

# 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**

Vice President: **Jerry Bernhardt**

Secretary: **George Kelsey**

Treasurer: **John Raney**

Board Member: **Donato Martino**

Board Member: **Terry Terrenoire II**

Past President: **Chris Engler**

VOLUME 25 ISSUE 11

NOVEMBER, 1992

NEXT MEETING: NOV 17, 1992 - 7:30pm

Place: Vestal Am. Legion

## AGS

## CALENDAR

## OF

## EVENTS

DATE	TIME	PLACE	EVENT
Oct 20	7:30pm	Vestal Am Legion	AGS AUCTION & Regular meeting
Nov 23	7:00pm	D. Martino's House	AGS Board meeting
Dec 12	6:30pm?	Jonathans, Endwell	CHRISTMAS PARTY

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## PROGRAM FOR THE NOV MEETING

### AGS ANNUAL AUCTION

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NEXT CONNECTOR INPUT DEADLINE IS DEC 2 1992

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# PREZ SEZ

by Wynn Aker

November, 1992

Lot's of good stuff to talk about this month, so I guess I'll just get started. First of all, the October meeting formally elected the new slate of officers, and we welcome Donato Martino as a new member of the board. Next month's Connector will have our customary, brief introduction of Donato, in his own words. For those who've been asleep, the list of 1993 officers is at the top of the Connector on the front page. No need to repeat it here.

Please remember to pay your dues. They are due beginning with the October meeting, and there are some who have not yet paid. Please, either mail them to John Raney, our Treasurer, or bring them to the November meeting. Speaking of which, the November meeting will be our Annual Club Auction again this year. Bring all that good stuff to sell off, and bring some money to buy those good bargains. We'll be using a multiple-auctioneer format this year, to help speed things along, but we still want to keep the business portion of the meeting to an absolute minimum. OH! Don't forget to bring some of those old Futaba FM receivers along, as there is a new interest in these with the growing interest in R/C Combat flying.

The board approved a \$50.00 expenditure for postage to reach a group of 200 Explorer Scouts with information on a kickoff activity that Terry Terrenoire is starting for them on R/C aircraft. Two other people have generously offered to help Terry in his efforts to reach these kids, and they have the thanks of all of us for doing so. Let's all be supportive of Terry's efforts to reach these kids, because I can't think of a better, more focused group of teenagers with higher potential for getting started in a hobby such as ours, with the commitment needed to succeed. Good Luck Terry!

A very big THANK YOU to Dick Allen for the outstanding slide and sound show on the Reno National Air Races. Everyone thoroughly enjoyed the entire program, and the combination of slides and the soundtrack of racing was really a neat trick! Definitely one of the best programs I can remember. Thanks Dick. Another THANK YOU goes out to Terry Terrenoire for procuring materials for and building two very nice and very sturdy picnic tables up at the field under the lower pavillion. We've been needing a replacement for the flimsy red one, whose last days were quickly approaching. Terry's Tables (sounds like a small business!) look and feel like they're going to last for years, so we'll all have somewhere to sit and eat those Subway and McDonald's treats we bring up. Try and make an effort to tell people "Thank You" for some of the things that get done around our field. Keep in mind that everything that gets done has gotten done by an unpaid volunteer that loves our club and wants to keep it looking and running great. We sure have a lot of people NOT doing any jobs, and I think that these people need to wake up to the fact that the few who are working hard are supporting them. Kind of like having someone cook, clean, and pick up your socks for you. Do you guys get that kind of treatment at home, too? Look in the mirror.

Plans are being made to have the January meeting off-site at IBM-Owego in the Lamps helicopter hangars for an exciting program poking around on some full-size whirlybirds. This would take the place of the regular meeting in January, so if anyone has any objections or recognizes potential conflicts, please let me know so that we can finalize the details. We think we can give up the regular meeting, since there appears to be no need for planning an upcoming event, other than the Snow Fly in February. I think, however, that information in the Connector should be adequate. Let me know.

We'll start back up soon with our kit reviews in the Connector, since the building season is no doubt upon us. As I write this, we just got a little snow, but not enough to get really excited about. Too bad. I'm working on some skis for my little birds, to fly off snow at Moore Park this winter. Maybe we'll get really dumped on this year! That would be great! Oh well; writing about it won't make it happen, I suppose. So, signing off for another month.

