

THE CONNECTOR

The Official Newsletter of the Aeroguidance Society, Inc.

Endicott, New York



TONY CAMMARATA EDITOR

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VOLUME 21

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April 1988

NEXT MEETING: Apr. 19, 1988 @ 7:30pm

NYSEG BUILDING - OLD VESTAL RD.

AGS CALENDAR OF EVENTS

| DATE | TIME | PLACE | EVENT |
|-------------|---------|-----------------|------------------------------|
| 4-19-88 | 7:00 PM | NYSEG | GROUND SCHOOL |
| 4-19-88 | 7:30 PM | NYSEG | AGS MEETING (PROJECT NIGHT) |
| 04-26-88 | 7:30 PM | HOPPER ANNEX | AGS BOARD MEETING |
| 05-07-88 | 9:00 AM | CLUB FIELD | FIELD OPENING-PANCAKE BRKFST |
| 05-14-88 | TBD | DAMASCUS | FLOAT FLY |
| 05-17-88 | 7:00 PM | NYSEG | GROUND SCHOOL |
| 05-17-88 | 7:30 PM | NYSEG | AGS REGULAR MEETING |
| 05-22-88 | TBD | GREENWOOD PARK | AGS FLOAT FLY |
| 05-24-88 | 7:30 PM | ELLIS RESIDENCE | BOARD MEETING |
| 06-25,26-88 | 8:00 AM | SAYRE PA. | AGS ANNUAL PATTERN CONTEST |

OTHER EVENTS OF INTEREST

| | | | |
|--------------|---------|----------------------------|---|
| 05-14-88 | 8:00 AM | NEW BRIDGEVILLE, PA | KEYSTONE PATTERN CLASSIC |
| 5-21,22-88 | 9:00 AM | ANDREAS, PA | GIANT AIRCRAFT FLY IN |
| 5-28,29-88 | 9:00 AM | SARATOGA SPGS, NY | EMPIRE STATE CHAMPIONSHIPS PATTERN CONTEST |
| 6-4,5-88 | 9:00 AM | BROCKPORT, NY | SCALE RALLY AND FUN FLY |
| | 9:00 AM | QUAKERTOWN, PA | 4-CYCLE FUN FLY |
| 6-11-88 | 9:00 AM | LAKEHURST, N.J. | PATTERN CONTEST |
| 6-18,19-88 | 9:00 AM | EASTON, PA. | LURCS ELECTRIC FUN FLY |
| 6-18,19-88 | 9:00 AM | BRIDGEWATER, MASS | PATTERN CONTEST |
| 07-09,10-88 | ----- | CHENANGO BRIDGE AIRPORT | WAR BIRDS LTD GIANT SCALE |
| 07-09,10-88 | 9:00 AM | STRATFORD, CT | PATTERN CONTEST |
| 07-09,10-88 | 9:00 AM | OLEAN, N.Y. | STARS SCALE RALLY |
| 07-16,17-88 | 9:00 AM | ATHENS, PA | VALLEY RC FUN FLY |
| 07-16,17-88 | 9:00 AM | ORANGE, MA. | PATTERN CONTEST |
| 07-23..31-88 | ----- | TIDEWATER, VA | 1988 NATIONALS |
| 08-13,14-88 | ----- | GALEVILLE N.Y. | MID-HUDSON RC SOCIETY PATTERN CONTEST |
| 08-20,21-88 | ----- | CHENANGO BRIDGE AIRPORT | BINGHAMTON AREOS 5TH ANNUAL GIANT SCALE AIR SHOW |

NEXT CONNECTOR PUBLISHING DEADLINE IS MAY 6TH

Great Evening At Dobb's - Frank Gioffredo and his committee did a great job on our Annual Dinner Party. Those who were not there missed a fun time and master of ceremonies, Bill Underkofler, made it interesting for everyone with some tall stories, special awards, many door prizes and the carnival games. Almost everyone took home some sort of prize. Thanks Frank and Bill for a great evening.

AMA Verification - As I mentioned in last month's CONNECTOR, the AMA has placed the total responsibility for verification of AMA membership with individual clubs. The Board of Directors discussed this at their last meeting and concluded that the best way to handle this responsibility is to control it at the flying field since it is most important to be sure no one flies at the field unless they are AMA members.

To do this we will be implementing a new procedure this year. Instead of using the AGS membership card in the flight board, we will use our AMA license. Paid up club members will be issued a yellow sticker along with their membership cards. This sticker will identify paid up members and must be affixed to the AMA card.

For those who are concerned about the possibility of leaving their AMA card at the field and not having it with them when they travel to an AMA sanctioned event, it will be acceptable to use a photocopy of the license with the sticker attached. Of course, if a photocopy is used then it will be necessary to have it weatherproofed by laminating it in plastic as we have done with our club cards in the past. This will not have to be done with the AMA card since it is already weatherproof.

