

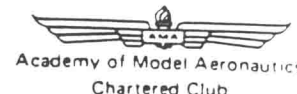
THE CONNECTOR

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: 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 26 ISSUE 10

OCTOBER, 1993

NEXT MEETING: October 19, 1993 - 7:30pm

Place: VESTAL AM. LEGION

AGS CALENDAR OF EVENTS

DATE	TIME	PLACE	EVENT
Oct 19	7:30pm	Vestal Amer. Leg.	AGS Annual meeting (Election Of New Board Members)
Oct 31 (Sunday)	1:00pm	AGS Field	Pylon Racing

PROGRAM FOR THE SEPTEMBER MEETING

First Aid and CPR

NEXT CONNECTOR INPUT DEADLINE IS NOVEMBER 1, 1993

Note: With the next issue of the Connector, your new Editor will be Wynn Aker. So be sure to forward your input to Wynn's house.

Flying for fun.

PREZ SEZ

by Wynn Aker

October, 1993

This month brings us cooler weather, beautiful leaves, daylight savings time, and the AGS Annual Meeting, which will install new officers for the fiscal 1994 season. Seems kind of early to start thinking about 1994, but then it also seems early to start Christmas shopping, too (which it isn't!). As you probably know, the new administration will consist of Tony Cammarata, Tim Rogers, Bill Underkofler, Steven Bard, and Bob Punkar. Please give your new administration the support that it needs, because the board is not supposed to do all the work. These gentlemen will do a great job of representing the needs of the club and balancing individuals' desires, which are occasionally in conflict with the former.

As a consequence of replacing the administration, "**out with the old**" is the word of the day. This means that your present administration, including Chris Engler (VP pro-tem for the recently-departed Jerry Bernhardt), John Raney, George Kelsey and Terry Terrenoire will be moving into normal, quiet club membership. And, this will be my last Prez Sez (I can hear two of you shouting "**Yeah!**"). I've enjoyed writing this column, not for the fame and notoriety (which is nonexistent) but because I like communicating with the membership. The AGS is a good club, with lots of strengths and certainly some weaknesses. I want to make only one passing comment, and that is that this club is supposed to be a group of individuals gathered together to enjoy a similar hobby and have fun. Right? FUN! I've seen too much backstabbing and silliness in the name of "progress," and it just isn't right. So, with that said, let's move on to the most important thing that I could do in passing, and that is thank some people for their contributions to the club.

Thanks to:

John Raney, for the world's best program ever, the on-site tour of the LAMPS helicopter hangar at IBM Owego. **Bill Underkofler, Ralph Jackson and Dick Allen** for always interesting programs like balsa wood uses and history, the Reno Air Races, and Getting Started in Giant Scale. **Terry Terrenoire**, for the endless energy he gives to the club, and assistance to newcomers. **Dick Allen**, for running the Flight School for the last several years. **Tony Cammarata**, for agreeing to fill in as Editor of the Connector, after Gerry Skreckowski left for the sunny beaches of Florida (as well as prior years as Editor). **Bob Noll**, for organizing the finest pattern contest in the entire U.S., bar none. **Bob Jennings**, for unfaltering behind-the-scenes support and help with the field and tractor. **Bob and Bonnie Punkar**, for never-ending presence and willingness to always help out with organization and cooking at events. **Scott Anderson**, for the new flight board installed this year at the field. **Tim Rogers**, for running the pylon racing for years, and helping with many of the club's events. **Jerry Bernhardt**, for his years of leadership and friendship, and whom we will miss. And most of all, to my wife **Teresa**, for putting up with a lot of crap, phone calls, intrusions into our "family time," and for lots and lots of support. Thank you, dear. I promise never to do it again! (cont.)



