

THE CONNECTOR

The Official Newsletter of the Aeroguidance Society, Inc.

Endicott, New York



Editor: TONY CAMMARATA



THE CONNECTOR is the monthly newsletter of the Aeroguidance Society, Inc., Radio Control Model Club. The club owns and maintains its flying field in Endicott, N.Y. Anyone interested in joining the club should contact any of the officers listed below.

President: Jerry Bernhardt Vice President: Tim Roger
Secretary: Michael Pelliccotti Treasurer: Chris Engler
Board Member: Bob Johnson Board Member: Robert Punker
Past President: Joe Felice

VOLUME 23

ISSUE 9

September, 1990

NEXT MEETING: September 18, 1990 @ 7:30pm

Place: NYSEG

	<u>AGS</u>	<u>CALENDAR</u>	<u>OF</u>	<u>EVENTS</u>
DATE	TIME	PLACE		EVENT
September 11	6:00pm	AGS Field		Modified Sport Pylon Racing .15 thru .45 cu. in. dis.
September 18	7:30pm	NYSEG		AGS regular meeting
Sept. 22,23	10:00am	Greenwood Park		7th Annual AGS Float Fly
October 6	TBD	AGS Field		First Annual Invitational Fall Fun Fly
October 7	11:00-3:00pm	AGS Field		5th Annual Electric and Glider Fly

CALL FOR CANDIDATES FOR OFFICERS OF AGS.

The slate for AGS officers will be announced at the September meeting (the 18th), by the nominating committee, for election at the October 16th meeting. Anyone interested in being considered for the slate recommended by the nominating committee, call Tim Rogers at 786-0413. In addition to candidates announced by the nominating committee (at the September meeting), individuals can announce their candidacy from the floor, at the September meeting. You CANNOT announce your candidacy after the September meeting.

NEXT CONNECTOR PUBLISHING DEADLINE IS September 28, 1990

PREZ SEZ-----by Jerry Bernhardt

This year's flying season is coming to a close. But there's still time to have some fun. The club is planning at least four more activities before the end of October. These are described elsewhere in this issue of The Connector. I hope you will participate.

The Nominating Committee will be contacting members before the September meeting. This committee's job is to develop a slate of officers who are willing to serve next year. If you have not heard from this committee and are interested, contact Tim Rogers right away. We will also accept nominations from the floor at the September meeting. The club needs your help. Don't be shy. This is your chance to get involved.

Our next meeting will be back at NYSEG at 7:30 (Thank's to Ralph J. who reserves the room for us with NYSEG). We will have a program, find out who has volunteered to be next year's officers and will discuss several business items which as usual will make us press the 9:30 ending time. By the way, this edition of Prez Sez has something different than the previous editions. If you can figure it out, we will put your name in the show and tell drawing at the next meeting. See you there.

SAFETY CORNER.....P.Scott Anderson

Well has anybody thought how long it would take to get medical help to the field or were to take a person if they are hurt??

I have proposed a fist-aid class to the board were adult CPR and standard first-aid be taught to the members of the club. The board has heard both options for the class being taught and will be discussed further. I'm going to have a questionnaire to be filled out at the September meeting for the interested members, depending on the turn out of people the will fully commit to the class will determine time and date of the class and also the availability of the instructors.

In the next connector look for the map to the nearest fist-aid facility in the area.

Safety is no accident, make it not happen.

REPRINT, MODIFIED

PYLON RACING.....Tim Rogers

Come one come all! Join in the excitement, and fun. The next racing night is September 11 at 6:00pm at the A.G.S. field. Please bring an assistant with you. This is for Quickies .15 - .45 ci. Again, please bring an assistant. For answers to your questions contact me at 607-786-0413.

...FLOAT-FLY.....FLOAT-FLY.....FLOAT-FLY.....FLOAT-FLY...

s. anderson

Yes there is going to be a float fly this year! The dates for the 7th annual AGS float fly are September 22nd and 23rd at Greenwood park, the start time for the event to start is 10am. both days with a \$ 3.00 entry fee for the weekend , and as usual there will be food available at the park for lunch. So grab a set of floats and try your hand at flying off the wet stuff.