I plan to get a second AMA card by sending \$2.00 to AMA Hq. with name, address and AMA number. This seems simpler and no more expensive than the photocopy approach.

Dues Are Due - It's April once again and time to pay the second installment on your 1988 dues unless you already paid for the total year in October. All regular members dues are due in April in accordance with the following schedule:

| <u>Membership Type</u> | <u>Amount Due</u> |
|------------------------|-------------------------|
| - Junior | \$32.00 (annual dues) |
| - Regular | \$32.00 (6 months dues) |
| - Senior | \$20.00 (6 months dues) |
| - Social | \$10.00 (6 months dues) |
| - Family (adder) | \$ 8.00 (6 months dues) |

Junior Member dues will be collected in one installment due in April. They will no longer have to make an October payment.

Please send your checks to the club treasurer;
(or bring them to the April meeting)

Grover Ellis
R.D.#4 Box 22
Rhodes Rd.
Apalachin, NY 13732

Club Library - Your club librarian, Dick Fish, has suggested a change that will ease the back pains which he has been getting from lugging the club library to our meetings. Dick will bring the video tapes since they are more in demand than the books. However, he will be happy to bring any book along with him if you call him ahead of time. He will have a list of all library items at each meeting if you want to make your request known to him there.

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Safety Corner

By Tony Cammarata.....Editor

The following article is an extract from CLOUD 9 Newsletter published bimonthly at AMA Headquarters, and distributed to club editors.

Cure For Engine Prop Throw (Up)?

From the pen of Lucas T. Brockbank comes the following.

"About four years ago, one of our flying buddies purchased an OS .60 four cycle engine which seemed to be prone to backfiring and throwing the prop. In the process of assisting him in finding out the cause of the backfiring and prop throwing, three of us made this problem our Number One Project, along, of course, with our everyday flying. We built Lexon shields for our flight boxed, chicken wire screens fastened to our electric starters, and finally decided on developing a starting procedure and mechanism that would start the engines, both four-cycle and two-cycle, and also prevent the backfiring that was throwing the props.

Our main purpose was safety. We had all been standing or kneeling in front of the airplanes when starting the engines. This had been the accepted procedure since 1936, as far as I was concerned. When my OS .60 four-cycle engine backfired, threw the prop, and put a one-inch dent in my Lexon shield, the three of us decided that the only safe place to be was behind the prop. We have developed and received a United States patent on a safety starter and glow plug igniter for model airplane engines. We have not had any engine backfire in three years. This includes a 120, 90, 75, 60, 48, 46, and 40. Since we are now in the process of negotiating with a company that appears interested in placing this unit on the market, it is not appropriate to reveal details at this time. However, we all three feel that this unit will have a significant effect on our great hobby from the standpoint of safety."

Ed. Note: It appears as hope (help?) is just around the corner.

Safety is no accident; make it not happen

APRIL PROGRAM.....Ralph Jackson

This is our special annual PROJECT NIGHT program held each year for everyone to show the projects they have worked on during the past winter. It is a big show and tell. Bring your new models and other R/C projects. Both finished and unfinished projects are encouraged. A ticket for prize drawings will be given for each project brought to the meeting. Project Night will be held in Cafeteria Two, our regular meeting room next to the cafeteria.

MAY PROGRAM.....Ralph Jackson

Flameout over Chicago. A special videotape of an actual flameout experienced by an F-16 pilot flying over Chicago will be presented by Wynn Aker.

Announcing AMVETS Pilots Pow-Wow

TRI-CITIES AIRPORT - FRIDAY APRIL 22, 7:00 - 11:00 PM
PLACE - Main Hanger (FBO) - Fixed Base Operator Hanger

This is a gathering of local aircraft enthusiasts and will feature speakers from Elmira Weather Station, Link Airport Tower, The Experimental Aircraft Association (EAA), the AGS and a Videotape (to be announced). The charge for admission is \$2.00 per person and covers the cost of refreshments. In participating, the AGS will also put on a display and presentation. Anyone planning to attend; contact Terry Terrenoire (phone 748-8146). This is a light-hearted gathering of local pilots and the fourth year of the event. Last year's attendance reached 150. The AGS is invited to participate, and has agreed to do so.

Guest At Last Meeting & New Associate Member

Rob T. Fehrman of 48 Fairview Avenue, Binghamton, N.Y. 13904

New Regular Member

Charles Lecher of Star Rte 1, Box 65 Owego, N.Y.

WELCOME GUEST AND MEMBERS AND SAFE FLYING TO YOU BOTH!

Field Opening & Pancake Breakfast.....Jim McKeown

The flying season is approaching and it is time to open the field again. When I set up the schedule of events, the input I had was that the Binghamton Aeros were having their traditional Four-Stroke Rally on Sunday, the first day of May. Since that time, it has come to light that this meet has been sanctioned for Saturday, the seventh of May, which is in direct conflict with our field opening. I am sorry if this will cause anyone any inconvenience.

