



ESTABLISHED 1954

The CONNECTOR

Newsletter of the Aeroguidance Society, Inc.
AMA Chartered Club No. 441

Volume #47 Issue #7

May 2002

Meetings of the AGS are held the 3rd Tuesday of every month at the Vestal American Legion, Changes to time or location will be noted in this newsletter. Business meeting at 7:00 P.M., program to follow.

The Prez Sez
Rick Allabaugh



New E-mail Address

Yes, I'm still employed by Delta Engineers, but instead of getting club related business at work, I'd rather get it at home. My new e-mail address is rcallabaugh@stny.rr.com

Field Safety

Now that the field is officially open, it's time for all of us to think safety. Get familiar with the club safety rules. Most importantly, if you notice a member doing something unsafe, tell them. (Oh man... I sound like my mother...). At the next meeting, I'm going to ask Art Riegal, our Safety Officer, to take a few minutes and go over our club rules.

Capping Membership?

This is a subject that the Board has talked about in passing. To be honest, we started to talk about the pros and cons with doing this, but we really haven't put much thought into it. Within the past few weeks, I've had a few members ask me why we don't cap our membership. I really don't have an answer either for or against it. So, I'm once again looking for your input. By the middle of the summer, we will be very close to 90 Members (both Associate and Regular). I'd like to take a few minutes at the next meeting and discuss this. With input from you, the Board will have a better idea of where to begin and which direction to go in.

Speed Limit

Please remember to keep your speed limit down around 10 mph by the Allen's house at the bottom of the road. In the event you start up the hill and realize you forgot something, DO NOT try to back down the hill. Instead, go up to the gate and use the turn around area we set up. Let's all try to avoid the problems we had last year... (Oh man... Now I sound like my dad...)

Kit / ARF Reviews

There were a lot of winter projects at project night. I still encourage members to write product reviews on planes they've built and have it published in The Connector. It may help that member who is interested in building their next giant scale, aerobatic, scratch built or electric airplane.

In This Issue

- The Prez Sez*
- Meeting Minutes*
- From The Editor*
- Membership*
- Field Report*
- Aerobatic Primer*

Finesse Update...

What can I say? The pizza, wings and beer for the Aerobatics group are on me. (I'll be getting the formal invitations out soon... and I want to see Frank Gioffredo eat some "suicidal" wings instead of those wimpy "mild" wings...) I tried, but I'm only about 75% complete. I might have missed project night, but I hope to have it complete, minus paint, by the next meeting.

**THIS MONTH'S
RAFFLE IS A
\$50
GIFT
CERTIFICATE
TO
GJ'S**

**The Aeroguidance
Society, Inc.
P. O. Box 39
Vestal, NY 13850-0039**

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VICE PRESIDENT:
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(D-J)

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(K-M)

BD. MEMBERS AT LARGE:
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(N-R)
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(S-Z)

Committee Chairmen

ROAD REPAIR
Ed Helinski 729-3252

MEMBERSHIP
Tony Cammarata 754-0209

PROGRAM
Frank Gioffredo 748-9858

ACTIVITIES
Bob Noll 754-5279

FIELD
Todd Kopl 687-7424

HISTORIAN
Jerry Roscoe 754-1550

PUBLIC RELATIONS
Terry Terrenoire 748-8146

LIBRARIAN
Steve Hermanovitch 648-9801

SOUND
Tom Kopl 748-2933

SAFETY
Art Riegall 785-2055

EDITOR
Bill Oltmer 785-4631

AGS Board Meetings

Board meetings of the AGS will generally be held monthly on the Monday of the week following the general membership meetings and are open to all members who wish to bring business to the board. Please contact our President prior to the meeting to notify him of your interest and to get the location of the meeting.

May 2002 Field Report

***By Todd Kopl
Field chairman***

I'd like to start off by thanking the entire crew that showed up on April 27 for field clean-up day. We were blessed with a picture perfect day for the activity and started off with a fantastic breakfast served up by Terry Terrenoire and Jim Quinn.

