

THE CONNECTOR

The Official Newsletter of the Aeroguidance Society, Inc.

Endicott, New York



TONY CAMMARATA EDITOR

President-JAMES McKEOWN Vice President-ROBERT PUNKAR
Secretary-JOE FELICE Treasurer-GROVER ELLIS
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VOLUME 20

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May 5, 1987

AGS CALENDAR OF EVENTS

<u>DATE</u>	<u>TIME</u>	<u>PLACE</u>	<u>EVENT</u>
05/02/87	9:00 AM	AGS FIELD	FIELD OPEN / BREAKFAST
05/03/87		CHEN. BRG. AIRPORT	BING AERO GIANT SCALE
05/06/87	5:00 PM	AGS FIELD	FLIGHT SCHOOL STARTS
05/08/87	7:00 PM	SAYRE, PA. VFW	VALLEY R/C SHOW
05/09/87	10:00 AM	DAMASCUS N.Y.	FLOAT FLY
05/10/87	1:00 PM	ALPINE MEADOWS LAKE	FLOAT FLY & PICNIC
05/12/87	7:30 PM	NYSEG BUILDING	AGS REGULAR MEETING
05/12/87	7:00 PM	NYSEG BUILDING	NOLL'S HANGER SESSION
05/17/87	12:00 PM	AGS FIELD	STRCA
05/18/87	7:30 PM	ELLIS'S RESIDENCE	AGS BOARD MEETING
05/30/87		RHINEBECK N.Y.	GIANT SCALE FLY-IN
06/09/87	7:00 PM	NYSEG BUILDING	NOLL'S GROUND SCHOOL
06/09/87	7:30 PM	NYSEG BUILDING	AGS REGULAR MEETING
06/15/87	7:30 PM	FISH RESIDENCE	AGS BOARD MEETING
06/20/87		KINGSTON ONT.	FUN FLY
06/27/87	8:00 AM	SAYRE, PA.	ANNUAL PATTERN CONTEST
06/28/87	8:00 AM	SAYRE, PA.	ANNUAL PATTERN CONTEST

NOTICE: LAST CALL FOR DUES

LAST HALF OF 1987 DUES IS DUE NO LATER THAN THE NEXT REGULAR MEETING NIGHT (DATE 5/12/87). ANYONE FAILING TO PAY ON TIME WILL NOT RECEIVE A NEWSLETTER, NOR BE PERMITTED TO FLY AT THE FIELD.

PREZ SEZ
by Jim McKeown

The field is open and a lot of good work took place at the field opening on May 2nd. Many thanks to all who came and made it a success. Between road work, flight line improvements, tree cutting, out-house repair and the Pavilion, there was work for all. Unlike many field openings, the weather cooperated and made it possible to get a lot accomplished. Jerry Skreckoski and Joe Felice did an admirable job with the breakfast.

The May meeting will be a busy one and the main scheduled topic is club dues. The board has conducted a study of the club expenditures and these will be presented in detail with recommendations as to action necessary to provide continuing solvency. All members are urged to attend so that they can fully understand and take part in the action being taken.

The Program for the May 12th meeting will be the covering of models using Plastic films. This, in itself, should be well worth your attendance.

At the April meeting, a sheet was passed around to determine the interest in new Patches for Jackets and shirts. To date, there have been commitments for 35 Patches. We need to order a minimum quantity of 100 to make this a going proposition. I would like to see a firm commitment for at least 50 Patches. For this reason, those of you who are interested in Patches should make sure that you order as many as you feel that you will need in the next two years. I will be pleased to add your name to the list if you are interested.

Our thanks to Chris Dascano for the Hancock fly-in on April 26. I had intended to attend this meet but, due to a dinner engagement, was forced to forgo this opportunity to meet many of the other modelers from the area. I understand that the attendance was good and that there were around 30 models there of all types.

The Binghamton Aeros Four-Stroke and Giant Scale Rally is now history. Unfortunately, the weather forecast was grossly in error and the predicted sunny day turned into all afternoon rain. The attendance was good and it was not a complete loss. Again many thanks to the Aeros for providing yet another activity for the area modelers.

