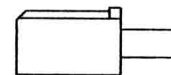
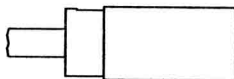




CONNECTOR



THE NEWSLETTER OF THE AEROGUIDANCE SOCIETY INC.

THE PREZ SEZ: Tony Cammarata

November, 1994

ELECTION OF BOARD MEMBERS.

At the October Annual Meeting the membership re-elected all incumbents plus a new Board Member At Large. Thus, your 1994-1995 Board Members are:

President - Tony Cammarata (myself)

Vice President - Tim Rogers (incumbent)

Secretary - Steven Bard (incumbent)

Treasurer - Bill Underkofler (incumbent)

Board Member At Large - Jamie Arnold (new member)

Welcome, welcome, welcome to our newly elected board member Jamie Arnold; and to all you incumbents, welcome to you too. I know how hard you all worked last year and on behalf of the membership you should know we all appreciate the time and effort you contributed to support the club. Kudos also to our CD's and other club members that contributed their time and effort to make our club events go. A special thank you to Wynn Aker for a fine Connector...one whose look will be tough to follow.

As of press time I have asked and the folks listed have graciously accepted the chairs listed:

Activities Chairman - Dave Lewis

Field Chairman - John Asselta

Program Chairman - Bob Noll

Membership Chairman - Bob Punkar (continues)

Sound Chairman - Dick Allen (continues)

Historian - Open

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THE ED SEZ: Ralph Jackson

You may have noticed a significant change in the appearance of the Connector. This is because there was not only a change in the editor, but the computer and its software also changed. Articles from club members are welcome with submission deadlines about two weeks before meeting night.

CALENDAR OF EVENTS:

November 15

Regular AGS meeting at Vestal American Legion

Time: 7:30 pm

There will be a brief business meeting followed by the Annual AGS Auction.

December 20

Regular AGS Meeting at Vestal American Legion

Time: 7:30 pm

Continued from Page 1.

TONYS' TRAVELS

This past month was both good and bad for Ellie and I. First the bad stuff. Those of you that may have been burdened by my complaining may have noticed that I have not been to the field of late, in spite of all this great flying weather! This must be God's way of letting me know that youth is not eternal. On the bright side, of late, I was well enough to travel to Las Vegas! Wow, what a place! Grewed up peoples play pen! We loved it.

Coincidentally, we visited Circus Circus R/C Field just outside the Las Vegas city limits, and were treated to a demo of spectacular flying by several of the Circus Circus contestants, including Chip Hyde flying his Giant Scale Ultimate 300 Biplane. Most of the contestants I saw were flying an Extra xxx.

Back to Chip. On take-off, Chip nosed the plane immediately into a vertical climb and hung the biplane on its propeller about 50 feet above the runway, and rotated the biplane 360 degrees while maintaining suspension. Then stopped rotation, backed down about 20 feet and then gunned the engine to do a vertical climb while continuously rolling the plane about the vertical until the plane was a speck in the sky! All this while maintaining heading. I was impressed. Of course he flew the crazies after that; I can't even tell you what some of the maneuvers were... inverted flat spin clockwise, then reversed direction and pull-up inverted etc., etc., etc. These fliers are in a class by themselves so are the airplanes. Some of them cost as much as 10K!

BOARD MEMBER AT LARGE (LITERALLY)

FYI, last night I phoned Bonnie Punkar to inquire about Bob Punkar and how he was doing. Bonnie told me that he is due back from Texas around Thanksgiving whereby he should be able to resume his duties as Board Member At Large and Membership Chairman.

1995 MALL SHOW.

We have a date for our Mall Show. It is January 21st and 22nd at the Johnson City Mall. We have also been told that the Mall will undergo a renovation beginning in January sometime. However, we were told that they would try to accommodate us if we are displaced from our usual spot(s). Set-up will take place on Friday night, the show will take place Saturday and Sunday with breakdown Sunday evening. Details will be forthcoming at a future meeting along with a sign-up sheet. Your intrepid VP Tim Rogers is running the show this year. Many volunteers will be needed.....