Gerry Skreckoski has volunteered to organize a traditional pancake breakfast and Bob Jennings is taking care of the work detail. The breakfast will be served at 9:00 am. Bring any tools you may need such as paint brushes, shovels, rakes and any other hand tools you feel you may use.

Other coming activities are the two May Float-Fly's and the STRCA Fly-in. Dick Fish and Terry Terrenoire are each dealing with the respective Float-Flys, and I have asked Wynn Akers to organize the June STRCA Fly-in. He has some plans as to how this will be done and more details of this activity will be presented as the time approaches. The dates for these activities appear on the club calendar of events.

Kudos To Host and Master of Ceremonies of AGS Annual Dinner Party

I would be remiss not to tip my hat to Frank Gioffredo and his most able committee for planning and arranging a delightful evening of entertainment (though we could have done without the snow Frank). Applause goes to Bill Underkofler whose rhetoric kept us tickled and things moving nicely. The original awards were apropos and well do we recipients appreciate the thought and time given to their creation. We all thank you for the pleasant evening.....Tony Cammarata

Rotations

By Dick Fish

Looks like spring is here at last and that means our April meeting will be sign up night for the 1988 flight training classes.

I would like to ask both students and volunteer instructors to fill out the information sheet that will be passed around so I can get busy and make up a schedule. If per chance you can't make the Apr. 19th meeting please let me know by Apr. 26th if you intend to participate in the classes.

The Following Statement Will Appear On The Flight School Schedule As In The Past, so there will be no misunderstandings.

NOTICE;

Due to the many unforeseen circumstances which can occur while flying radio controlled model aircraft, the Aeroguidance Society Inc. and their individual instructors cannot assume any responsibility for students aircraft other than the personal liability covered through our A.M.A. insurance. The student shall be solely responsible for the expense and repair of his own model aircraft.

I hope everyone has their float plane ready for our Forest Hill Park Float Fly May 14th, at Damascus, N.Y. If you have been putting it off better get going!!!!!! LAST CHANCE!!!! It starts at 11:00 A.M. See you at the April Project Nite Meeting!!!!!!!!!!!!

Dick Fish

CONNECTOR, APRIL 1988

Now that the true flying season is close at hand one, item that may not be on your checklist of things to do is to create a flight log. Or do you already keep one? If not, Why not? No self-respecting full scale-pilot would dream of not logging in his air time and his type-certification.

Since starting in R/C in 1970 I have been able to keep accurate records very easily in a small spiral note book. This book (I'm now on book 2) contains not only the records of my flights but also of all the airplanes I have built in the past 18 years. It is very interesting to occasionally look back and see what you have done and use it to measure what you are now doing.

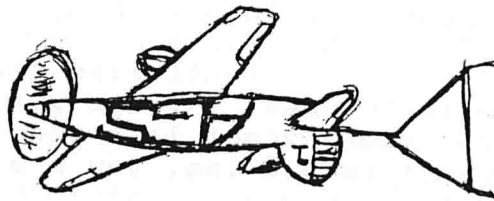
Many times I have heard people say things like, "I put in about 300 flights a year" or "This plane has 500 flights on it". Boy am I skeptical when I hear statements like that. Terry and I have been fairly active in the past 4 years yet my records show fewer than 200 flights per year except last year when I had 235. The point is, if you don't keep a log, you are just guessing and really have no way to gage your accomplishments and progress.

A simple 3X5 spiral note book works fine and it can either be kept in the flight box or, as I do, on my dresser at home where I fill it out as I am getting ready for bed that night. My book has 3 headings on each page. The left page has date, plane, and # of flights. The right page has cumulative flights for the plane, notes, and my flights year to date. In the notes section I record such things as where the flights were made, temperature, wind conditions, and special notes on the plane.

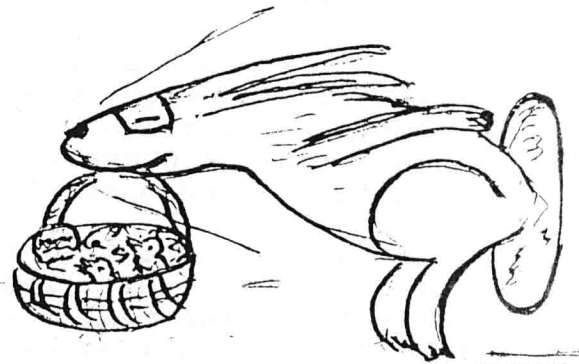
It took me 14 years to fill out my first book but it looks like the second book will last only 8 or 9 years; that is if the activity of the past 3 years continues. Looking back over the past 18 years brings back many pleasant memories that otherwise would have been lost forever. I hope you will find it worthwhile to start and maintain a log, I can guarantee you will be glad you did as the years pass and memories start to fade.

My goal for 1988 is 250 flights, who will take a challenge? Can you reach this total, and document it? Happy flying in the season ahead, and may all your landings be intentional.

Terry Terrenoire



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