

THE CONNECTOR

The Official Newsletter of the Aeroguidance Society, Inc.

Endicott, New York



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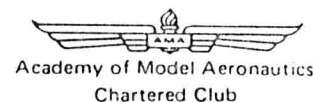
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VOLUME 21

ISSUE 8

August 1988

NEXT MEETING: August 16, 1988 @ 7:30pm

Place: NYSEG

	<u>AGS</u>	<u>CALENDAR</u>	<u>OF</u>	<u>EVENTS</u>
DATE	TIME	PLACE		EVENT
08-16-88	7:30 PM	NYSEG		AGS Regular Meeting
09-17,18-88	11:00 AM	Greenwood Park		Float-fly
10-01-88	10:00 AM	Damascus		Float-fly
10-09-88	TBD	AGS FIELD		Pylon Race Day
10-16-88	TBD	AGS FIELD		Glider Electric Fly

	<u>OTHER</u>	<u>EVENTS</u>	<u>OF</u>	<u>INTEREST</u>
08-13,14-88	-----	GALEVILLE N Y.		MID-HUDSON RC SOCIETY PATTERN
08-20,21-88	-----	CHENANGO BRIDGE AIRPORT		BINGHAMTON AEROS 5TH ANNUAL GIANT SCALE AIR SHOW

ACTIVITIES NEWS - UPCOMING EVENT.....Terry Sr

Earlier this year the club voted to have the Fall Greenwood Float Fly be a 2 day affair. This will happen on September 17 and 18. Flying will be from 11:00 am to 3:00 pm on both days. We would like to have someone to take care of lunches both days and if there is enough interest, maybe a meal Saturday evening. Camping is available at the park. They have 50 sites, 20 of them have electricity. At the August meeting I will be asking for volunteers and seeking your help in making this a successful weekend.

NEXT CONNECTOR PUBLISHING DEADLINE IS September 9, 1988

THE PREZ SEZ - by Bob Noll

Intra-Club Contest & Family Picnic - Fifteen flyers entered the intra-club pattern contest, the largest group of flyers in many years. After about an hour of open flying to check out the airways and make some more sound measurements, we were divided into two groups by organizer Terry Terronoire III. Each group had novice and advanced flyers and as is usually done at the intra-club, the competition was between teams and individual scores were not even mentioned at the awards ceremony. Many of the novice flyers had never performed some of their maneuvers before and so experienced team members aided them by doing the more difficult maneuvers before the novice attempted them. A special congratulations to those novices who gave it a try and added to the fun and supported their team.

Which team won is not important. What is important is that everyone had a good time and took the normal kibitzing in stride. Everyone received some nice prizes and we finished two rounds before the smell of food overcame us and we partook of the delicious variety of dishes that were prepared. Bob Punkar did the planning for the picnic with help from Bonnie, of course, and 42 bodies were well nourished before open flying resumed for the rest of the day.

Pavilion Flips It's Lid - The storm that hit the area the week of July 25th, did its job on our main pavilion by taking off the roof and putting part of it into a large tree. Our insurance company has been contacted and pictures have already been taken of the damages. I expect that we should have it rebuilt in a month. In the meantime please don't let your children play in that area since the metal roofing has very sharp edges and some of the timbers have some large splinters exposed.

Flight School '88 - Another flight school has been completed and last months Connector provided the statistics relative to the number of student flights that were flown. My thanks to Dick Fish for his dedication to this program and to the many instructors and helpers that supported Dick. If you missed this formal training program don't fret as there is usually someone at the field who can give you a hand if you need it.

New Bulletin Board - In case you haven't noticed, there is a new bulletin board at the field thanks to Bob Jennings. Bob designed the board so that items can easily be added or removed so feel free to use the open space to post items of importance to the club. This is the third improvement to the field this year, the other two being the new impound rack and flight board. Thanks Bob for working these important club projects into your very hectic work schedule.