If you make a mistake, admit it. Otherwise, it will only get worse  
Ward Cleaver

## RENO AIRRACE TRIP

Following the November meeting program given by Dick Allen, several club members expressed an interest in attending the show next year. I have done some research and come up with a very attractive package. We can get transportation and 7 nights at the Reno Hilton for \$665 double occupancy. If you want to go 4 to a room the price will be \$405 each for the week. Letters have been sent to the other 32 clubs in my area and I am planning to reserve 50 rooms at the Hilton, and arrange for US Air DC 9 charter. We have not yet gotten a firm price on the charter. We will be leaving from Syracuse on Sunday Sept 12th and returning, Sunday Sept 19th, 1993.

A preliminary "interest" sheet will be available at the next meeting.

## ATTITUDE

The longer I live, the more I realize the impact of attitude on life. Attitude is more important to me than facts. It is more important than the past, than education, than money, than circumstances, than failures, than successes, than what other people think or say or do. It is more important than appearance, giftedness, or skill. It will make or break a company, a church, a home, a club. The remarkable thing is we have a choice every day regarding the attitude we will embrace for that day. We cannot change our past. We cannot change the fact that people will act in a certain way. We cannot change the inevitable. The only thing we can do is play on the one string we have, and that is our attitude. I am convinced that life is 10% what happens to me and 90% of how I react to it. And so it is with you...we are in charge of our attitudes...

from the Rockingham Area Flyers newsletter, Harrisonburg, VA

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## HOW TO KILL A CLUB

Don't participate beyond paying your dues. Let them handle things. Then complain that the members have NO VOICE in the club.

Decline all offices and committee appointments. Then, offer vociferous advice on how they should do things.

If appointed to a committee, don't work. It is a courtesy appointment. Then complain that the club has stagnated.

If you don't attend meetings or initiate new ideas, then you can play the "Devils Advocate" to those submitted by others.

Don't rush to pay your dues. They are too high anyway. Then complain about how the finances are managed.

Don't encourage others to become members. then complain about the membership not growing.

Don't read your newsletter. Then complain that you are not informed.

Don't volunteer your talents. Then complain that you are never asked.

If by chance, the club grows, grasp every opportunity to tell the members how tough it was and how hard you worked to bring the club to the present level of success.

from The Balsa Butcher's Broadside, Clarkston, WA

The two items above were extracted from the AMA National Newsletter that is sent to all chartered clubs, leader members, and AVP's as well as other special interest groups.

## NOVEMBER BIRTHDAYS

6th Matt Seward	25th Brian Yarrington
8th Bob Kip	26th Rick Sheftic
10th Bill Underkofler	30th Bob Struck
23rd Charles Lecher	

If there are any errors, please call me!!

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### 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 11-1-92:

Wynn A.....13	Scott A.....10	Hal L.....5
Terry T.....12	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.

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### MALL SHOW

Only a little over 2 months to go. Planning is well under way!

Only 3 of the local clubs have committed to the invitations and the Mall is ready for us. The AMA display should arrive the week prior to the show.

I am still 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.

Some ideas were printed last month, but I have had no input from any other club members. If you have any other ideas or comments please give me a call!!

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### EXPLORER POST

As I write this, we have an intro meeting scheduled for Thursday the 12th in the same room we hold our monthly meetings at the Legion. The Legion has agreed to supply some coffee and tea. The club will have some cider and donuts available.

The meeting will consist of about a 20 minute introduction into the various phases of aero-modeling, from hand-launched gliders, to pattern. If you would like to be a part of this meeting please contact me as soon as possible. Following the intro and a short break, I will be answering questions from the kids and their parents. This will help us decide what course to take, and how much serious interest there is in the project.

Please plan on attending this meeting if you are interested in working with the kids this winter.

P Y L O N   R A C I N G

The 1992 season is over and the champion is Bill Underkofler with 25 pts. Congradulations Bill!  
It was a close finish with Dick Allen 2nd and Tod Kopl 3rd. and only one point separating each position.