The May activity is the STRCA meet at our field on May 17th. Be sure to attend and help our club to maintain their outstanding position in the STRCA. I have been to several of these meets and have always had a great time.

For the Pattern flyers in the club, there will be a contingency from our club attending the Saratoga meet over Memorial Day week-end. Anyone interested in this meet should contact either Bob Noll or myself for details.

During May, we will be laying the ground-work for the annual AGS Pattern meet which is scheduled for the last week-end in June. We will need all the help we can get to make this the success it always is.

I am looking forward to seeing each of you at our many activities and meetings during the summer. Keep em flying.

SAFETY CORNER

By Tony Cammarata.....Editor

By now many of you have gotten your first flying session in. I had the good fortune to catch Dick Fish just leaving the field (for a second time) and he was kind enough to stay a bit, at my plea, to get me up and down. If your not "sure" of you flying ability, you probably need an instructor for some phase, if not for all phases of flying. Why do I mention the obvious? Because your (or my) risking flight before you are "ready" and have a good level of confidence in yourself (supported by your instructor), is to expose people and property around you to the hazards of a lethal missile. The instructor can do much more for you than "teach you to fly". He knows and will teach you how to check out your plane for flight readiness. Things like, is your propeller nut and spinner tight (after a winter of idleness)? They have a way of loosening over long periods of time. Are your control surfaces functioning according to convention, right stick movement resulting in right bank in the aileron function. Down stick movement on the transmitter, resulting in up elevator, in the elevator function, etc. al. Remember to come to the field with a freshly charged system (same day preferably). Use your flight "ticket" when flying i.e. adhere to the system of groupings and flight procedures. Always range check your transmitter. And it is advisable to never fly alone. Oh yes, please do not consume alcohol (or other stimulants) prior to or while flying as it will impair your judgement and likely void your insurance, should you ever need it.

Official AMA Safety Code

Rule 7.

I will not operate models with metal-bladed propellers or with gaseous boosts, in which gases other than air at normal atmospheric pressure enter their internal combustion engines(s); nor will I operate models with extremely hazardous fuels; such as those containing tetranitromethane or hydrazine.

Rule 8.

I will not operate models with pyrotechnics (any device that explodes, burns, or propels a projectile of any kind) including, but not limited to, rockets, explosive bombs dropped from models, smoke bombs, all explosive gases (such as hydrogen-filled balloons), ground mounted devices launching a projectile. The only exceptions permitted are rockets flown in accordance with the Safety Code of the National Association of Rocketry or those permanently attached (as per JATO use); also those items authorized for Air Show Team use as defined by the AST Advisory Committee

(document available from AMA HQ). in the model.

Note: a model aircraft is defined as a heavier-than-air craft, with or without engine, not able to carry a human being.

NOISE: A HAZARD TO YOUR HEALTH

When does noise damage your hearing? Occupational Safety and Hazard Administration (OSHA) rules won't let anyone work more than 8 hours a day where noise exceeds 90 decibels - the loudness of a buzzsaw - but the figure is under attack. In Europe, governments are much stricter. Their studies prove why musicians, for example, revealed alarmingly high hearing loss, the result of 85-decibel classical music concerts over several years. Fifty-nine out of 139 in one orchestra had serious hearing problems, with trombone and French horn players suffering the most loss. But there was nothing illegal about the noise levels they endured. closed on the 24 acres of land added to our flying site.

Physical reactions aren't limited to hearing. The California Department of Health Services linked lower test scores to louder classrooms of one school district. The Journal of the Acoustical Society of America reported on one British study that concluded the relatively quiet 46 decibels of suburban traffic keep people from falling into a deep sleep.

Other experiments link loudness to a rise in blood pressure, heart rate and dilated pupils, due to increased adrenaline levels. Some experts even blame the high-frequency whistle - scarcely audible to the human ear - of fluorescent lights and televisions for patients' headaches. And there's a Swedish study which found the low-frequency rumble of a refrigerator resonates in the stomach - and speculated that just being near a noisy fridge can make you hungry.