There are a few other pieces of information that I should pass on:

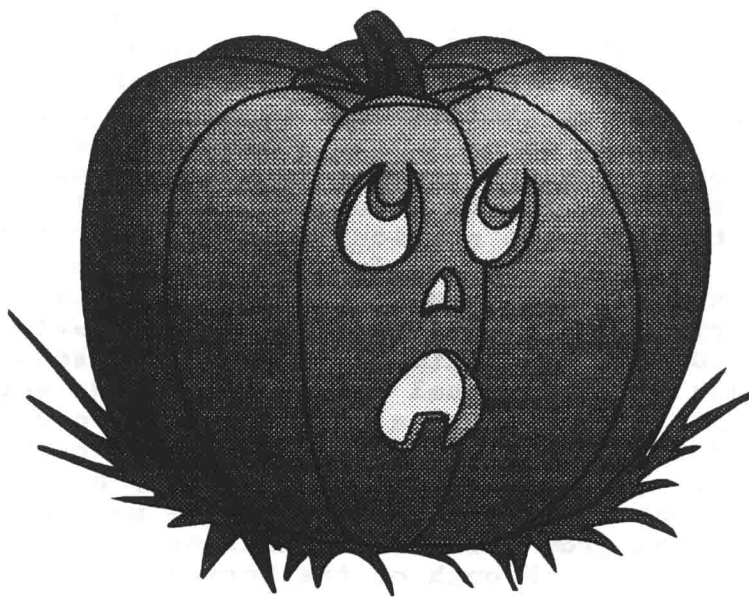
The **AMA Leader Club Award** package has been fully completed and sent in to the AMA for qualification at the Gold level. We should hear back from them sometime soon.

The **Mall Show** will again be held in January of this year, and I will be the coordinator for this year's event. I have been in contact with the Marketing person at the Mall, and we're working out the normal contractual details. The date is still uncertain, because as I write this, I don't know which weekends are the Playoffs and Super Bowl. The date will hopefully be the weekend between the two, if the Mall's schedule will allow it.

I have been the club's historian for the last couple of years, and will no longer be starting in November. My last report will probably be in November, but maybe in December. It depends upon what other things are going on, and the closing of the financial books for fiscal 1993. If anyone has any pictures they would be willing to loan out to me for a short while, in order to put together a better historian's report, I would very much appreciate it.

It kind of seems hard to close out my very last Prez Sez, but I can't keep typing forever. Part of it is my new computer I'm working with right now, and the fantastic new printer. I'm going to begin working as Editor of the Connector when Tony takes over as Prez, and I'll be putting all of this new equipment to good use. I will be revising the format and layout of the newsletter, and bringing us into the 90's with some really spiffy desktop publishing tools that I now have. This process will probably take a few months, or maybe even longer, to get it just right, so have patience. By some time next year, we'll have some really neat graphics and stuff in our beloved pages. Until then, hang tough.

Hasta la vista, Baby!



Happy Halloween

EDITOR'S ENTR'ACTE.....by Tony Cammarata

Well Rhinebeck has come and gone. This is the end of the "contest" season for me. It is worthy of note to say that I was lucky to have to stop flying on Sunday for the Air Show. I put in 5 flights that morning and early afternoon. Each flight was 7 to 8 minutes. When I got home I cycled my airborne to check for reserve, and it was 4.5 minutes! How could this be? Had one of the batteries gone bad, and by the intervention of providence, I was saved from a disaster? After all, I always charge my batteries overnight prior to flying, especially at a contest (which I did at Rhinebeck). To determine the health of my airborne, I cycled the batteries three times and each time I got a bit more capacity out of them. The best discharge time at 300ma constant discharge was 99.7 minutes. Since I flew 5 flights at 8 minutes per flight (40 minutes total), I should have had at least 45 minutes left to fly with (allowing for some "loss of charge" from the time the charger was disconnected to the first flight several hours later). Recall that only 4.5 minutes was left when I discharged the airborne. I have concluded that an "overnight" charge is not necessarily "enough charge" to bring a battery up to it's full capacity. Flying and charging "over night" repeatedly can actually result in less and less capacity. This can happen when the "overnight" charge is not long enough after successively longer flying sessions.