Many thanks to Tim Rogers for organizing the races and making it a fun event. As an essentially intracub event, It was one of the most popular this season with 13 competitors and 9 participating in at least 3 race dates. Next year pylon racing will return and I expect that there will be an increase in the number of competitors. So start building that Q-500 plane. Remember the official engine is the OS FP 40 and prop is an APC 9x7. DON'T MISS OUT ON THE FUN in 92.  
(Tim Runs an honest race--check his final standing. -Sorry Tim, I couldn't pass this up. -Ed.)

Final Results

(Total points for the day. 3 pts for 1st, 2 pts for 2nd, 1 pt for 3rd)  
(Each contestant flies 3 heats)

	7/6	7/27	8/24	9/20	10/4	10/11	Best 3-day total	Final Stand.
Jerry Bernhardt	-	-	4	3	8	4	16	6
Jerry Skreckoski	7	3	5	8	4	4	20	5
Tim Rogers	0	5	4	5	4	-	14	8
Bob Noll	8	4	6	-	5	7	21	4
Dan Luchaco	5	6	4	-	-	-	15	7
Steve Luchaco	4	4	-	-	-	-	-	-
Bill Underkofler	9	0	-	8	8	7	25	1
Terry Terrenoir II	5	8	7	-	6	5	21	4
Terry Terrenoir III	-	-	6	6	-	-	-	-
Wynn Aker	-	-	-	-	4	8	-	-
Joe Felice	-	-	-	4	5	-	-	-
Todd Kopl	4	6	8	-	8	-	22	3
Dick Allen	-	9	7	-	7	7	23	2

The final standings are based on total points for the best 3 race sessions.

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# C H R I S T M A S                      P A R T Y

Christmas is getting closer and just a reminder you have very little time to buy me that engine I want; but on a more serious note our Christmas party will be on December 12. This is a Saturday night and we will be having it at Johnathans in Endwell. It is in the small shopping mall at 534 Hooper Rd and the best entrance is just around the corner on the side street. It is across the street from the Binghamton Savings Bank. This restaurant used to be Rums. We are still working on some great entertainment that I know you will enjoy. The price will be \$25 dollars per couple or \$12.50 per person. The menu will be family style with beef and chicken as the entres, some other stuff and desert. I would like to collect your money at the next meeting if at all possible but no later than the week of the party.

Thanks

John Raney

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## FOR SALE

AIR COMPRESOR, with tank. On wheels. Needs gauge valve and hose fittings.

\$10

625-4103

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# EDITORIAL

Historically, safety and courtesy have characterized flying at the AGS Field. However, there has been a noticeable decline during the past flying season. There hasn't been a catastrophic failure in these areas and at this point in time I don't think there is a need for any more regulations or stronger enforcement of existing rules. Who needs it! I Don't and I think that is probably the unanimous opinion of the rest of the members.

The safety rules are published and are well known and are generally practiced by all members. Courtesy is not published because it is something that comes from within a person when interacting with another. Also, courtesy, particularly a lack of it, can affect safety. We all fly at the field for fun. Fun is the objective. Courtesy implies our flying should not interfere with another flyer having fun. We have our turn at the flight line and we want the other flyers to have equal opportunity to enjoy their turn. This in no way implies that only one plane at a time should be in the air at the same time. On the contrary, we really expect everyone to get all the flights they want but when there are more than 4 planes in the air at a time it becomes a little less fun and a safety exposure although small, still increases. This is just an example of courtesy by not being the 5th plane. Wait a little until one lands.

The following is list of questions each flier should ask himself and if he answers yes, he should then ask himself whether this affects the safety or enjoyment of other fliers.

1. Do I take off or land in any direction I want independent of the established direction based on the current wind direction?  
We can best keep aware of traffic when we know where it is coming from.
2. Do I fly close to the flight line at cruising speed?  
Watching out for that nearby roaring plane detracts from the enjoyment of watching our own. Is this the safest way to fly?
3. Do I fly close-in maneuvers and touch and go's in close sequence?  
Some people find that they are watching the close in plane more than their own. Not good.
4. Do I break in or do extensive engine tuning on the flight line?

There are probably more questions that could be asked and probably should be. But these will suffice for now. You can add your own.

It is not necessary to establish rule making or ban any type of airplane. A little thought about how your flying may affect your fellow fliers should be sufficient to make flying at the field enjoyable and safe as possible for all.

-Ed.

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