.....FIRST ANNUAL INVITATIONAL FALL FUN FLY.....

s. anderson

~~SATURDAY~~ October 6th at the club field there is going to be fun fly. The flight format is going to be a spot landing contest of some sort plus several time events, those detail still need to worked out. The time for this event will be announced at the September meeting. This event is going to be a sanction class c restricted event for club members only.

5th Annual Electric and Glider Fly.....Jim McKeown

This electric and glider fly will be held at the AGS Field on October 7th (Sunday) from 11:00am to 3:00pm. Bring your own food as no lunch will be "served". Come on out, catch a thermal and enjoy a quiet afternoon of fun.

PROGRAM FOR SEPTEMBER AGS MEETING.....Bill Underkofler

The program will be presented by Bob Frey and consists of a slide show of the French Air Museum.

MEMBERSHIP MATTERS

by Bob Noll, Membership Chairman

New Regular Social Member: Bob Struck was voted into Regular Membership at the August meeting. Bob and his wife Mary have four children and live in Apalachin. One of their children, Matt, is one of our Junior Regular Members. Bob has joined the club in order to accompany Matt to club functions and thinks he may eventually learn to fly after Matt becomes proficient. It won't be long Bob.

Visitors at August Meeting:

Phil and son Chris Robinson
636 Paden St.
Endicott

* * * * *

35th Annual Pattern Contest.....by Bob Noll

A very nice article appeared in the July issue of the K-Factor which is the newsletter of the NSRCA (National Society of Radio Controlled Aerobatics). The NSRCA is the AMA recognized special interest group that represents the aerobatic or pattern flyers in the United States. Many Canadian flyers are also members.

The following article was written by District 1 co-Vice Pres. Norm Staub:-

Dateline Sayre, Pa.

" On June 9-10 the AEROGUIDANCE SOCIETY held its 35th annual contest. I must say that in my opinion this is one of the finest contests in District 1. I have attended almost every year since I started pattern and it is consistently well run and an overall great time. We did not get there on Friday nite before the contest thus missing a very good seminar on building without the weight and other topics including speakers Jim Bennett and Colin Campbell.

The contest itself saw every weather condition...wind, rain, snow, well just about every condition. USPJA judge Jim Parker attended to help with the FAI judging.

On Saturday nite the Aeroguidance Society held a banquet to celebrate it 35th contest. This was more fun than the contest itself. Entertainment included "The Whistler"(basically a life-size dancing hat) and a beauty contest with the beauties being the guys that ran the contest dressed up in drag with banners on them such as MISS YS, MISS OS, etc. Contest Director Bob Noll won with the most applause from the crowd. Ron Lockhart presented the Aeroguidance Society with an achievement award from the AMA on behalf of John Byrne. All in all, a wonderful event with great thought and effort by all involved."

Also appearing in "THE LEADING EDGE" which is the Canadian Aerobatic Newsletter is a column written by Colin Campbell titled "On The Circuit" where Colin publishes the results of all Canadian contests and Some from the USA.

He writes.... "SAYRE Yes folks, for the 5th weekend in a row it did rain some but Bob Noll and his gang did a super job starting on time, used 3 lines, stopped for about a dozen full-sized planes, flew 6 rounds each, 53 flyers burned fuel and were all done at 4 PM sharp on Sunday afternoon. Good going people!"

So you can see that our efforts are appreciated and our reputation is intact. By the way Norm Staub told me that he wanted to throw more accolades our way but felt he needed to tone it down a bit so as to not offend other clubs who work very hard as well.

Also, Colin Campbell reports the number of contestants and number of flights for each contest he reports. The only other contest that had 6 flights had only 31 contestants and the only contest larger than ours was the Mint Julip with 61 contestants with 3 flights for each contestant.

ON THE CONTEST TRAIL

Please accept my appology for missing last month.