To begin with all of the preceding discussion and what follows applies to nickel cadmium (nicads) batteries only. First of all, empirical studies show that for nicads to reach 100% capacity using the OVERNIGHT rate takes 14-16 hours. When charging nicads (or ni-cads) you are concerned about the charge rate, or the amount of electrical energy flow (current) that it going into the batteries while being charged. The amount of energy flow, the charge rate, is measured in milliamperes (ma). Fixed rate charges (which most of us are provided with when we by a radio) are set up to provide a constant rate for a given voltage pack (example: 50ma at 4.8 volts). This is commonly known at the "OVERNIGHT" rate. The formula to determine the overnight charge rate is $C/10$. Thus, for a 550ma battery (my airborne) one gets 550/10 or 55ma charge rate. But my charger only charges at a 50ma rate (nominal). The measured rate was closer to 47ma. So I should have been charging longer than I was; much longer! I cannot say how much longer as I did not know how much capacity was in the airborne that near fatal day (I didn't check the remaining capacity after the previous days flying), but suffice to say, you cannot not be too careful. A simple solution is to check your batteries health with an expanded scale voltmeter prior to flying and thereafter. One should become very familiar with their batteries health. When my batteries fail to provide 100 minutes minimum on measured discharge; I replace the entire pack. This is MY personal rule. Also, I do not bother to "find" and replace a bad cell to rejuvenate a pack if it is approaching three years in age. Any sign of battery quirks is deadly for my packs. Out they go! As it turned out my pack was close to three years old, but because it was buried in the nose, I could not tell. So the age of the pack also contributed to its ill-health. As packs grow older their ability to perform at their capacity as when new, diminishes. Enough of the boring.

As this is my last CONNECTOR as Editor; I thank all of you that contributed to it's contents and all of you who read the CONNECTOR and were tolerant of its shortcomings and errors. Free, free.... free at last! What a ride!

Flying for fun.

OCTOBER BIRTHDAYS

1st Mike Dinardo
9th Tony Cammarata
22nd John Raney

24th Tom Kadev
25th Elwin Spencer

PATTERN COMPETITION

Over the weekend of 9/18-19, Bob Noll, Yi Shen, and I made the 4 hour drive to Westover, MA for the last "local" pattern competition of the season. Due to a family emergency I had to return home Sunday morning.

Yi took 4th in his second novice attempt, and Bob finished 2nd in F3I.

We are now looking forward to a productive building season, and better results in the 1994 contest season.

FIELD ACTIVITY

The wind and cold weather have kept my flying to a minimum this past month so I do not know who has been active. I do know that Dick Allen is now flying a new wing on his old Vagabond, and is really happy with the improved performance and slower landing speeds.

In years past, Wednesday nights were designated "club flying nite". The past few weeks several of the "old timers" have promoted this feature. Mark your calendar for Wednesday, and make an extra effort to get out.

FLOAT FLY

Despite the late start at getting this year's event "off the ground", it went well. We had 21 flyers on Saturday and 3 more on Sunday. The Saturday weather was perfect and we had at least 2 planes in the air all the time. On at least one occasion there were 5 flying at once. There must have been close to 100 flights during the course of the day.

Flying continued well past the 3:00 official end, even into the night darkness with a couple of planes equipped with lighting systems.

On Sunday flying was delayed until 11:00 due to heavy rain. After the rain subsided the flying once again started in earnest, and was still going strong at 3:00. There were approximately 50 more flights logged on Sunday. At 3:00 we had drawings for 6 packages of goodies, I left, and the brave continued to fly. It was getting cold and windy.

A special thanks to Bob and Bonnie Punkar for their food preparation on both Saturday and Sunday.

Plans are already underway for next year's event.

EXPLORER SCOUTS

Last year the AGS sponsored an Explorer troupe and we have been asked to do it again this year. Initial cost to the club will be about \$50. The troupe from last year saw 3 boys follow it through to the end and had nearly completed airframes to show for it.

I think we made a difference, and may have planted seeds that will bloom down the road. Let's do it again!



Every Witches Nightmare!

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