August Meeting - Don't forget that we will be discussing a very important subject at our next meeting, the SOUND PROPOSAL that was discussed at the June meeting. While we were unable to transact official club business in July due to the complications brought about by the weather, we did obtain a significant amount of additional sound data. So please give this subject your attention and be prepared to vote on the proposal for a goal of 95 db maximum for all engines.

Nominating Committee - It's time to start thinking about our annual meeting and the election of the '88-89' officers in October. The first thing that must be done is to organize a nominating committee. Therefore, I have asked Ralph Jackson to be the chairman and anyone that is interested in being on this committee should contact Ralph.

Safety Corner.....by Tony Cammarata, Editor

More Summer Stuff

Hot, hot, hot....isn't it wonderful! This is the weather we flyers dream about in mid-winter; so don't knock it. However, enjoying ones self in extreme hot weather requires common sense. Listen to your body as it will give you signals of distress. If you insist in engaging in some activity, strenuous or otherwise, and you become short of breath stop what you are doing, find a shady spot and sit quietly until you recover. It is advisable to drink plenty of water when active in hot weather. If you sweat excessively and feel dizzy or get cold chills, stop what you are doing, find a shaded spot to rest until you recover. See your doctor and have him/her check you out to be sure your O.K. In the Army we were made to take salt pills in real hot weather. This will help you retain your water. Notion: when the temperature is in the 90's and the humidity is high, it's time to exchange a lawn mower for a lawn chair in the shade!

For those of you who haven't been to the AGS field since the storm last week (July 26 I think) the AGS picnic pavilion roof, gables and all were last seen flying and crashing into a tree (just like a model). No AGS members are know to be injured. It is estimated that the roof flew about 57 feet before meeting it's keeper.....a roof eaten tree! There is more; the out house most convenient to the pits was blown over on it's butt, but seems none the worse for it. Would have been a hell of a ride for someone had it been in use at the time! Maybe we should install safety belts on the two holer? You would be wise to not allow your children to play in the area of the damaged pavilion. What with broken timber and metal roofing on the ground a child could injure themselves on the material.

Run Away Idle

On setting the idle stop on my carburetor the allen set screw securing the operating linkage to the throttle barrel worked it's way loose, over time. This happened gradually, changing minutely with each flight, until the idle trim pot on my transmitter became ineffective. Thus, I could not reduce my idle to a slow speed. Before I realize I had the problem, I started the motor for another flight, and taxied out to the middle of the runway, when I operated my throttle trim pot, nothing happened and the engine continued to idle fast; too fast. Now this plane was gaining speed on the runway while I decided what to do. I surely did not want to take off; so I chased it with a towel. I could not catch it. I decided to turn it to tip it, it turned but made a great flat turn. Now it was coming towards me, soon to be coming AT me! I dodged it and threw a towel into the prop. It threw the towel back! I turned it again (it was 10 to 15' past me by now). I picked up the towel and threw it at the prop again, this time it worked, thank goodness. One should periodically check the set screw on the throttle barrel to be sure it is secure.
Safety is no accident; make it not happen!

NATS REPORTS

OVERVIEW: This was my second NATS, but the first one I have flown in. Since the facilities were much wider spread this year in Virginia than they were in Mass. in 1985 I did not get to as many other events as I would have liked. All I got to see was a few U-control flights. The over-all organization of the pattern competition was very good and everything ran very smoothly. It was a long drive, about 9 hours, but well worth the trip. It was a chance to meet some of the giants in our hobby. The highlight of my trip was getting to meet Johnny Clements and getting to talk to him for a few minutes. What a positive contributor he has been to the hobby for the past 50 years.

All in all the AGS was represented by 8 club members flying in 9 different categories from gliders to helicopters. I doubt that you will find many clubs in the United States with a broader range of interest and expertise than we have at our disposal here in the Aero-Guidance Society. Congratulations to all who competed and proudly represented our fine club.