REMINDER. THE NOVEMBER 15th MEETING (NEXT MEETING) IS THE AGS ANNUAL AUCTION. JOHN MROZINSKI WILL RUN THE AUCTION FOR US, SO BRING YOUR STUFF!

TOURNAMENT OF CHAMPIONS REPORT: Terry Terrenoire

Mec'ca, noun. (1) Any place visited by many people, (2) Any place that one yearns to go to, (3) Anything that one greatly desires or tries to achieve.

No matter which of Webster's definitions you use, the Tournament of Champions in Las Vegas, NV, the last weekend of October 1994, was the living example for a die-hard pattern flyer.

Mecca is different things to different people. To a scale builder and flyer it might be the Top Gun. To a pylon racer it would probably be a world championship, to a football fanatic it is the Superbowl. But, to a died in the wool pattern flyer, it has to be the bi-annual trek to Las Vegas, NV to see 20 of the top aerobatic flyers in the world compete on a level not seen anywhere else in the world.

On Wednesday, 10/26/1994, Bob Noll & I drove to Philadelphia for a late flight to Las Vegas, Nevada. By 1:00 AM (4:00 back home) we were in bed dreaming of the sights we would be seeing over the weekend. We arrived at the contest site at 9:30 and were able to watch the first flight of Dave Patrick, flying the plane Bob had built the wings and tail for last spring.

At first glance the site seemed to be the ideal spot for flying, but after talking to some of the locals, as well as some of the competitors who had prior experience with the surrounding terrain, we found out that the brush under the flying footprint is very inhospitable to humans. It takes specially trained and equipped personnel to venture into the dense growth and do battle with bugs and poison snakes that reside there and do not take lightly to having their homes invaded.

As a writer for a national magazine, I was able to get a pit pass that enabled me to talk to all the flyers and their crews as well as to get some good close-up photos.

The competitive flying was terrific but the show stoppers were the demo flights by world champion chopper pilot, Curtis Youngblood. The things he did with that plane, just can't be done! Words alone can't begin to describe his antics so I will leave this as a teaser for the film Bob Noll will be showing at the December meeting. You will not believe it! We also got to see daily performances by the Christian Eagles, and were exposed to the speed of the newly developed model sized jet engines. On Friday they flew one that was propane powered and another that was kerosene powered. The one flying on kerosene was louder and slower, but more realistic sounding. I was very impressed with the ultra quiet operation and speed of the propane fired jet.

Eleven of the nineteen competitors were flying some version of the Extra 300. Fourteen were using Futaba radios. Ten used Tru-Turn spinners. Eleven flew mode 2, five mode 1, and three mode 3!

The top 6 places were:

1st: Quique Somenzini,	Argentina	Extra 300S
2nd: Steve Stricker,	USA	Extra 300S
3rd: Christophe Paysant-Le Roux,	France	CAP 231 EX
4th: Chip Hyde,	USA	Ultimate
5th: Dave Von Linsowe,	USA	Extra 300S
6th: Jason Shulman,	4. USA	Extra 300S

PYLON RACING FINAL REPORT - by Bob Noll

Well as predicted the weather for Race 8 was super. Although the forecast was for rain, it never came and the day was perfect for racing. Six flyers eagerly awaited the starting flags and there were many other club members who came to enjoy the excitement. Some of the closest races of the season took place and several pilots were victim to the cut horn as the turns got tighter and tighter.

Heat 1 saw Todd Kopl take a first place over Dick Allen in second and Dan Luchaco in third.

Heat 2 was between Scott Anderson, his first race of the year, Bob Noll and Terry Terrenoire. Bob took the checkered flag for first while Terry's Texaco Special nudged out Scott for second.

Heat 3 had Dick Allen in a tight race with Todd Kopl and Scott Anderson until Todd double cut giving the win to Dick and a second to Scott.

Heat 4 was a real shootout between Bob Noll, Dan Luchaco and Terry Terrenoire. Starting last, Bob had his work cut out for himself as he needed to pass two quick racers for a win. Dan managed to hold Bob off with some nifty flying until the eighth lap when the Mobil 1 racer of Bob's went to the lead for the win. Dan took second with Terry coming in last.