I'll never manage to list everyone who participated but will mention the noteworthy tasks that were completed:

- The outhouse wall was replaced and painted
- Main (big) pavilion roof shingles were repaired
- The tractor was retrieved from my house (Thanks Bob Frey & Doug Breneman)
- The AGS signs were hung
- The flight center was re-established
- The control line circle was mowed (by hand)
- The road was patched

As Field Chairman I will apologize and take any 'heat' for the delay in getting the tractor/mower repaired on time. You will notice the first two weeks on the mowing list have been crossed off due to lack of mowing equipment. Personally, I worked on repairing the radiator leak and other miscellaneous tractor maintenance and I'd like to thank Frank Gioffredo and all who have assisted him with the mower repairs. We ran into a problem finding a critical mower part that has delayed getting it fully repaired. The problem appears to be solved for now and a back-up plan exists should it fail. I have heard a lot of talk about the possibility of replacing our mowing equipment. My two cents are: the existing tractor has served us well for a long time and continues to run well. The mower does have some worn out parts but overall is in good condition. As was pointed out to me several years ago, the beauty of the flail mower is the large heavy roller that continually rolls the field each time it is cut. Giving this up could result in inferior field grooming. The entire 'rig' is not worth much \$ in comparison to what it would cost to replace. I suggest we keep using it and save our money until replacement all but becomes a necessity.

Lastly, I was pleasantly surprised by the number of folks who signed up to mow. The list is nearly complete with a few spots left to fill. I'd also like to thank Bob Jennings for circulating the list in my absence. With any luck the mowing list should appear in this issue.

Enjoy the field this season and most importantly be SAFE!

The CONNECTOR is prepared on a Personal Computer. Submissions are happily accepted by E-mail at agsnewsletter@stny.rr.com or on 3 1/2" diskette as ASCII or text files. Please send material to the editor Bill Oltmer, phone 785-4631.

AGS On-Line

* **Bold type** indicates additions or changes to e-mail address

AGS WEB SITE

<http://pages.prodigy.net/lkaras/AERO/>

AGS PICTURES

AGS NEWSLETTER

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If your name does not appear or is incorrect on the AGS ON-LINE please contact the editor and it will be updated for the next issue.

AGS Events

All events are at the AGS Field unless noted otherwise

May 8,15,22,29 5:30 PM

AGS Flight School

May 11,18,25 ——— AM

AGS Flight School

May 21———— 7:00 PM

AGS Meeting
Vestal Legion

May 21———— 7:30 PM

AGS Program
Vestal Legion

May 28———— 6:00 PM

AGS Quickie 500
Race

June 1 ----- 9 AM

Aerobatics Primer

June 1,8,15,22,29 AM

AGS Flight School

June 4 ----- 6 PM

STRC Race #1

June 5,12,19,26 5:30 PM

AGS Flight School

June 25 ----- 6 PM

STRC Race #2

Subscriptions to

"THE CONNECTOR"

can be obtained at a minimal cost of \$8.00 annually by contacting the editor.

THE WONDERFUL WORLD OF ZAGI

Spring Cleaning at the AGS airport started off with a superior breakfast hosted by Terry Terrenoire. Thanks Terry! That gave us the fuel to get the flying site, rest room, road, pavilions, roof, etc. in good order. By 12:00 the sun was shining, the temperature was rising, the winds were subsiding and ZAGI Days were about to begin.

Jerry Roscoe was the first to put his Zagi in the air. Jerry's Zagi has seen its better days and the fractures in the foam and the flexing in the wing made Jerry's Zagi difficult to fly. Jerry wisely withdrew from the day's competition for safety concerns. Bob Frey flew what he believes to be the oldest Zagi in the AGS. Bob also decided not to enter the fun competition. It came down to Bob Noll, Terry Terrenoire, and Jim Quinn aka Zim Zuinn for the racing day.

In the first heat both Terry and Jim's Zagis had bad launches and landed abruptly. They were quickly put back in the air, but Bob Noll had already motored two laps by the time the other two Zagis were up to speed. As in all of our Zagi races there is only one scatter pylon. The second pylon is directly in front of the pilots. It makes cutting pylon two virtually impossible because it is right in front of the racers. The first pylon, however, is another story. Remember on the last race day your ZagiMaster had five cuts in the first six laps of his 12 lap race to officially complete the required 6 laps and additional penalty laps for cuts. Well the cut gremlin was at work again for the first heat on April 27th. When the pilots thought the race was over and landed the cut counters at the scatter pylon came back to the pits to announce numerous cuts that the fliers and starter, Matt Struck, did not hear. One lap had three cuts! All three pilots cut the same pylon on the same lap! How's that for fancy flying!

When we finally got around to real racing in the rerun of heat one Bob Noll finished in first, Jim Quinn was second and Terry was third. Heat two was a copy of heat one, but with less cuts. Heat three was a very close race. Don "The Launcher" Stento arrived and joined in the fun by launching Terry's Zagi for the final heat. Remembering Don's great launching skills from the January 1st Fly I thought Terry would be at the first pylon by the time the other two planes got the throttle up to full power. The race was closely contested by all three racers. We finally figured it out on how to fly without cuts. Actually the cut callers at the scatter pylon were calling turns for us. They made our job really easy. As the race was moved past the half way point disaster struck. One of Terry's Elevons separated from the airplane. Now we all know what a great pilot Terry is. I have every confidence he could have made a safe landing with one elevator, or with one aileron, but one elevon... As Paul Harvey says, now you know the rest of the story. Zagis are tough, however, so Terry's Zagi will be back in the air very soon. Bob and Jim kept passing each other on every lap. When the checkered flag fell it was Jim crossing the finish line first and Bob was a micro second later.