A.M.A. NATIONALS, JULY 13 TO 22

The AGS was well represented in pattern, scale, and pylon racing at this year's NATS. While we didn't bring home any hardware, we did enjoy ourselves, and learned much from the other competitors.

IN PYLON: Bob Noll competed in quickie 500 and finished 49th in a field of 96 flyers. On the line he was assisted by Scott Anderson as mechanic and caller.

IN PATTERN: Bob Noll also placed 49 in a field of 85 flying the FAI turn-around pattern. Todd Kopl flew his borrowed plane to a 14th place finish in a field of 25. Terry Terrenoire finished 31st of 38 in the Advanced pattern. And Scott Anderson placed 34th of 47 in the Sportsman class.

IN SCALE: Dick Allen finished 14th in Expert Sport Scale, while Tony Cammarata placed 7th in Sportsman Sport Scale flying his newly refinished J-3 Cub, and Jerry Skreckoski placed 5th with his new Cessna twin jet. Jerry missed a fourth place trophy by just 4 points.

In addition to the competitors, we had 3 helpers make th 14 hour trip to Lawrenceville. Tony was accompanied by his wife, and Tom Kopl was on hand to lend assistance to Todd and anyone else who needed a hand. George Kelsey accompanied Bob Noll on the long drive, then volunteered to work as a recorder during the competition. Without this kind of volunteer effort the rest of us would not be able to fly, Thank you George!

August 11-12, Galeville - held at Sayre, Pa.

I was busy supplying hot dogs and hamburgers, and wasn't able to enjoy the contest in the normal manner. Since the contest was in our own back yard, we had a very good AGS representation with 7 members competing.

In novice Tim Rogers flew to a 5th place finish.

In Sportsman Scott Anderson finished 4th.

In Advanced Terry Terrenoire finished 4th.

In Expert turn around Todd Kopl took a 2nd, Wynn Aker 3rd, and Chris Engler finished in 4th.

In the FAI class Bob Noll took a 3rd place finish.

August 18-19, Easton Pa.

This was my second visit to Easton. In addition to a very good contest and nice flying site, the contest also just happens to fall on the opening weekend of the Lehigh Musicfest. This makes for a very entertaining Saturday Evening, music and food to fit any taste. As an additional bonus, it is only 2 hours away.

This year 3 of us made the trip. Todd Kopl, Bob Noll and Terry Terrenoire. Bob finished 4th in FAI, and Terry took a 3rd in Advanced. For the second time this season Todd Kopl lost a beautiful airplane in a mid-air. It happened during the first flight of the weekend

on Saturday morning, making a very long weekend for Todd.

August 26, Phoenix, NY

Bob Noll, Terry Terrenoire, Todd Kopl, and Tim Rogers were accompanied by Tom Kopl and Lanny Noll as they ventured north to do battle in the pylon racing trenches. Two classes were flown, One for standard engines and one for Schnerle ported engines. Terry placed 2nd, and Todd placed 3rd in the standard class while Bob ran away with the class III event and breaking the field record by 13 seconds. It was evident from the takeoff of his first flight that no-one was going to come close to Bob.

September 1-2, York, Pa.

Bob Noll, Terry Terrenoire, and Scott Anderson made the 225 mile, 4 hour trip to a new contest. It was held at a "Dude Ranch", and we flew from their private runway. The entry fee was stiff at \$30, but it included an all you could eat buffet on Saturday night, followed by a D.J. who played music until 11:00 PM. Oh yes, we did compete too. Bob Noll ran away with the FAI class by winning all 6 rounds. Terry finished 2nd in Advanced, and Scott took a 5th in Sportsman.

All who participated said they were looking forward to it being a regular stop on the tour. Sure hope it works out!

In the race for the AGS high-point trophy, I calculate the following for this year.

Terry Terrenoire	9 points
Scott Anderson	5 points
Wynn Aker	4 points
Chris Engler	4 points
Todd Kopl	2 points

Early in the year it was also decided to award a "Tired Buns" prize to the contestant who traveled the most miles during this contest season. Wynn Aker is taking care of this award, so get your mileage in to him as soon as you can.