Heat 5 gave Todd Kopl and Scott Anderson a chance to spoil Bob's winning record and Todd gave Bob the race of his life. Tighter and tighter pylon turns were the order of the entire race and the Mobil 1 racer prevailed for another win. Todd came in second by only a few feet and Scott was third.

Heat 6 saw Dan Luchaco's V tailed racer outrun both Dick Allen and Terry Terrenoire for the win with Terry taking second over Dick.

So we ended the 1994 AGS racing season in great style resulting in the following points and places. Races 5 and 7 were cancelled due to inclement weather and only three flyers who signed up to race did not make a single race.

Place	Flyer	R A C E S								Best 4
		1	2	3	4	5	6	7	8	
1	Noll	8	9	9	9	-	-	-	9	36
2	Allen	7	8	6	5	-	-	-	6	27
3	Luchaco	7	6	-	5	-	6	-	6	25
4	Underkofler	-	8	8	-	-	-	-	-	16
5	Kopl	8	-	-	-	-	-	-	6	14
6	Terrenoire	-	-	3	3	-	4	-	5	12
7	Rogers	-	7	-	-	-	-	-	-	7
8	Anderson	-	-	-	-	-	-	-	4	4

None of these races could have taken place without the help from many club members who handled the jobs of starter, pylon judges and lap counters. They were even there for the races that were cancelled due to unsatisfactory weather. I apologize for not keeping an accurate record of all the helpers and so I will not name them since I may forget someone. But they were always there to help when asked and not a single race was cancelled or delayed due to insufficient help. Thanks from all the racers.

By the looks of how some of our new members are progressing I would expect to see some of them on the race course next year. The planes are easy to build and with our AGS rules the investment is minimal. So give it some thought over the next few months and build a racer for next season. And I know there are some other good flyers out there in our neighbor clubs who could hold there own with most of us. We should try to get more outsiders next season than just good old Dan Luchaco from the Valley Flyers in Sayre, Pa.

FALL FLOAT FLY '94 - by Bob Noll

This years float fly at Greenwood Park was our best attended and saw more flying then any previous event. We were privileged to have many great flyers and planes on the water and drew from as far away as Buffalo and Newton, NJ.

I thought it would be interesting to those club members who could not attend to read about some of the planes that were there. My primary reason being that with such a variety, there may be a plane on the list that catches your fancy and might get you excited about flying from the water next year when we host another such event. You will also note that there were many primary and secondary trainers that make great float planes. I heard someone from Rochester say that their club (RCCR) encourages members to keep their trainers and put floats on them after they progress to more advanced designs. Not a bad idea at all.

So here is a rundown on some of the people and planes that I was able to get info on. I didn't get to speak to all of the thirty flyers who attended but this is a good cross section.

John Gilbert, Newton, NJ - scratch built DeHaviland Beaver of his own design, Magnum 2.5 for power at 26 pounds, floats designed by Herb Kircher published in RCM.

Tom Messing, Buffalo, NY - Ace Sea Master 120, ST 2500, weight 22 lb. Ace Baby Sea Master, K&B .28, 3 1/2 pounds.

Andre Blanchard, Greece, NY - Kadet Sr., K&B .65, 9 lb, BJ floats (balsa sheeted foam).

Tim Roske, Troy, NY - scratch built DeHaviland Beaver, HP .49 4 cycle, 7 lb, home build balsa floats.

Art Terenzi, Rochester, NY - Goldberg Cub, OS 70 Surpass 4 cycle, Goldberg floats, 8 1/2 lb.

Scott Miller, West Henrietta, NY - Goldberg Cub with Super Cub cowl, OS 70 Surpass 4 cycle, Goldberg floats, 7 1/2 lb.

Paul Weigand, Greece, NY - Northstar, ST .61, 7 1/2 lb. Powerhouse, Webra .61 blackhead, 13 lb. with lots of batteries for 3 navigation lights, 2 landing lights and 180 other lights throughout the entire plane and floats. This was one of the planes that flew at the night fly Saturday evening and it was a thing of beauty.

Dick Parshall, Bloomfield, NY - Kadet Sr., OS .75 4 cycle (old), scratch built floats.

Jason Franz, Rochester, NY - Super Sportster 60, ST .61, plastic floats of unknown origin, 8 1/2 lb.