PATTERN: Four club members carried the club flag into the pattern battle. Terry Terrenoire, Sr. flew to an 18th place finish in a pack of 70 with his Bridi XLT in the sportsman class. Terry Terrenoire, Jr. and Todd Kopl competed in the Advanced class and finished 30th and 24th respectfully in a field of 38. Terry was flying a Brushfire and Todd flew a Tipo 750. Bob Noll took on the big boys in the FAI class flying his new Challenge IV. Engine problems in the first round caused low scores and indirectly caused him to miss round 2 and you cannot afford 2 bad rounds when you are getting only 4 shots.

GLIDERS: Dick Allen and Jim McKeown competed in the largest single Nats class, Standard Class Gliders. There were 122 entries and Jim managed to fly his olympic II to a 20th place finish, Dick did not find out his final placing in this event as he was attending a scale meeting when the glider results were being announced. Dick was flying a Saggitta.

HELICOPTERS: Bill Underkoffler was the lone AGS entrant in this form of competition and was flying a Cobra.

AMA PRECISION SCALE: Dick Allen placed second in AMA Precision scale and recorded the highest single flight score. Dick was flying his faithful old Junkers J-10.

FAI LARGE SCALE: Ralph Jackson finished in first place ahead of Claude McCullogh in this category flying his new Commanche.

FAI STAND OFF SCALE: Ralph Jackson also had a 3rd place finish with his 10 year old Commanche in this class.

AMA SPORT SCALE: Bob Noll flew his scratchbuilt, 13 year old, Skybolt in the sport scale class.

So you see, all in all it was a very successful Nats for the AGS, we had a ball, brought all our airplanes home in one piece, and even managed to bring home a few pieces of hardware. It has been brought to my attention that we had one member there as a spectator, Jerry Skreckoski...Jerry where was your plane?? Oh well, there is always next year.

Letters To The Editor.....Tony Cammarata

Beginning with the September edition of the Connector, we will attempt to carry a "Letters To the Editor" column. Responsible comment is welcome. It is at the editors discretion to omit inappropriate comment or verbage such as slander via inuendo or direct character assassinations (profanity is a given). However, open and sincere comment is welcome. Since this is your news letter, you are encouraged to contribute. So let's hear from you!

New Associate Members

Michael J. Harris RD 2 Box 1A, Pennsylvania Ave, Binghamton, N.Y. 13903
P. Scott Anderson 4 Mildred Ave, Binghamton, N.Y. 13905
Welcome and safe landings always!

• Guests At July Meeting

Dave Thomas 3218 Pearl St, Endwell N.Y. 13760
Nice of you to visit with us Dave.

AUGUST PROGRAM.....Ralph Jackson

The AGS was well represented by members attending the National Model Airplane Championships held recently at Chesapeake, Virginia. The program will be a slide presentation covering several events at the Nationals.

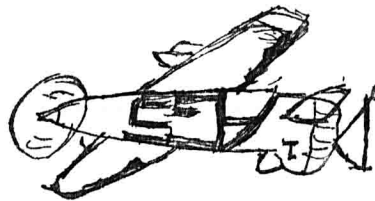
ROTATIONS.....by Dick Fish Congratulations to our eight new solo fliers. I would like to thank our volunteer instructors, Dick Allen and Bob Punker. Also our helpers Bud Grant and Freddie Buchler; without their efforts we could not have recorded well over 310 buddy cord flights and succeeded in getting 8 new pilots in '88. See you at the Damascus Float Fly October 1, 1988 at 10:00 AM.

Congratulations to Our New Pilots.....Dick Fish

The following members soloed on the dates indicated. The maneuvers they all learned to execute are as follows: Figure 8, loop, roll, landing approach, take off and landing.

Student	Date Soloed
George Dale	6-4-88
Sol Hui	6-22-88
Marshal Linder	6-29-88
Mike Pellicciotti	7-8-88
Tom Billingiere	7-8-88
Steve Ward	7-24-88
Doug Kerr	7-18-88
Elwin Spencer	8-3-88

For those of you that have not yet soloed but have completed some or most of the maneuvers, keep at it. The more time in the air you get the faster the learning process will be, so be persistent and get out as often as possible, it will pay off. Good luck.



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Now when
I SAY GO!
Run like
devil!

How did I
get into
this!