1990 CHRISTMAS PARTY

Now that the kids are back to school, can Christmas be far behind? NO! it can't. Plans have already been started, and we will discuss them at the next meeting.

1991 CALENDARS

For the fourth year I will be ordering calendars and I will have a sign up sheet at the September 18th meeting.

THERMAL TECHNIQUES from THE FLYING SORSA

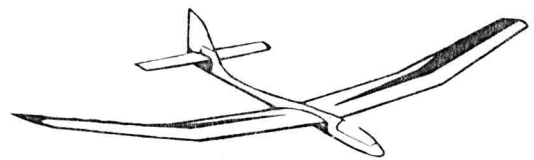
On very many occasions we have all found ourselves making the mistake of thermalling directly overhead and into the mid-day sun, with the natural result that we lose valuable height in inefficient flying and/or belatedly trying to get out of that sector of the sky; thereby losing the lift and the competition at the same time! All this can be prevented by a little planning of your flight beforehand. On arrival at the field spend a few minutes having a good look at the lift and wind conditions.

It does not matter what sort of launch is used. After coming off the hook at maximum height, unless you happen to be in powerful lift, move away sidewind and upwind as far as range permits. Once there, perform a wide sidewind figure of eight or two watching the aircraft very carefully for any sign of wingtips lifting or that tell tale stall suddenly developing. That is the dead give-away of a pocket of lift.

The angle at this range, of aircraft to ground, is very low and it is very easy to detect the slightest buoyancy in the air. Once lift is encountered and it has thrown the aircraft into say a left circle, do not attempt to turn the craft back into the lift by giving right rudder. This method is certain to cause a violent stall and loss of both height and thermal. Rather fly your plane than fight it. So let it go whichever way the bump has thrown it; now assist it around lifting the nose into a tight circle and back up your previous flight path, watching the aircraft carefully for the next bump. If you are lucky and have correctly gauged the width of the thermal and your turning circle has brought your craft back to hit the center of the thermal, the wing tips will both flex slightly and the nose will lift into a slight stall attitude which the pilot must be ready for and check with a quick flick of down.

Assuming that the center has been found, do not be excited enough to start a series of tight thermal circles and run away in front of the thermal . . . probably into the "down" preceeding the thermal. Rather Carry on into the thermal, flying straight upwind to probe the depth of the lift area.

Some thermals are surprisingly wide, others again, especially at coastal areas, are usually very small and fairly weak. It will be quite easy to see the moment your aircraft has reached the far upwind end of the thermal, as the rate of rise will drastically reverse itself. At this stage a smart turn and a large circle is the best way to getting back into the lift area. Now if you have planned your flight as outlined, you will still be



THERMAL TECHNIQUES – Continued

upwind of yourself and circled in the lift area, the size of which you now know, until you reach the stage of having to break loose to penetrate upwind again.

While thermal circling, a fault most commonly seen is that the circle is more like the letter "e" than the full round circle it should be. The cause of this is that the craft is being flown too near the stall, with the result that when the upwind leg is flown, the natural zoom and subsequent lack of flying speed causes virtually no rudder response, so more is applied progressively until a tip stall results causing the rapid change of direction. The aircraft, were it not a thermal soarer, would definitely have dropped into a spin!