Mike Hatch, Rochester, NY - Goldberg Cub, OS 70 Surpass 4 cycle, Goldberg floats, 9 lb. Northstar, Rossi .45, 7 1/2 lb.

George Steger, Rochester, NY - Laker flying boat by Balsa USA, ST .61, 9 lb.

Randy Meyers, Spencerport, NY - Goldberg Cub, OS 91 Surpass 4 cycle, Goldberg floats, 9 lb. Goldberg Eagle, Fox 50, scratch built floats, 7 lb.

Ben Richmond, Oneida, NY - Phaeton Bipe by Balsa USA, OS .61, plastic floats.

Alan Hoffman, Johnson City, NY - Florio Flyer 40, Enya 45, Northeast Hobbies floats.

Jim McBride, Rochester, NY - Scientific Mercury, Saito 45 4 cycle, scratch built balsa sheeted foam floats.

Dave Favreau, Holley, NY - Goldberg clipped wing Cub, Goldberg floats, Saito .65 4 cycle.

Mike McGrath, Rochester, NY - Sig Senioretta, OS 40 Surpass 4 cycle, reduced size Goldberg floats, 100 lights in wing for night flying. Northstar, OS 1.20 4 cycle.

John Butch, Binghamton, NY - Swizzle Stick with deBolt Champ wing and double fin, OS .48 Surpass 4 cycle, EZ floats.

In addition there were seven AGS members who flew as follows;

Terry Terrenoire (contest director) - RC Special, OS .48 Surpass 4 cycle, Bridi Super 40 floats.

Yi Shen - Kaos 40, Enya .40, Jerry Skreckoski floats (I remember him).

Dick Allen - Bridi Vagabond, Enya 45X, Beaver floats from Sayre.

Tim Rogers - Pysmeof, ST .40, ARF floats from Japan.

Jim Pecha - Goldberg Cub, OS .91 Surpass 4 cycle, Goldberg floats.

John Cioci - Big H-Ray, YS .45, ARF floats from Japan.

Bob Noll - Aeromaster, Enya .80 4 cycle, scratch built balsa sheeted foam floats.

Besides seeing the air full of planes all weekend long, the high speed simultaneous passes by the Northstars and just some nice touch and goes, the highlight of the weekend, at least for me, was the night fly Saturday evening. Both Paul Weigand and Mike McGrath entertained a shore full of spectators when they took to the evening sky aided only by the light on their planes. Now I have seen both of them night fly in previous years but that was with only several navigation lights on wing tips and tail. However this year was a bit more special when they lit up the air with hundreds of small lights inside their transparent Monokoted planes. This was neat stuff and I immediately put my order in for 200 lights so I can play the same game. Mike left me fly his Seniorette and it was very easy to distinguish its direction and orientation at all times. The reflection of the lights on the calm water during low passes was beautiful to see.

By the way, the club with the greatest representation was the RCCR, Radio Control Club of Rochester, as they represented about one third of the flyers and almost half of the planes in attendance. This gang loves to float fly and have been some of our greatest supporters every year. They filled up almost an entire camping area at the Greenwood campgrounds as well as several members at local motels.

Is This Club Great or What!

by John Roberts Jr.

Speaking on behalf of the 6 new Club Members from the Roberts Clan, I would like to thank everyone for a really great flying season. The AGS field for us was a summer vacation complete with helpful and friendly club members. We can't thank you guys enough. Everyone, without exception, would go out of their way to give us a helping hand. I was especially taken by the way you go that extra mile for the younger members. Now my three sons Eric (Kadet), Brian (Cub), and Tim (Spitfire) are independent fliers with their father/financier watching and biting his nails less and less with every sortie. Together with my "ultimate brother" Dave and our father John Roberts Sr., we would like to say "Thanks for a Great Flying Season Club AGS!!!".

Program for November 15 Meeting

This is it!

THE ANNUAL AGS AUCTION

AUCTIONEER: JOHN MROZINSKI

Bring your RC goodies and turn them into cash.

AUCTION RULES

1. All transactions are between seller and buyer.
2. AGS does not receive a percentage.
3. Seller has the option of bidding. (seller does not have to sell if bid is too low.)

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