Mike Zabadal

I would also like to mention we had Brian Peters and Todd Card in this summer's class who didn't get quite enough practice time at the field to get off the cord but they are very close and may be flying alone by the time this goes to press.

In response to Budd Grants " ARE WE HAVING FUN YET ? " Yes we had lots of fun and laughs this summer and I'm sure we are a better club for it. If you are wondering what the last sentence is all about get the OCT. issue of FLYING MODELS and check page 67. The article by Dean Pappas and the pictures from our pattern contest will explain it.

For the guys who flew afternoons with me and sometimes AT ME while trying to learn to land, I say better luck next year! Even though everyone of you tried to see how fast I could move out of the way, none succeeded in getting me.

In conclusion, Diane and I would like to thank all of the students who got to gether and gave us a guest certificate at the Roaring Fork. I told you it was not necessary but you listened about as good as you did when I told you to turn right in your first figure "8's"! Diane said she didn't really mind missing all those good suppers I didn't get home in time to fix, she was going to go on a diet anyway.

Don't forget flying is not a summer only sport. Soon as the snow falls we will be flying at Moore Park on the Old Vestal Road Saturdays and Sundays so get your skis dusted off or build a pair if you don't have a set.

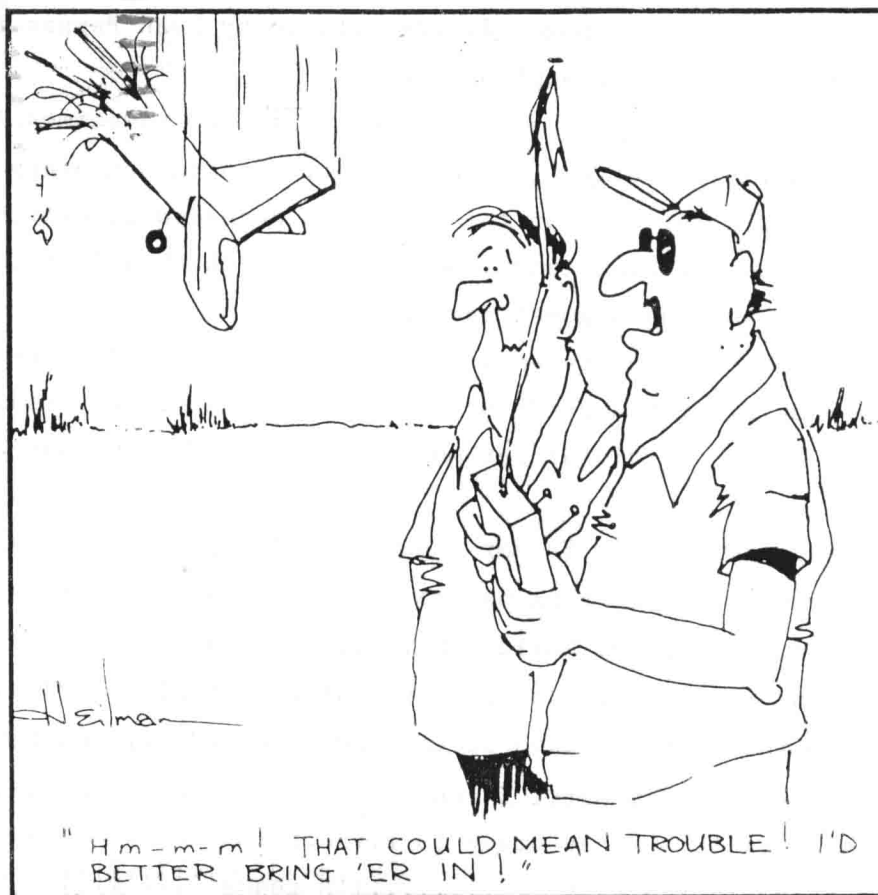
Just one more, thing our float fly at Forest Hill Park was pretty much of a wash out so the owner's asked us to come back and try again OCT. 18, 1986. Keep your floats handy until I can find out if there's enough interested in going out again. This is a super place to fly off the water and we have had a very good time out there in the past.....I'M ready!!!!!!!!!!!! DICK FISH

Count on Us For Performance

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We've
got an
interest
in you!