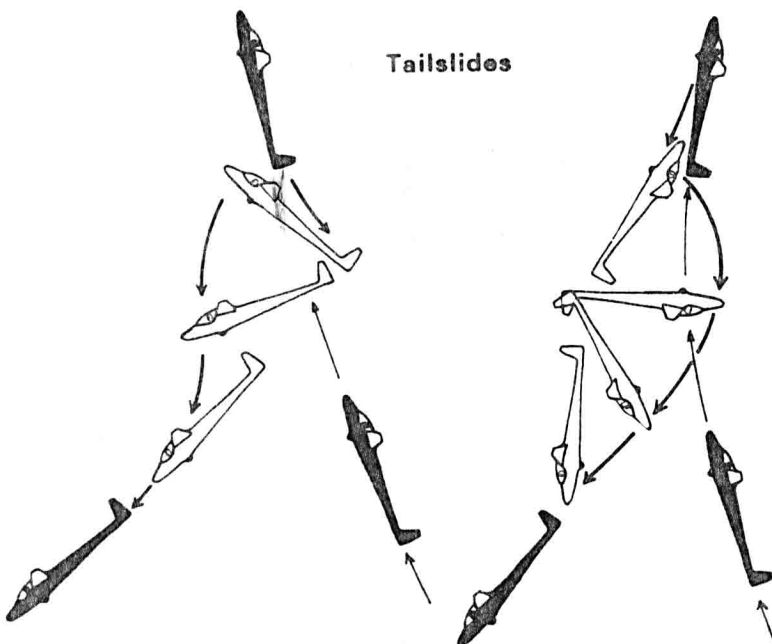
But we are still not out of trouble, because although the plane has turned somewhat suddenly and has now started flying straight downwind it still has not attained efficient flying speed, because the pilot has slammed up elevator in, the moment the plane dropped its nose. The aircraft is apparently flying faster, and it probably looks fast enough, but it is not, as can be clearly seen by the lack of rudder response experienced when trying to continue the circle. The resultant downwind tipstall is, if possible, even more vicious than the upwind version. Wind speed plus flying speed must be achieved on the downward part of the thermal circle.

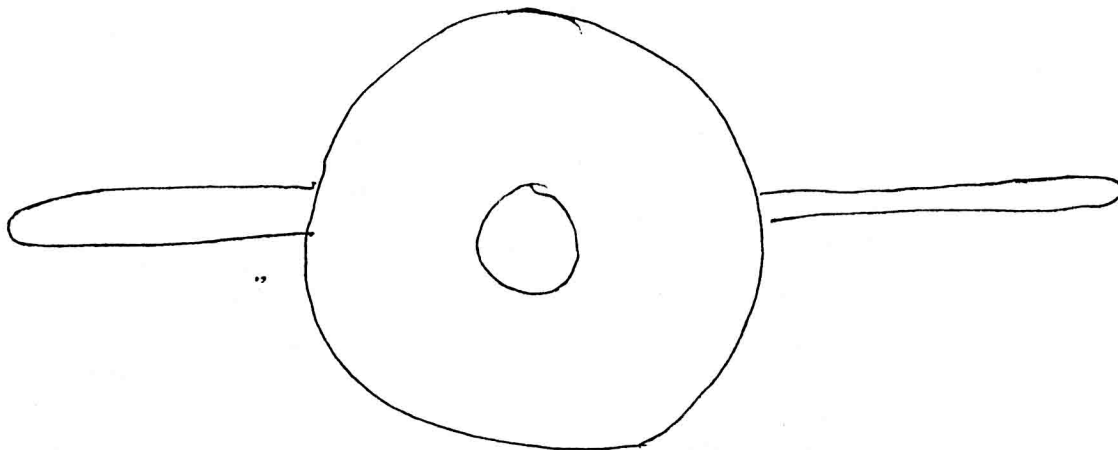
To prevent this vicious chain of plunging flight, it is necessary to apply a fair amount of down trim to your craft, as soon as the first thermal circle starts. This will achieve a faster flying speed within the thermal and your airfoil and controls will enjoy the even greater efficiency.

The use of a slight amount of down elevator on the upwind leg of the thermal is very necessary to prevent the inevitable stall, even though the aircraft has been trimmed slightly down.

If these hints can be followed and practised regularly at every flight, the pilot cannot help but improve his flying efficiency.

Tailslides





Doodle (OR "RIDDLE") - what is it?
Ans. - NEXT MONTH!

Aero Guidance Society, Inc
P.O. Box 39
Vestal, New York 13850-0039