

THE CONNECTOR

The Official Newsletter of the Aeroguidance Society, Inc.

Endicott, New York



Editor: Gerry Skreckoski



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: Wynn Aker
Secretary: George Kelsey
Board Member: Tom Kopl

Vice President: John Raney
Treasurer: Jerry Bernhardt
Board Member: Terry Terrenoire II
Past President: Chris Engler

VOLUME 25 ISSUE 10

OCTOBER, 1992

NEXT MEETING: OCT 20, 1992 - 7:30pm

Place: Vestal Am. Legion

AGS CALENDAR OF EVENTS

DATE	TIME	PLACE	EVENT
Oct 11	1:00pm	AGS Field	Pylon racing
Oct 17	---	Easton PA	Pattern contest
Oct 20	7:30pm	Vestal Am Legion	AGS Annual meeting
Oct 25	2:00am	all over	End of Daylight sav time
Oct 26	TBD	??	AGS Board meeting
Nov 3	All day	??	Election day--VOTE

PROGRAM FOR SEPT MEETING

RENO AIR RACES by Dick Allen

NEXT CONNECTOR INPUT DEADLINE IS Nov 2 1992

PREZ SEZ

by Wynn Aker

October, 1992

A formal note of apology goes out to an unmentioned member of the AGS. In the July Connector, we made mention of the noteworthy AGS members who attended the AMA Nationals at Westover AFB, MA, and included their accomplishments. We did not know about, and therefore did not mention, another member's attendance and accomplishments, namely those of Steven Bard. Steve is an avid rubber-powered modeler, and competed in both indoor and outdoor rubber power at the Nationals. Even more exiting, Steve placed 4th in Bostonian (indoor), and 6th in P-30 (outdoor). Our congratulations and apologies to Steve for not knowing earlier and recognizing his results at the Nationals.

This month's program features a slide and picture show on the National Air Races, at Reno, Nevada, by Dick Allen. Dick and his wife recently traveled to this year's Reno Air Races, and took lots of pictures to share with us. Come give Dick your attention at the October meeting and enjoy some of the excitement of Unlimited racing.

The October regular meeting is called our Annual Meeting, because that is the time when we historically throw out the old, and bring in the new. Figuratively speaking, of course. What that means is that the annual meeting is the meeting at which we vote to accept the slate of officers cast at the September meeting for positions to be held in the upcoming year. It's also the time of year when your dues are due, so come a little early and bring your checkbook so our treasurer can get you up to date on the recordbooks. Also make sure to renew your AMA membership, before it gets late and you forget. I try to get most of these kind of bills out of the way before some serious Christmas spending takes hold of my wife. After that happens, I don't even see the checkbook for months!

At the September meeting, it was decided to open up the frequency board to all channels without grouping restrictions, as long as the existing rules of narrow-band transmitters and receivers are followed. This becomes effective January 1, 1993, and completes a multi-year phase-in plan at our field which began many years ago. We will now have all channels available for use without any restrictions, except 12 and 42, which have their own set of problems at our field. To recap, channel 12 is used by a local modeler by arrangement with our club, and channel 42 has exhibited interference and is not available. The new frequency board will be available after the first of the year, and will be placarded with notifications of the narrow-band rules. Let's keep our flying site safe! Don't use wide-band anything!

The Annual Greenwood Park Float Fly is now history, and I guess most would probably prefer to leave it that way! Last year we didn't have enough water, so everybody prayed for water. Unfortunately, you forgot to pray for it to stay on the surface! It rained without mercy practically the entire weekend! Many transmitters ended up wet, and several encounters betwixt lake and plane were blamed on waterlogged electronics. It wasn't the best weekend we've seen, but we still had over 20 registered flyers standing around together under a couple of tarps, and trying to get a flight or two in between heavier downpours. Still and all, we did it again, and we'll do it again. I just wish that we did it more than once a year. What's anybody else think? Should we try to have one of these in the spring, too?

Pylon racing continues, with now just one more scheduled race to take place on Sunday, Oct. 11, at 1:p.m. I finally got my Scat Cat in the air, you know, the one I built back last December, and covered at the Mall Show? I'm just not that fast of a builder, I guess! Anyway, it flies OK, and the pylon racing is pure fun! If you haven't tried club pylon racing, you ought to. We had 10 racers last Sunday, and flying in or watching a close race is exciting. Give it a try! At least come watch this Sunday, because we may not do it again until next year.