This event concludes the Wonderful World of Zagi Winter Fun Fly Events. Thanks to everyone who flew or crewed for the five events held from January to April. In May we will have the MaxManu Zagi and in June it will be the 30/30 Zagi.

MAXMANU ZAGI:

Seven people were at the AGS airport for the May Zagi event. Jamie Arnold was there with his two beautiful daughters for moral support. Jamie flew Jim Quinn's Zagi for a few minutes as a warm up for the actual Zagi event. Art Riegal came to cheer us on. Matt Struck became the launcher supreme. Bob Noll and Jim Quinn were there for the competition.

Bob Noll thought we could easily do more than 15 maneuvers. So Jim Quinn took to the air with the wonderful launching arm of Matt Struck. Jim did 20 maneuvers. Remember after each maneuver you have to land and take off to do the next maneuver. This means Matt Struck launched Jim's Zagi 20 times! Now it was up to Bob Noll to see if he could do more. After 25 maneuvers Bob's motor sounded as strong as it did after his first maneuver. So the challenge was returned to Jim. Jim couldn't really get through the 25th maneuver so he landed and deferred to Bob as the Maximum Maneuver Zagi Champion. All in all Matt made 47 launches!

Our next Zagi event is the 30/30 Zagi, one flight for each of the 30 days of June. Remember, flights must be a minimum of one minute.

See you in the air.

Jim Quinn

MOB Spring Float Fly

The MOB will be holding its 2nd annual spring float fly at Cole Park in Harpursville, NY May 18th & 19th 2002. I would like to extend an invitation to all AGS members to come out and join us. Cole Park is about ten miles east of Binghamton, on Colesville Rd. Flying will be 9:30 AM to 5:00 PM both days. There is a \$8 landing fee for both days or \$5 for one day. Food and beverage will be available both days. Door prizes will be awarded to lucky participants. If you have a plane on floats dust it off and join us. If you don't have one, come and watch or fly one of your friend's float planes; it may inspire you to build one for the AGS float fly in the Fall. Bring the family. Have a picnic in the park. If you need more information or directions contact me, Brian Tyler @ 775-2980

MAY PROGRAM By Frank Gioffredo

Program for May meeting will be CENTER OF GRAVITY being presented by Ken Maroni, so bring your questions about where it is, where it should be, and where it will end up.

Also I would like to drop a little note in to thank all who attended the April meeting and for all those who brought such beautiful planes to show us. We put everyone's name in a bucket that brought a project and drew names at the end of the evening. The winners of a gallon of fuel were Jim Pecha, Mike Harris, Bob Noll, and myself. Thanks again to all who made the night a success.

Frank

**REMINDER
THE MEETING
IS AT THE
VESTAL AMERICAN
LEGION TUESDAY
MAY 21ST @ 7:00**

FLIGHT SCHOOL ROSTER

NAME	PHONE	DAY(S)	ROLE
Bob Balsie	748-1074	W-S A	S
Scott Blazicek	757-0148	W	S
Andrew Bullock	625-3793	W	S
Gary Cannon	766-9750	W	S
Jom Coolbaugh	754-0631	W	S
Paul Cushing	748-9033	W	S
Don Green	754-0087	W	S/H
Dave Merithew	648-3279	W	S
Charlie Pearsall	648-2869	W	S
E. Forrest Smith	772-0543	W-SA	S
H. Confer	648-5731	SA	H
Charles Lecher	687-3386	W	H
Dave Lewis	748-2513	W	H
Mike Lewis	625-3558	SA	H
D. Sperbeck	729-8104	SA	H
Bob Noll	754-5279	W	I Mode 1 or 2
Bill Oltmer	785-4631	W	I-H
Jim Pecha	723-3799	SA	I
Art Riegall	748-1074	W	I
Terry Terrenoire	748-8146	W-S	I Mode 1 or 2
Dick Allen			
Jim Quinn			

I:Instructor; S:Student; H; Helper SA: Saturday; W: Wednesday

Co-ordinator: Gib Vandling 785-6498; gvandlin@stny.rr.com

"Travelers Advisory."