Loud noise is a fact of civilized society. The industrial age brings up police sirens (122 decibels) and chain saws (100 decibels and up). Bell Laboratories scientist Gary Elk, Ph.D., says decibels are heard "algorithmically" - that is, a 10-decibel increase is perceived as twice as loud.

If a subway train of 90 decibels is replaced with one that emits only 80 decibels, the second train will seem to us to sound half as loud. Furthermore, 70 decibels plus 70 decibels produces 73 decibels, not 140.

As for the complaints about permanent hearing loss due to chronic sonic exposure, OSHA has heard it all before. A report distributed within the agency, but not distributed externally, estimated required workplace changes to enforce even those rules in effect currently, at billions of dollars. Such investment would not be popular among those forced to spend it, cutting into profits and probably even closing many plants altogether. Even current rules are being enforced less and less, not because they're superficial, but because

budget cuts and political pressures limit OSHA activity.

No wonder the Association of hearing Aid Audiologists predict that by the year 2000, use of hearing aids will be as common as wearing eyeglasses.

THINGS THAT GO BUMP IN THE NIGHT

Various sources of sound in our lives, and their volume:

190 dB	105mm Howitzer (ruptures both eardrums, causing instant permanent hearing loss with first shot)
163 dB	Bazooka, at one foot
140 dB	Jet aircraft at takeoff.
130 dB	Air-raid siren; live rock concert
120 dB	Loud thunderstorm and threshold of pain (at this point, the skull conducts sound through the bones of the head into the ear; earplugs no longer protect from dangerous noise levels)
110 dB	Lawnmower
100 dB	Jackhammer (Street Construction); Chain Saw; Motorcycle (OSHA limits worker exposure to 2 hours at this level)
90 dB	Subway train
80 dB	School cafeteria; Alarm clock
70 dB	Vacuum cleaner
60 dB	Loud conversation
50 dB	Rainfall
45 dB	Refrigerator
40 dB	Dripping faucet
10-20 dB	Leaves rustling; Human breathing

WE SHOULD BE AWARE OF THIS PROBLEM, WE COULD LOSE OUR FIELD AND HAVE TO GO TO ANOTHER AREA, CLOSER TO POPULATION AND WE SHOULD ALSO KNOW SOMETHING ABOUT NOISE POLLUTION. A 40 SIZE ENGINE PUTS OUT 92 dB.

Note: The above article is compliments of the Winnebago R/C Flyers Oshkosh, Wi. (Editor Bob Wildish)

Ed. Note: I thought it to be an excellent article and one we can all learn from.

SAFETY IS NO ACCIDENT, MAKE IT NOT HAPPEN

THE ACTION AREA - by BOB NOLL

187 PLANE PROJECTS - Here's the result of the signup sheet that I sent around at a previous meeting. Maybe you would like to find out about a plane on the list. If, so give the builder a call. I'm sure he will be glad to share his experiences with you.

Marshal Linder	-----	Trainaire 40
Phil Andrews	-----	Trainaire 40, Goldberg J3
Terry Terroniere	-----	Andrew's Trainermaster, Sig Kadet, Northstar, Utter Chaos
Joe Iacovazzi	-----	Kadet
Bill Tomsa	-----	Sonerai II LTS, Kaos 40
Fred Buchler	-----	Sport Air Forty
Ed Hall	-----	1/4 Scale Stuka, wood chopper
Dick Fish	-----	Bridi Super Kaos 40
Bill Henrichsen	-----	Nosen Champ
Mike Zabadal	-----	Great Planes Super Kaos 40
Todd Card	-----	Atlas Van Lines U-1.40 (boat)
Dick Allen	-----	Miss L.A.9electric), CAP-21 (1/4 scale)
Tom Oakes	-----	Cardboard Kadet
Ralph Jackson	-----	Piper Comanche giant scale
Tom Socha	-----	Piper Comanche, Kadet
Frank Gioffredo	-----	Sig Kommander Mk II
Grover Ellis	-----	Gee Bee Mallard float plane
Joe Felice	-----	Kougar
Jim McKeown	-----	Nieuport 28, Aeronca C3
Reid Donlon	-----	1/4 scale Sig J3 Cub
Elwood Campbell	-----	1/4 scale J3 Cub
Bob Jennings	-----	Didn't get started yet!