When the leaves on the trees start to turn, the weathers get cold, the Pumpkin Farm opens, and I get a massive head cold, I know that it is time to start thinking about putting the engines away for the winter. Yes, folks, it's that time of year when daylight savings time does us no favors, and the days get real short. When all of this hits me, I'm like a little kid that doesn't want to come in at night, only I don't want to come in for the winter!

Seriously, it is time to think about putting engines away for the winter, and some winter storage actions are needed right about now, so that your engines aren't a rusted mess in the spring when you want to start them up again. I typically have 5 or 6 engines installed in airplanes during the summer flying season, which is no problem when you fly them all fairly regularly. However, during the winter, you might not fly a given engine for 6 months or more, so what I do is pick the 1 or 2 airplanes that I'm most likely to fly during the fall and winter, and store the rest away. This includes taking them completely out of the airplane, and performing some maintenance on both the engine and the airframe. You ought to do some things like:

- o Open the backplate and drain any residual fuel or gunk that's sitting in the crankcase.
- o Check the bearings both by feel, and visually. If they look shot, they probably are!
- o Remove the glow plug and put some trusty after-run oil in the crankcase, lubricating the bearings with oil. Re-install the backplate, and tighten all screws. Put the engine in a Ziploc bag, and store it with the backplate down and the shaft up.
- o Make a short note sheet with any notes you may feel significant about the engine, like any funny problems you were having at the end of the flying season. In the spring, you might not remember all these details.

Since piped engines tend to go through bearings more quickly than engines without pipes, I usually relegate my sport engined airplanes to the winter duty, since during the winter it may be many weeks before a good enough weekend to fly comes along.

A reminder: as the ground starts to get wet, be careful on the upper road at the field. It tends to get waterlogged, and tire ruts can make a real mess up there. If you think it's wet up there, it probably is! Don't tear up the ground, and don't get stuck. If you make ruts, fill 'em up yourself!

The traveler sees what he sees,
the tourist sees only what he has come to see.
The world will never starve for want of wonders,
but for want of wonder. Gilbert Chesterson

ELECTION OF OFFICERS

Election of officers of the AGS will occur at the Annual Meeting being held this month.

The nomination committee: Tim Rogers(chairman), G. Skreckoski, and Bill Underkofler, presented the following slate for election by the AGS members.

Pres: Wynn Aker	Vice Pres: Jerry Bernhardt
Treas: John Roney	Sec: George Kelsey
Board Member: Donato Martino (replacing Tom Kopf whose term expired)	

Per the AGS By-Laws, Nominations from the floor were solicited at the Sept meeting but none were proposed. Therefore, the above slate will be voted on at the Oct meeting.

The other board members are Terry Terrenoire II (to complete 2nd year of the two year term) and Chris Englert (past president)

MEMBERSHIP MATTERS

by Bob Noll, Membership Chairman (10/92)

Members voted into Regular Membership at the September meeting:

Bob Kip Todd Brawn Steven Bard

New Associate Members:

Al Tsardakas - Endicott, 786-3861

Reason for joining - "To learn more about flying and building. Access to a field that is close to home. To meet experienced modelers who know what works and what does not."

Areas of interest - "At this time I find all aspects of the hobby interesting. In the future I would like to try building and flying a pattern plane."

Channel - 52

Sponsors - John Raney, Jerry Skreckoski

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Yi Shen - Binghamton, 773-4786

Reason for joining - "I like the sport and want to learn more about it."

Areas of interest - gas powered trainers

Channel - 52

Sponsors - Hai Luu, George Kelsey

Visitor at August Meeting:

Ryan Treuhaft, 1050 Cafferty Hill Rd., Endicott

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Ho! Ho! Ho!, Well it's not really Christmas yet but I have a date for your calander. December 12th will be the Christmas party. It is a Saturday night and we will be having it at Johnathan's in Endwell. We are working on some great entertainment that I know you will enjoy. The price is right and we will have a great dinner. The only thing left to work out seems to be what dessert we want, so I hope to see you there! Jingle Bells, Jingle ...

John Raney

OCTOBER BIRTHDAYS

1st	Mike Dinardo	24th	Tom Kodey
2nd	Ed Hall	25th	Elwin Spencer
9th	Tony Cammarata	25th	John Caroselli
22nd	John Raney	27th	Jeff Ayres

If there are any errors, please call me!!