May 18 Marcellus, NY
Aero Radio Club of Syracuse
Pattern Primer for Sportsman
and Intermediate Aerobatics
Marcellus Airport - 9 AM

May 18-19 Nathaniel Cole Park
Float Fly hosted by the Modelers
of Binghamton (MOB) 8:30 A.M.
to 5:00 P.M. at Nathaniel Cole
Park

May 18th Hope, N.J.
6th Eagles Electric Fly-in

June 8-9
Endless Mountains Warbird Rally
at Zaveron Airport

August 3-4 Sayer PA.
Fun Fly Nats
Sponsored by Valley RC
Sayer PA.

**THE DEADLINE
FOR SUBMITTING
ARTICLES FOR
THE CONNECTOR
IS THE 1ST MON-
DAY OF EACH
MONTH**

AEROBATIC PRIMER

By Jim Quinn

With the great success of our first AEROBATIC PRIMER in the fall it was decided to host two events this year. The first AEROBATIC PRIMER will be on Saturday, June 1. We will begin with a seminar on setups and sequences at 10:00 AM. Lunch for all contestants will be served at noon and the Contest will start immediately after lunch.

The AGS airport has been prepared for safe flying. All winter barriers, etc. have been removed so now is the time to begin practicing. There is a new sequence in all classes this year; this includes the Sportsman Sequence, which is what we will fly on June 1. If you would like to try your hand at Precision Aerobatics this is a great opportunity. You don't need the most sophisticated equipment to compete. What you need most is a desire to fly your airplane in a more precise way and fly maneuvers "on demand". Remember this event is for beginners, so mark your calendar and start practicing.

The Aerobic "Box" is a rectangular segment of air 150 meters long by 150 meters high by 150 meters deep. All maneuvers are done within that defined space of air, so when you are practicing keep this in mind. All maneuvers are either centered in the middle of the box or turn around maneuvers done near the ends of the box. Any portion of a maneuver done outside the box is not scored. Scores range from 10 to 0 and are multiplied by a "K" factor. (Degree of difficulty)

The maneuvers: Straight flight is exactly that. The airplane does not climb or descend; it does not roll or yaw right or left. It lasts about 100 meters. The Half Reverse Cuban Eight is a pull to the 45 up line ½ roll and a 5/8 loop back to level flight. The Half Cuban Eight is 5/8 loop to the 45 down line with ½ roll back to level flight. The two inside loops should be circular and superimposed on each other. The Two point roll is ½ roll a pause and another ½ roll back to level flight. A Stall Turn finds the airplane pulling to the vertical up line having the airplane stall and return down the same line with an equal radius pull out as entrance radius. The Cobra is a pull to the 45 up line and a push to the 45 down line. The apex of this maneuver should be at the center of the aerobic box. An Immelmann Turn is ½ loop followed immediately by ½ roll. The Split "S" is just the opposite of the Immelmann. You begin with ½ roll followed immediately by ½ loop. The Double Immelmann is actually ½ loop, a brief segment of inverted flight, then the other ½ loop back to level flight.

There is one major secret to a successful aerobatic pilot's flying. *Burn fuel!* The other secret to success is *Burn more fuel!*

I will be delighted to help you practice, just give me a call.

Southern Tier Racing Contest Pylon Races

By Terry Terrenoire

June will see the first two STRC pylon races at the AGS field. Tuesday the 4th and Tuesday the 25th.

I will be passing around a signup sheet for helpers at the May meeting. I would like to be able to get away from having to make 50 phone calls the night before each race. Please, if you sign up, put the dates on your calendar and plan to be there. I fully understand that not everyone can, or would want to be, at EVERY race but it will make the job of the organizers a lot easier if you would call us if you cannot make it. That way you make one call rather than us making 50. We will continue to have dogs, chips, and maybe some burgers for the workers following each evening's racing. Just a little incentive, and thank you from the racers!

MEMBERSHIP REPORT

**Membership Chairman:
Tony Cammarata**

During the April meeting we added two new full members. They were Scott Balazick and Jordan Adams. Congratulations to both of you and welcome to the fold. I am sure that you will both be a credit to the AGS. Now, for the Month of May. We have another three candidates to vote on Mathew Snow, David Merithew and Jamie Arnold. Jamie is a former member who left in good standing and is rejoining our club.

Remember: Safe Flying is no accident.

George (and Phoebe) Brooks Retirement Party
By Rick Allabaugh

On March 27th at the Vestal American Legion, approximately 84 people attended the retirement party for George and Phoebe Brooks. Members from the Mob, AGS, Valley RC, Binghamton Aeros and a club from Syracuse were in attendance. We also had some special guests: Dave Mathewson (AMA District II VP) and Walt Throne (owner of Walt's Hobby Shop in Syracuse, NY).

The evening started out with a short social period followed by our own Jim Quinn giving the blessing prior to dinner being served. Once dinner was over, Bob Noll emceed the roasting of George. Everyone who spoke had funny stories to tell and kind words to say about him and Phoebe. There were so many things said and done, that it would be impossible to repeat them all for those who did not attend. But, below are a few of the highlights:

- Joni recited two very funny poems she wrote about George and his keen sense of business practice... (Like buying floor cleaner from an attractive sales woman...)
- The MOB presented George with a wall clock with the MOB emblem on it.
- The young kids of the Twin Tier who visited the shop presented Phoebe with a bouquet of flowers and a large bag of lolly-pops to replenish the ones she handed out all those years.
- Walt Throne spoke about the earlier days with George and his influence on Walt and helping him set up his own hobby shop.
- Dave Mathewson presented George with a Certificate of Appreciation from AMA thanking him for his many years of service to the RC community.

Approximately \$3 from every ticket went towards a nice gift for George and Phoebe. With the money we raised, we were able to get them a very nice Waterford crystal punch bowl with matching candlestick holders.

My thanks to all of those involved....

AGS Meeting #657 04/30/2002

The meeting was held at the Vestal Public Library and called to order by President Rick Allabaugh at 7:00 p.m. Present at the meeting were approximately 53 members and 8 guests.

Minutes:

Approved as published in the Connector.

OFFICER REPORTS:

President's Report: (Rick Allabaugh)
Nothing to report.

Vice President's Report: (Jim Pecha)
The Board minutes for both March and April were read.

Secretary's Report: (Doug Breneman)
Nothing to report.

Treasurer's Report: (Ken Maroni)
The Treasurer's report was given and accepted.

COMMITTEE REPORTS:

Membership: (Tony Cammarata)
Two Associate Members, Scott Blazicek and Jordan Adams, are to be voted on for Regular Membership.

Program: (Frank Gioffredo)
Nothing to report.

Activities: (Bob Noll)

All activities are in *The Connector*.
Zagi Days (Jim Quinn) - Zagi pylon races were held after the field opening. It was a great time. 5/01 will be the max maneuver - see how many maneuvers you can do on one battery charge doing only one maneuver per takeoff and landing.

Historian: (Jerry Roscoe)
New pictures are on the web site. Please see the URL mentioned elsewhere in

The Connector. If you have pictures of George's retirement, please see that Jerry gets a copy or he can scan them in for the web site. Please take pictures this summer. Jerry will not be at our activities during the next few months and will appreciate any pictures that you can provide.

Public Relations: (Terry Terrenoire)
Nothing to report.

Librarian: (Steve Hermanovitch)
Nothing to report.

Racing: (Art Riegal)
A full flight crew showed up for the first AGS pylon race. Unfortunately only two racers were there at race time. This race was canceled.

Sound: (Tom Kopl)
Nothing to report.

Safety: (Art Riegal)
Nothing to report.

Road Maintenance: (Ed Helinski)
Nothing to report.

Field: (Todd Kopl)
The mowing list was passed for members to sign up to mow. If you were not able to sign up, please do so at a future meeting. Thanks go to all those who were able to help with the field opening. The tractor has been repaired. The flail mower needs a couple new parts and the blades sharpened.

Editor: (Bill Oltmer)
Nothing to report.

Flight School: (Gib Vandling)
Flight School starts May 8th on Wednesday nights and Saturday mornings. Please sign

up as an instructor, student, or helper. You need to have your plane inspected prior to flight school.

UNFINISHED BUSINESS:

Frequency Alert: (Bob Noll)
All flyers need to have their transmitters checked to ensure there is no interference on adjacent channels. All transmitters that were checked at the field opening and at the general meeting were within specifications with the exception of two AM transmitters. The owners of these transmitters were advised to get the pins for the adjacent frequencies when flying.

NEW BUSINESS:

Vote on candidates for membership:
Jordan Adams and Scott Blazicek were voted into Regular Membership.

Miscellaneous:

- Our club received its Gold Leader status again. Thanks go to Terry Terrenoire for filing the appropriate forms.
- Terry has made direct contact with the person who does the maintenance of our road from Verizon. This information will be given to Ed Helinski.
- Some trees were trimmed along our road due to their infringement on some overhead wires.
- Terry still had some clamps for sale for \$1.

Show and Tell:

No Show and Tell on Project Night.
Project Night winners: Bob Noll, Mike Harris, Frank Gioffredo, and Jim Pecha. Each received a gallon of fuel.

PROGRAM: Project Night

AGS FLIGHT SCHOOL 2002

By Gib Vandling

Each year the AGS conducts a flight school for members who want to learn to fly. This year the flight school will run on eight consecutive Wednesdays and Saturdays beginning on May 8. Members who want to attend flight school are asked to sign up and indicate their preference for Wednesday and/or Saturday. You can call the flight school coordinator Gib Vandling [785-6498] with your name, night, and phone number. Leave a message on the answering machine if you like.

Student Responsibility

Flight school students are not assigned a specific instructor and instead are asked to call an instructor from the flight school roster and make an appointment for instructions. To balance the instructor's load, students are encouraged to not always call the first instructor on the list and instructors are encouraged to suggest a student try another instructor when they would otherwise have too many students for a particular session.

Airworthiness

Prospective students are required to have their plane inspected for airworthiness and correct any deficiencies BEFORE they start training. Don't wait until the last minute.

In addition it is desirable for those with new engines to break them in and have them adjusted BEFORE taking instruction. Helpers will assist you with this at our flight school.

Indoctrination

Bob Noll has agreed to give a field and flight school introduction starting at 5:30 p.m. on Wednesday May the 8th before flight school that night. It is recommended that Saturday students attend if they can.

Coming Activities

by Bob Noll

Celebration of Flight - July 6

This is the name given to our annual intra-club contest. This year's event is scheduled for Saturday, July 6. Rick Allabaugh is the event director and will be providing details in next month's newsletter. I'm sure Rick will be planning a fun day with events for everyone and most any type of plane. Last year all pilots went home with their arms full of prizes.

FROM
THE
EDITOR



With my career as a quickie racer over for this season, yes a minor mistake with no altitude to spare left the plane buried in the middle of the runway. Art Riegal, Safety director was quick to point out that like in golf you must replace your divots. Boy did that plane leave a divot.

I have also decided to end another career, that being the Connector editor. This is a paid position in the club and I recommend it highly. I will finish out this term and gladly assist the new editor with all the technical stuff. If you are interested in this position please feel free to contact me with any questions.

See you all at the field

Bill

Frequency Conflict Concern

By Bob Noll

Jim Quinn and I have had a very productive meeting on 3/16 with Dan Williams, AMA District 2 Frequency Coordinator, and John Pike, a representative of the group that flies at Steve Faber's flying field. The purpose of the meeting was to solicit technical support and advice from AMA regarding our efforts to work with the Steve Faber group.

The meeting revealed that AMA would provide a 'glitch counter' and test procedures that we will use in concert with Steve Faber's group to determine if there is a definite interference potential between our two flying sites. This testing is planned for mid May.

John Pike and Greg Hoffman provided us with the channels used at the Faber field. These are **00, 02, 04, 06, 13, 21, 22, 26, 32, 34, 36, 38, 42, 49, 52, 54 and 56.**

Cancellation of AGS Meetings: In the event of poor weather, listen to the radio or television for local closings and cancellations. If Broome Community College night classes are cancelled, then the AGS meeting is cancelled.

Aeroguidance Society Inc.

FIELD RULES

(Revised 04-08-98)

These rules have been developed to ensure the safe and enjoyable use of the AGS flying field and to preserve good relationships with neighbors. Failure to follow these rules may result in restriction or suspension of flying rights by the AGS Board of Directors.

SAFETY:

1. Obey the official AMA Safety Code.
2. Children and unauthorized persons are not allowed in the pit area.
3. Do not fly over the pit area, parking area or, if in use, the pavilion or playground areas.
4. Be certain the runway is clear before takeoff and landing.
5. Do not taxi in the pit area.
6. Engines must be equipped with a spinner or safety prop nut.
7. Warn bystanders not to stand in line with a rotating prop.
8. Avoid flying close in when the field is congested.
9. No more than four powered aircraft may be flown at the same time.
10. Do not operate the tractor or other power equipment alone.
11. Flying is not allowed over the tractor when it is in operation.
12. It is strongly recommended that you do not fly alone.
13. Drive slowly on the access road, especially near houses.
14. Do not fly in a manner that could be hazardous to others.
15. A majority of flyers present at the field must at all times designate which runway is "active" and which is the "alternate" in an ongoing manner dependent upon wind direction. Runways will be referred to according to conventional airport designation which means they are numbered according to their compass heading. The runways are 6 (six) - 24 (two-four) and 15 (one-five) - 33 (three-three).
16. When entering a runway, taking off or landing, pilots must first make a loud and clear announcement of their intention to proceed and then wait for any objections before doing so. Flying dead stick or having radio or flying problems must also be announced to all other pilots.
17. A majority of those flyers using the "active" runway will designate the direction for takeoffs and landings in accordance with the direction of the wind. Suspension of the wind direction rules on the "active" runway may only occur when there is a unanimous consent from all other pilots present prior to each flight.
18. The wind direction rule will not apply to the "alternate" runway. This means that cross-runway take-offs are allowed on the "alternate" runway only.
19. When the "active" runway is in use by multiple fliers, it shall be limited to normal take-off and landing type maneuvers. This rule can be waved if all fliers agree before the flight that close in maneuvers over the "active" runway are OK.
20. Announcement of intention to use the "alternate" runway must be made prior to each take-off and "end of flight" landing.
21. Do not fly or taxi across the "active" runway when using the "alternate" runway. Suspension of this rule may occur when there is unanimous consent from all other pilots present prior to each flight.

FREQUENCY CONTROL:

1. Transmitters and receivers (except 27MHz and 53MHz) must be certified as meeting AMA narrowband requirements for 20KHz channel separation.
2. Do not turn on your transmitter unless you have placed your current AMA card in the correct location on the frequency board and have attached the pin for that frequency to your transmitter.
3. Try to maintain a distance of at least 20 feet from other active transmitters when operating your transmitter, particularly if you have the antenna extended.
4. Retract your transmitter antenna when not in use.
5. Transmitters must display their operating frequency per AMA rules.
6. Idle transmitters must be impounded if any flier so requests.
7. Remove your AMA card and return the frequency pin promptly after each flight.

GENERAL:

1. You must be an AMA member to fly at the AGS field. Non-AMA members are allowed to fly on a one time basis on a buddy box with an AMA member.
2. Do not run aircraft engines before 9 AM or after 9 PM.
3. Do not direct prop wash or exhaust at others or their equipment.
4. Perform any prolonged engine running at the west end of the pit area.
5. Be sure to lock the gate if you are the last to leave the field.
6. Don't leave trash at the field.
7. The maximum sound level allowed is 96 db on the A weighted scale measured at 9'. New engines must be tested and, if necessary, corrected promptly.
8. Please be courteous to others at all times.

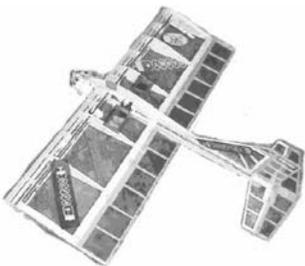


30th Annual AMA Sanction #02-0344

COMPETITION FUN FLY HOBO MEET

Help us celebrate 30 years of Flying Fun !
Sat. & Sun. JULY 20-21, 2002

9am to 4 pm
VRCMC FIELD
ROUND TOP PARK
RT. 220, Athens, Pa.



NCFFA and FUN FLY EVENTS
AMA/MAAC Membership Required

Trophy & Merchandise Awards
Free Camping and Saturday Picnic Supper

~VRCMC Members do not compete~

For information – send s.a.s.e. to
Valley R/C Model Club – Dan Luchaco
605 Stevenson St. Sayre, PA 18840

(570) 888-1856

email pafflyer23@stny.rr.com



**National Competition
Fun Fly Association**

47th Annual Precision Aerobatics Contest

by Bob Noll, Contest Director

By now all of you should have your calendars marked for this year's edition of the largest pattern contest in the Northeast. Yes, it's July 13 & 14 and time once again for the AGS to continue its proud tradition for the 47th consecutive year.

Prize request letters and contestant mailings are in the mail. Staffing is under way and I will be circulating a sign-up list again at the next meeting.

Last year over 40 club members joined forces to host this event and as a result the workload was very evenly distributed. Besides, it's a great time to get to know your fellow AGS'ers a little better and to enjoy the fellowship that events like this can bring.

There are jobs for everyone, for those with past experience to the newest of our members. You will see, up close and personal, some of the top aerobatic pilots in the Northeast and Canada and will have the chance to see the planes and equipment that are being flown by the champions.

Club members that help at the contest will be allowed to compete in any class of competition. This will afford some of our members the opportunity to try their hand at pattern competition without having to travel outside the area. Visit the National Society of Radio Control Aerobatics (NSRCA) website at <http://www.nsrca.org/> to find the maneuver schedules. We run all AMA classes, Sportsman, Intermediate, Advanced and Masters as well as the FAI class. New aerobatic pilots generally fly in the Sportsman class and the maneuvers in Sportsman are quite simple and a trainer airplane can be very competitive.

Saturday evening we will be having a chicken BBQ at the contest site so plan to attend this event and enjoy the open flying that will follow the competition.

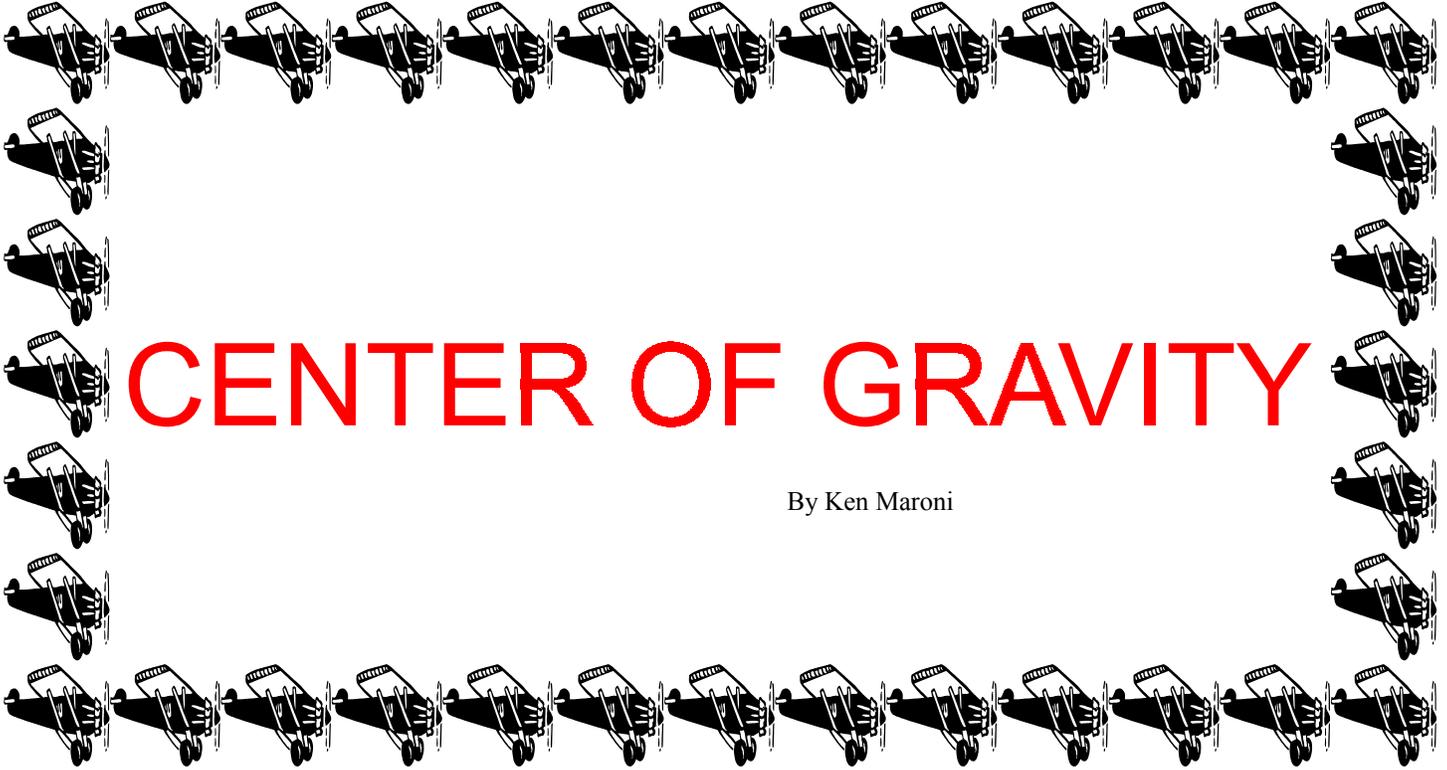
So if you haven't already done so, mark your calendars for July 13 and 14 and plan to be at the Blue Swan Airport in Sayre, PA for the AGS Annual Precision Aerobatics Contest!

Following is the Sportsman flight sequence taken from the NSRCA website. Each maneuver is assigned a difficulty, or K-Factor, which is shown at the right.

SPORTSMAN FLIGHT SEQUENCE

1	Takeoff (U)	K=1
	ENTER THE BOX	
2	Straight Flight Out (U)	K=1
3	Half Reverse Cuban Eight	K=1
4	Straight Flight Back (D)	K=1
5	Half Cuban Eight	K=1
6	Two (2) Inside Loops (U)	K=2
	EXIT THE BOX	
	ENTER THE BOX	
7	Two Point Roll (D)	K=2
8	Stall Turn	K=2
9	Cobra without Rolls (U)	K=1
10	Immelmann Turn	K=2
11	One Horizontal Roll (D)	K=1
12	Split "S"	K=1
13	Double Immelmann without Rolls (U)	K=2
	EXIT THE BOX	
14	Landing	K=1
	TOTAL	K=19

MAY PROGRAM



CENTER OF GRAVITY

By Ken Maroni

AEROGUIDANCE SOCIETY, INC.

P. O. Box 39

Vestal, NY 13850-0039