LAST HANGER SESSION - The last hanger session was held. There will be no more this season.

UPCOMING PATIERN CONTESTS - Here's a list for you adventuresome souls who would like to test your flying abilities in front of the judges.

May 23-24 -- Saratoga Springs, N.Y., Saratoga County Airport, sponsored by Thundervolts RC Club.
A nice contest to start the year located in prime vacation land.

June 20-21 - Bridgewater, Ma.. club field, sponsored by South Shore RC Club.
This one is near Boston, a great city to visit.

June 27-28 - Our own 32nd Annual RC Contest. BE THERE!

July 4-5 --- Orange, Mass., Orange Airport, sponsor Southern New Hampshire RC Club.
This is the one where they have a Saturday night feast that even Bart McTague can't resist.

July 19-26 - Canadian National Championships, Arnprior, Ontario.
One hour west of Ottawa.

1987 ACTIVITIES - by Bob Noll, Activities Chairman

PROJECT NIGHT - Our Annual Project Night was held on Tuesday April 14 as part of our regular monthly meeting. Twenty two members and guests displayed a total of thirty two projects. The variety and versatility of the AGS was in evidence with projects including electric gliders, helicopters, 1/4 scale, pattern, sport and boats. Don Manvell, Dan Luchaco and his son drove in from Sayre and brought a high tech helicopter and a Fly Baby.

PANCAKE BREAKFAST - I'm writing this on Friday evening and already getting hungry for those cakes, eggs and sausage. Jerry Skreckoski is the chief cook and maybe he will give us a report later in this issue.

STRCA - This stands for the Southern Tier RC Association which was organized in 1965 among several clubs in the Southern Tier. Since then there have been three clubs that have persevered and still get together about twice a year for some inter-club fun. The STRCA SPRING FUN FLY will be hosted by the AGS at our club field on Sunday May 17. Terry Terroniere will be in charge of this one which will get underway at noon and finish up at 5 PM. The feature of the day will be the Team Challenge "CARRY-THE-MAIL" in which your club will be trying to dethrone the champs from the Valley RC Club of Sayre. The other club joining us that day will be the Ithaca RC Club from you know where.

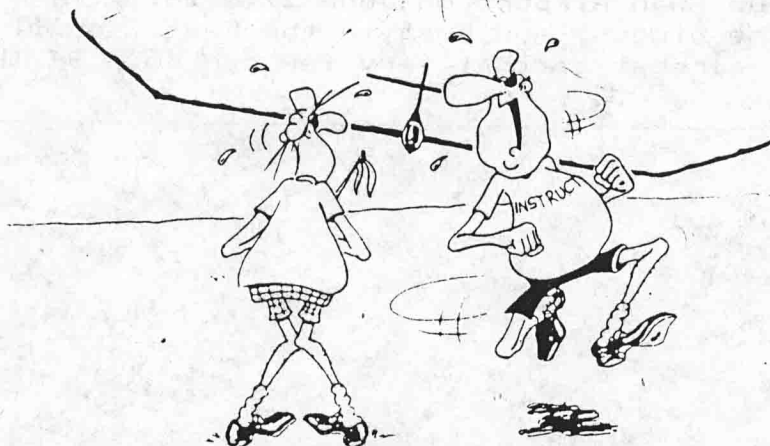
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Sorry, I can't make it. I will be in Philadelphia for Crystal's college graduation. One down and one to go!

32nd ANNUAL CONTEST - Everything is moving along and picking up steam. The site has been secured, merchandise for prizes is coming in and phone calls from contestants have begun. The club needs everyone's help. Plan to be there for the weekend in Sayre, Pa. at the Blue Swan Airport on June 27 & 28. This one is one of the biggest and best in the East. You'll see pilots performing precision aerobatics that very few can do. **BE THERE!**



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



WHAT DO YOU MEAN, WHAT'S NEXT? RUN!