HIGH POINT

A flyer receives 3 points for first, 2 for second, and 1 for third place in any AMA sanctioned competition event.

Standings as of 10-5-92:

Wynn A.....13	Scott A.....10	Hai L.....5
Terry T.....10	Tim R.....3	Dick A.....6
Jerry S.....2	Joe F.....1	

*note, Ralph Jackson and Bob Noll are not on the list as they have achieved "ACE" status, and are no longer eligible.

MALL SHOW

Planning has begun for "Mall show '93". All the local clubs have been mailed invitations, the contract has been signed with the Mall, and a request has been made for the AMA display.

I am also looking into some ideas for using the Mall show to raise money for charity. If we can work this out, all participating clubs will get credit toward Leader Club recognition from the AMA. One idea is to have Delta Dart building sessions at all club sites in the mall during the 2 days. If there is an empty store front maybe we could use that. Another, simpler way, would be to have the public vote on favorite models from each club by buying ballots in the same manner that is done with baby pictures.

If you have any ideas, please give me a call!

EXPLORER POST

We have been contacted by the local Scouting council with a request to sponsor a local Explorer post. The administrator was at my house recently to discuss the details. They would like to have 4 to 6 advisers. All the area scouts were asked to indicate some areas of interest at their first meetings this fall. Approximately 200 of them checked off the R/C cars and Airplanes choice. I was told that we can expect 30 to 40 of them to show up for the initial meeting, with maybe half of them actually deciding to participate in the program. Experience has shown that programs should be started in October or early November, and meetings should be twice a month. I am arranging a meeting place and compiling an intro letter that will be sent to all those who indicated an interest. At the first meeting I will be laying out the requirements for the course and the expected financial investment. This alone will eliminate a lot of the kids. If you would be willing to assist in this project through this winter, please contact me as soon as possible.

PYLON RACING, Current Summary of Results

(Total points for the day, 3 pts for 1st, 2 pts for 2nd, 1 pt for 3rd)

✓ SCOTT ANDERSON (Each contestant flies 3 heats)

✓ GEO. KELSEY	10/11	7/6	7/27	8/24	9/20	10/4	
✓ Terry Bernhardt	4	-	-	4	2	8	15/16
✓ CHRIS ENGLER							
✓ Jerry Skreckoski	4	7	13	5	8	4	20 (5)
✓ TOM KODEY							
✓ Tim Rogers	0	0	5	4	5	4	14
✓ Bob Noll	7	8	4	(4)	-	8	18/20
✓ Jim PECKA							
✓ Dan Luchaco	0	5	6	4	-	-	15
✓ JOHN RANNEY							
✓ Steve Luchaco	0	4	4	-	-	-	8
✓ MATT SEWARD							
✓ Bill Underkofler	7	9	0	-	8	8	25 (1)
✓ Terry Terrenoir II	5	5	8	7	-	6	21 (4)
✓ Terry Terrenoir III	0	-	-	6	6	-	12
✓ Wynn Aker	7	-	-	-	-	4	4 11
✓ Joe Felice	0	-	-	-	4	5	9
✓ Todd Kopf	0	4	6	8	-	8	22 (3)
✓ Dick Allen	8	-	9	4	-	7	23/24 (2)
	7	9	9	9	9	10	

27
MAT

The final standings will be based on total points for the best 3 race sessions. If there is a tie, there will be a fly-off with the winner of 2 out of 3 heats being named champion.

Pylon racing has been very popular this year probably due to the fixed engine, muffler, propeller and fuel rules. Although several different versions of AMA quickie pylon racers are used, the results indicate that all are about the same in performance. It is obvious that all of the fliers are competitive and everyone has a good chance to win. Hats off to Tim and those who prompted the rules change to make this a fun event. I'm sure that more of the members will join pylon racing for next year-- I sure hope so -- Its fun!

There may be 1 or 2 more race dates this fall. Keep tuned.

'93 PROPOSALS

\$5 PER ENTRANT/HR for GAS
\$100.00 FROM CLUB FOR
TROPHY & PRIZES

SUGGEST WE DROP

ONLY 2 RACE DATES
RATHER THAN KEEPING JUST 3

USE MATRIX COMBINATIONS
AS PRINTED IN AMA RULE BOOK

1/2 QT/HEAT
13 HEATS
X 7 DATES
2191
46 QTS
11 GAL

17 POTENTIAL FLYERS

\$6x
13
\$65
7 GAL
1540

