

CONNECTOR

A Publication of The AeroGuidance Society

October, 1994



Prez Sez...

**TONY
CAMMARATA**

Well, how time flys when your having fun! This is the last month of the current administration, so it behooves us to present you with a slate of candidates running for the various board positions. The nominating committee, Wynn Aker (the chairman) and Dick Allen have worked diligently to come up with a slate, which was presented to the membership at the September regular meeting. As no nominations were presented from the floor during the meeting, further nominations are closed and the slate to be voted on for election to office at the October Annual meeting is as follows:

President: Tony Cammarata,
incumbent
Vice President: Tim Rogers,
incumbent
Treasurer: Bill Underkofler,
incumbent
Secretary: Steve Bard,
incumbent
Board Member: Jamie Arnold

Jamie, is running for Donato Martino's seat as Board Member which Donato is vacating because he is moving out of the area to Gaithersburg, Florida where he has taken a new job in the sun belt! I cannot say I am not envious of the weather he will be enjoying...all that flying time...wow!

On behalf of the membership, I take this opportunity to thank Donato for his service and contributions to the clubs success this past year and wish Donato and his family continued success and good fortune. Via con Dios.

AGS Community Accomplishments of 1994. Since this is the last Connector of the present administration, I thought it might be a good idea to review some of the "unusual" highlights

of the year. Several of these were community activities in which the AGS participated and/or ran.

November 1993 - the AGS and FRIENDS contributed four good size boxes of food and \$35.00 in cash to CHOW.

January 1994 - We had an indoor Fun Fly at Hooper Gym where Bostonians, mini-sticks, AMA Cub and other craft suitable for flying indoors were enjoyed. Several children of attendees had a great time.

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The **CONNECTOR** is
published monthly by:

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From The Editor ...



As our Editor Wynn Aker is incapacitated, I provide you with some food for thought...

Maybe you will find my concern to restrictive and maybe not, but mention it I must. Please realize I am not singling out any person or persons, but pointing to a potential problem, as I see it. This has to do with Float Flys. It is my contention that anyone that operates the retrieval row boat, at a minimum, wear a hard hat. Better yet, the boat operator should be accompanied by a spotter. At virtually all of the float flys I have attended, sometime or other, a plane will unintentionally pass over the boat operator. Sometimes at not to high of an altitude. The pilot cannot watch his plane and the boat simultaneously. and is "surprised" when he sees his plane pass over or close to the boat. Therefore, all fliers should always have a spotter too. (The greatest majority of time, pilots do have spotters.)

When a pilot's plane quits on taxi, or dunks on the lake, it should be loudly announced by the pilot, and the spotters to their respective pilots, with the approximate location of the dunk. In this way the pilots on the flight line can discreetly maintain a safe altitude and confine themselves to an area of the sky that minimizes exposure to the boat operators.

Ideally, the boat could be equipped with an electric motor, this would speed the retrieval and minimize the boat operators exposure.

On the lighter side, I thought the AGS Float fly was one of the best I have seen in a long time. Unfortunately, because I was not physically up to snuff, I elected not to fly... I really felt "cheated"...oh well, next time.....Your Prez, Tony.

The next Connector publishing deadline is Nov. 1, 1994. Articles submitted for interest, advertisement or announcement should be addressed to the Editor, and will be considered on a space-available basis

April 1994 - Several AGS members instructed an guided a group of youngsters from C.R. Weeks elementary School in building and flying AMA Racers.

July 1994 - Several AGS members took various types of airplanes to the Johnson City YMCA, displayed and discussed these model airplanes and flew indoor planes for their edification and delight.

During the year- On invitation, showed and talked R/C to Owego Kawnis and Binghamton Lions Clubs

I know that we had many exciting and successful club events, but those above were of benefit to the Community and especially to the youth of the Community. If I inadvertently omitted one, *maya culpa...*

This demonstration of community involvement is a credit to you and your club of which you should all be very proud. I applaud you all.

In Closing.....

This is the last month of my Presidency. On behalf of the entire board I want to thank all of you for your support, your time and energy, to make 1994 a

fun experience. I especially thank Wynn Aker for his first class newsletter, our Connector. Wynn injured himself and because his right hand is immobilized is unable to do his last Connector. So, if this issue doesn't "look" like its predecessors, you know why. I also want to especially thank Bill Underkofler for filling in ably for virtually all the board positions, and publishing the Connector when asked. Thank you very much Bill.

CALENDAR OF EVENTS

October 18

Regular AGS Meeting at
Vestal American Legion
Time: 7:30pm

October 23

Pylon racing at the AGS
Field. Time: 1:00pm This is
the last race of the 1994
season.

November 15

Regular AGS Meeting at
Vestal American Legion

FLOAT FLY REPORT

Terry Terrenoire

In May we hosted our first Spring Float Fly in several years and were blessed with two of the most beautiful days we have ever had for flying from the water. Many thanks to Bob Punkar, Tim Rogers and Yi Shen for their support. Next year the tentative schedule for the Spring Float Fly is May 13 and 14, 1995.

The Fall Float fly was held in September, again with good weather. Thirty registered flyers participated in this very successful event. Next year the tentative schedule for the Fall Float Fly is September 23 and 24, 1995. Any suggestions concerning future float flys will be welcome.

PYLON RACING UPDATE - by Bob Noll

The weather has not been very cooperative since my last report. The Tuesday evening race 5 on August 9 was not held when the flyers all agreed that the winds in excess of 20 mph were too high.

Four racers showed up for race 6 on September 18 but pre-race problems reduced the field to 2 when Todd Kopl tore out his landing gear on his practice run and Tim Rogers's wing parted company from his fuselage during his test flight.

That left Dan Luchaco and Terry Terrenoire alone to battle it out with Dan coming out on top in all heats somewhat due to Terry breaking in a new engine.

Race 7 on October 9 was another blow out and so we come down to the final race 8. The date for that race has been changed from October 30 to October 23. The time is 1 PM on that Sunday and here is how the season point total stands going into that race. This total is made up of the best four races per flyer. At this point only three flyers attended four races. The number in parenthesis indicates the number of races used in the calculation.

<u>Flyer</u>	<u>Pts.</u>
Bob Noll (4)	35
Dick Allen (4)	26
Dan Luchaco (4)	24
Bill Underkofler (2)	16
Terry Terrenoire (3)	10
Todd Kopl (1)	8
Tim Rogers (1)	7

So come out and enjoy the great spectacle of racing as we wind up our 1994 season on October 23. It's going to be a great day for flying according to The Farmer's Almanac so come to the races which only last an hour and then enjoy the rest of the afternoon flying whatever it is that you had on charge.

NEW PRODUCT SHOWCASE

Terry Terrenoire

The beeper that I demonstrated in the spring has already been helpful in locating quickly a couple of lost airplanes. It is a .45 oz unit that is mounted in the model and connected to one of the receiver channels.

It performs three functions:

1. Checks to see that frequency is clear.
2. Can be used for range check.
3. Sends out loud beeping sound to help locate lost aircraft when transmitter is turned off.

Another new item which has just been released by Sullivan (Part No. 888) is a neat system for mounting wheel pants. It holds the pant securely while still allowing it to rotate if bumped. I tried a set of these on my R/C Special with good results. They are easy to use and work well.

I will be glad to provide more information on request.

2317 Acorn Drive
Vestal, NY 13850
August 23, 1994

AGS President
Tony Cammarata
5 Dover Dr.
Endicott, NY 13760

Dear Tony,

I am very concerned about the suggestion in the August Connector by Wynn Aker to eliminate summer meetings. We need meetings at least once a month to insure that the membership has an official forum at which to conduct its business.

There have been many "real business" items brought to the attention of the membership during this summer's meetings including flight school schedules and modifications, mowing schedules, techniques and tractor operation, procurement of an additional buddy box, design of a 40th Anniversary pin, and others recorded in the meeting minutes. In addition there have been many interesting and exciting "show & tell" items at the last several meetings.

The shortness of this summer's meetings at the field is by design so as to maximize the flying time available. This shortness should not be interpreted as lack of business to be conducted.

However, I believe we could have benefited more from these field meetings if programs had been constructed that capitalized on the meeting location. An engine clinic with hands on carburetor adjustment, effects of different prop sizes, hinge line gap sealing experiments, effects of engine thrust adjustments, etc. could be done prior to the business meeting for those who are interested while the others fly. I have spoken to enough members to know that programs of this nature would be highly attended.

Elimination of summer meetings would place an additional burden on the administration when a business matter requiring membership attention arose. This would require a "special" meeting to be called and notice of such would have to be handled via a mailing to all members.

Sincerely,



Bob Noll

OCTOBER PROGRAM :

SLIDE PRESENTATION OF

AGS 1994 ACTIVITIES

AeroGuidance Society, Inc.
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FIRST CLASS

Mail to: