

# The CONNECTOR

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

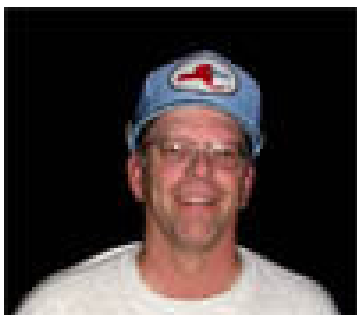
[www.aeroguidancesociety.org](http://www.aeroguidancesociety.org)

Volume #49 ..... Issue #8

August 2004

Meetings of the AGS are held the 1st Tuesday of every month at the Maine-Endwell High School, Changes to time or location will be noted in this newsletter. Business meeting at 7:30 P.M., program to follow.

*Terry Terrenoire*  
*The Prez Sez*



Gee! Where has the time gone? Two years have passed for the current administration, and in just one more month we will be "appointing" a new group of fellows to lead us into our 50th year anniversary. At the last Board meeting we recruited 2 more Board members, so we have 6 of the 7 positions filled for next year, and we find ourselves in the same boat as we were in 2 years ago, with no nominee for President. The by laws require the introduction of the slate of officers to be presented at the Sept meeting, to be voted on at the October meeting. This year, as last, we will propose the 5 candidates to be voted upon for VP, Sec, Tres, BMAL 1, and BMAL 2, then we will open the floor to nominations for President, and for any of the aforementioned positions.. If you have someone you would like to nominate for any position, please contact that person in advance, to make sure they are willing to accept the nomination.

Since this is a big year coming up, I am sure one of our veteran members will step up to fill in if we do not get a nomination from the floor.

As the days get shorter it will be increasingly difficult to get in a few flights after work, so those of us still in this position will have to relegate more of our flying to weekends, after the "honey-do" list is completed. Sure hope we get a few nice weekends.

We still have two major events on the calendar. The VR/CS gathering at our field will take place the weekend of September 4th. This will be followed by the Float Fly at Greenwood Park on the weekend of September 18th. Bob Noll and I are heading up the VR/CS Reunion, and Dave Lewis is taking care of the Float Fly. I will be doing the cooking for both events.

I just returned from a week of camping in the Adirondacks, on a lake. I put a set of floats on my Formosa, and logged 14 flights. The floats worked just great and I am anxious for all of you to see just how well it handles the water when we go to Greenwood. I just picked up another set of GWS floats to install on my new TigerMoth 400. Will be testing it at Greenwood. I have about 10 flights from land on it so far, but the floats will be new!

**STRC Race # 8 will start at 6pm**  
**See Page 7 for details.**

### *In This Issue .....*

*AGS Picnic .....Page 3*  
*Combat.....Page 5*  
*STRC Racing.....Page 7*  
*And much more!!!!*

### *Coming Events*

**Aug 28 - - - - - 12:00 PM**  
Annual Picnic  
AGS Field

**Aug 31 - - - - - 6:00 PM**  
STRC Race #8  
AGS Field

**Sep 4,5 - - - - - All Day**  
VR/CS Reunion  
AGS Field

**Sep 7 - - - - - 7:30 PM**  
Monthly Meeting  
Maine-Endwell High School

**Sep 12 - - - - - 4:00 PM**  
STRC Race #9  
AGS Field

**Sep 18,19 - - - - - All Day**  
Float Fly  
Greenwood Park

**Sep 25 - - - - - 9:00 AM**  
Combat Contest  
AGS Field

**Sep 26 - - - - - 4:00 PM**  
STRC Race #10  
AGS Field

**Oct 5 - - - - - 7:30 PM**  
Monthly Meeting  
Maine-Endwell High School

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

**PRESIDENT:**  
Terry Terrenoire 748-8146  
**VICE PRESIDENT:**  
Scott Blazicek 757-0148  
(A-B)  
**SECRETARY:**  
Bob Balsie 748-1074  
(C-G)  
**TREASURER:**  
Paul Cushing 748-9033  
(H-K)  
**BD. MEMBERS AT LARGE:**  
Charlie Lecher 687-3366  
(L-P)  
Brent Bryson 785-8253  
(Q-Z)

**Committee Chairmen**

**MEMBERSHIP**  
Rick Allabaugh 648-7983  
**PROGRAM**  
Bob Balsie 748-1074  
**ACTIVITIES**  
Brent Bryson 785-8253  
**FIELD**  
Open  
**HISTORIAN**  
Jerry Roscoe 754-1550  
**PUBLIC RELATIONS**  
Terry Terrenoire 748-8146  
**SOUND**  
Tom Kopl 748-2933  
**SAFETY**  
Art Riegal 785-2055  
**LIBRARIAN**  
Bob Nestoryak 748-2080  
**EDITOR**  
Peter Brayman pete@v-fib.net

**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.



*THE TREZ SEZ  
Paul  
Cushing*

I have a couple items to cover this month:

First and foremost, last month, I announced that I had placed the order for a 4 x 8 engraved brick at AMA Headquarters. I also showed an example of what it was to say. Immediately after *The Connector* was published, I was contacted by a club member who admonished me for having the incorrect date. The AGS was formed in the year 1954 NOT 1955 as I had ordered engraved on the brick. I have contacted the AMA and the correction has been made. So, it will now appear as:

AEROGUIDANCE  
SOC. EST. 1954

It may be several months before they get enough orders to send to the engraver, and then the weather in Muncie, IN will determine when the bricks actually get placed in the walk. When completed, the club will receive a letter notifying us that our brick has been set.

Secondly, the board asked me to give a short financial health report this month. I spent some time trying to pick a good date to use as a comparison. The difficulty in comparing two years is when events occur at different dates and monies have been advanced but the final tallies not received. I picked August 15 in both years and adjusted for the 2004 Annual Pattern Contest which we just had but I have not received all the reconciliation reports for.

In 8/15/2003, our account balance was approximately \$6,892.70

On 8/15/2004, our account balance is approximately \$7,068.92

Remember that these are rough numbers but we rode through last year when we had significant tractor repair expenses and this year we will be replacing the roof on the two buildings at the field (materials have not yet been purchased). All in all, we are maintaining our financial reserves (for unplanned emergencies) as planned and making some money through interest on our money market account..

**REMINDER  
THE NEXT MEETING  
IS AT THE  
MAINE-ENDWELL HS  
SEPTEMBER 7 @ 7:30 pm**

*The CONNECTOR* is prepared on a Personal Computer. Submissions are happily accepted by E-mail at ags@v-fib.net or on 3 1/2" diskette as ASCII or text files.

## AGS On-Line

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

### AGS WEB SITE

<http://www.aeroguidancesociety.org>

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Scott Wallace	wallaceaero@aol.com

# Aeroguidance Society Annual Picnic

## August 28

12:00 Flying  
4:00 Children's Crafts  
5:00 Kick Ball Game  
6:00 Hors d'oeuvres  
6:30 Dinner  
7:30 Campfire

### Costs:

AGS members	\$5.00
AGS Families	\$10.00
Guests	\$10.00

Reservations by August 24  
Call Jim Quinn 786-0995

## **AGS Meeting #685 August 3, 2004**

The meeting was held at the AGS Field and was called to order at 7:30 p.m. by vicepresident Scott Blazicek. Present at the meeting were approximately 30 members and no guests.

### **Meeting Minutes**

Approved as published in the Connector.

### **Officer Reports**

#### **Secretary's report:**

The board meeting minutes from July were read.

#### **Treasurer's report:**

The treasurer's report was given and accepted.

### **Committee Reports**

#### **Membership**

Don Shugard will be up for a vote on regular membership at this meeting. There were no guests at the meeting. The club welcomes a new associate member, Bill Bliss.

#### **Librarian Report**

The librarian was not present.

#### **Field**

People are asked to sign up for mowing assignments to fill out the rest of the year.

#### **Flight School**

Flight school has been completed and several students soloed. Don Green led the student group that put on the Instructor Picnic.

#### **Program**

The program will be given by Bob Noll and will discuss the proper

techniques for setting up and adjusting a model airplane engine.

The program for September will be **The GAU-8 Cannon used on the A-10.**

### **Old Business**

#### **Annual Pattern Contest**

Our annual Pattern contest will be held August 7<sup>th</sup> and 8<sup>th</sup> at the former Blue Swan airport. Bob Noll is still in need of help, so contact Bob if you can assist.

#### **Aerobatics Primer**

The Aerobatics Primer did not take place because of high winds.

#### **New Field Safety**

Frank Gioffredo brought the frames for the new pilot barriers to the field. A few of the members thought that they were too tall to be practical. The barriers still need to have the netting installed on them.

#### **Next Board Meeting**

The next board meeting will be held at Brent Bryson's house on August 9<sup>th</sup>.

#### **Activities**

The annual **Breakfast Fly-in for C.H.O.W.** will be held August 14 at 9:00 am. Please bring a food or monetary donation.

The next two **STRC Races** will be held on August 10<sup>th</sup> and August 17<sup>th</sup>.

The **Annual AGS Club Picnic** will be held August 28<sup>th</sup>. Cost is \$10.00 per family, \$5.00 per individual member, or \$10.00 per guest.

Jim Quinn will send out an email with details to all club members. You will need to call Jim personally to let him know if you are planning on attending.

The **Combat Meet** will take place September 25<sup>th</sup>.

### **New Business**

#### **New AGS Regular Member**

Congratulations to Don Shugard, who was voted into regular membership status at the meeting.

#### **Greeting Card for Ill AGS Member**

Steve Bard has a greeting card for one of our members who is ill. Please see Steve and sign the card.

#### **Show-N-Tell**

Gib Vandling showed his electric *Tiger Moth* and *PT-17*.

Jerry Roscoe showed a combat plane wing which had been covered with "Rip Stop" polyester fabric. It doesn't look pretty, but is very strong.

Tony Cammarata showed a photo of his *Summit* model. He also showed a new fuel filter which did not have any filter screen in it. The moral? Always check your filters to be sure that they have all of the necessary parts.

### **Program**

**Setting Up Your Model's Engine**  
by Bob Noll.



## ***Attention!***

**Field Speed Limit: 10 mph**

Now that flying season is in session, watch your **SPEED** on the road to the field. Keep it around 10 mph or less.

## Combat News

Jerry Roscoe

The club has received AMA sanction for the combat event on Saturday 9/25. This is the only other club event besides the aerobatic contest that is a national AMA sanctioned event. This event isn't the magnitude of the aerobatic contest but we do need help to make it run smoothly. A few people have already signed up to help but we need a few more.

The jobs are real easy and it's a lot of fun to watch R/C aerial combat (if you haven't seen it before, it's a little different than the aerobatic event).

If you can help, please contact me at 754-1550 or at

jerryroscoe@yahoo.com.

If you can't help, please pray for good weather on that Saturday. Last year we flew in some of the strongest winds of the year.

In an attempt to get the word out to some other combat pilots, I attended the Tufflight Combat meet outside of Syracuse. Tufflight is one of the major "manufacturers" of combat planes so I expected a large turnout. The forecast for that Saturday was bad and the weather turned out to be as bad as predicted. A small number of brave souls showed up and with some breaks in the weather we agreed to fly. It turns out I did get a little wet flying with my raincoat and I also had two mid air collisions. Due to a frequency conflict I only flew 4 of the six rounds and was lucky to take a third place.

Since it rained we had to use waterproof streamers that are very strong and hard to cut but I did manage to get two cuts to my credit. Both AMA open B and SSC classes were scheduled but due to the weather only Open B class flew. My mid airs resulted in minor damage and I'm hoping to have both planes flying for the next contest.

## A Real Gentleman

Frank Gioffredo

On Tuesday August 10th we were gathered at the field for pylon race # 6. All was great, and everyone was having a good time, until the thunder and lightning started to make it self known, causing the cancellation of the night racing.

We put on the hotdogs and had soda and some left over salads from the contest, thanks to Brent Bryson. Everyone there ate and the group began to break up. I always have to let the grill cool down before putting it back into the car. By this time most everyone had left from the hill except Don Shugard and me.

We had some good conversation about the flying and field. Don got into his truck and I headed for the car, as the rain was beginning to come down quite heavily. I went to start the car and had absolutely no power and it refused to start; I jumped out and motioned for Don to stay. He backed his truck down in front of the car to project his lights on the engine compartment and we assessed the situation, we needed jumper cables to start the vehicle, I did not have mine with me and Don also did not have a set

. Don then offered to drive me home to get the jumper cables, he then drove me back up to the field and positioned the truck once again to jump start my car. After finally getting a good connection we got the car started up. To my surprise and appreciation Don offered to follow me back to my home to insure I got there.

This brings me to the point of the whole story, If Don had not stayed on the hill, it would have been a long, cold, wet, and very dark walk down the hill to the neighbors (Who might not be home!) to make a call to get rescued. So please never leave anyone person at the field, someone should always stick around just in case.

And to Don I can only say THANK YOU again for assisting me that eve and for staying there; Welcome to the club.

## Membership

Rick Allabaugh

Membership Chairman

Congratulations to Don Shugard for being voted in as a Regular Member at the last meeting.

We had no visitors at last month's meeting. However we did receive an application for Associate Membership from Bill Bliss who was involved in our flight school program. I was able to meet with Bill at the last Pylon Race and he is anxious to get his new airplane in the air and flying.

Congratulations once again Don. Bill, welcome to the AGS.

## 49th ANNUAL PRECISION AEROBATICS CONTEST

Frank Gioffredo

The 49th annual aerobatics contest is done and I would like to thank all who showed up to do their part. to make our contest such a great success, and I do mean a success. Even though our contestant attendance was down again this year; those who did attend commented on what a great job our club members were doing and how many of you came out to show your support for the event.

So my hat is off to all of you, for doing such a fine job and making this years' another TOP NOTCH EVENT. Also I would like to say congratulation to all the guys who tried the Sportsman class from our club and I hope your interests have been sparked to try aerobatics at a few more events. Thanks again

## **Activities Committee**

Brent Bryson

Activities Committee Chairman

The next activity is the Annual Picnic on August 28<sup>th</sup>; details are on page 3 of this issue.. STRC race # 8 will be held on August 31<sup>st</sup> at 6pm.

September is another busy month with 5 AGS events. Three of these events are particularly interesting in that they demonstrate some aspect of aerial R/C that is a bit different.

The VR/CS Reunion held on September 4th and 5th at our field, only pre 1970 designs are flown.

The Float Fly, held on September 18th and 19th, using a lake as your runway.

The Combat Contest, held on September 25th, combat usually makes for some wild maneuvers.

Speaking of a wild time, STRC races # 9 and # 10 will be held on Sept 12th and Sept 26<sup>th</sup> respectively.

## **AGS Members Win in Sportsman!**

Bob Noll, Contest Director

The 49<sup>th</sup> edition of the Aeroguidance Society's Precision Aerobatics Contest is in the books. Attendance was a bit lower than expected for reasons unknown. However, the great thing was that eight AGS members competed in the contest.

This is an outstanding participation by our club members, with some competing in their first sanctioned aerobatics competition. Club members who competed are;

Matt Struck – Sportsman

Ed Helinski – Sportsman

Bill Markovitz – Sportsman

Scott Wallace - Sportsman

Art Riegal – Intermediate

Frank Gioffredo – Intermediate

Jim Quinn – Advanced

Bob Noll – FAI

We run the Sportsman class as two separate contest, one on Saturday and one on Sunday. This is done so newcomers to competition need not attend both days thereby minimizing their expenses for lodging and meals. Matt Struck won on Saturday and Scott Wallace won on Sunday.

Thanks from both Frank Gioffredo and myself to those thirty-four club members who helped with the contest. Many members did more than one job and special thanks to Jerry Riegal who handled the Dremel Tool raffle on Saturday and to Bob Balsie who did the 50/50 raffle on Sunday. Both these raffles insured that we would show a profit on the event. Hats off to the winner of the 50/50 raffle, Don Green who donated his winnings back to the club.

Rebecca Bryson, Brent's wife, deserves a very special "Thank You" for all of the work she put in at the concession stand. We all thank you Rebecca for two full days and hours of preparation.

Now it's time to start thinking about our 50<sup>th</sup> contest next year!

## **Editor Needed!**

Due to time and health reasons, I am unable to take on another year as *The Connector* editor. September 2004 will be my last issue. I need to find someone to take over this duty.

The job is fairly simple and doesn't require much writing. The only real requirement is access to email.

The editor does get a free AGS membership.

Please contact me at [pete@v-fib.net](mailto:pete@v-fib.net) if you are interested.

## STRC Race #7 WAS A CLOSE ONE!

By Bob Noll, Race Coordinator

A week after Race #6 was called due to darkness; nine pilots arrived for another exciting evening of racing. Only eight racers took the green flags since Frank Gioffredo had a mishap during his warm-up flight. We had another four-plane field in the Busch Grand National class. Frank's departure reduced the Nextel field to four.

With eight pilots, requiring eight heats, efficiency was important in order to finish before the daylight diminished. Thanks to all pilots, starter Dave Lewis and the entire crew, we were able to finish the last heat about 7:35 PM. **Because of the large turnout at recent races, it was decided that we need to start earlier for our last evening race on August 31. Start time for the next race will be 6 PM.**

The Busch gang led off the evening and had some very close races. Newcomer, Don Shugard, earned two firsts but had a DNF in his second heat when his engine stopped, apparently out of fuel. Jerry Riegal earned a first, second and third in his heats and Jerry Roscoe has two-second place finishes and a third. Mike Harris flew to a first, second and third in his heats leaving the Busch pilots with only one point difference between all four for the evening. These finishes resulted in a three way tie for first for the evening!

The Nextel racers had some of the closest heats of the summer but a collision on take off between the Tide racer of Terry Terrenoire and the STP Special of Jim Quinn resulted in a DNF for both pilots. Although it appeared that both plane could be restarted after the collision, our safety rules do not allow a restart for planes involved in a collision. Starting in the #1 position, the Tide racer apparently took a sharp right hand turn into the path of the STP Special. Both planes made contact on the ground just ahead of the Viagra racer, starting in the #3 spot, forcing a quick up elevator by Bob Noll to avoid a three plane collision.

A few Nextel pilots had cuts which affected their finishes and Bob Noll finished the evening with the only perfect score of three first place finishes. Art Riegal's DuPont Special had a first and two thirds while Jim Quinn's STP Special had a second, a third and a DNF. Terry's Tide racer ended the evening with two seconds and a DNF.

Nextel results for race #7:	1 <sup>st</sup>	Bob Noll	9 pts.
	2 <sup>nd</sup>	Art Riegal	5 pts.
	3 <sup>rd</sup>	Terry Terrenoire	4 pts.
	4 <sup>th</sup>	Jim Quinn	3 pts.

Busch results for race #7:	1 <sup>st</sup>	Jerry Riegal	6 pts.
	2 <sup>nd</sup>	Don Shugard	6 pts.
	3 <sup>rd</sup>	Mike Harris	6 pts.
	4 <sup>th</sup>	Jerry Roscoe	5 pts.

The season standings after seven races are:

NEXTEL CUP	1 <sup>st</sup>	Bob Noll	53 pts.
	2 <sup>nd</sup>	Art Riegal	35 pts.
	3 <sup>rd</sup>	Jim Quinn	34 pts.
	4 <sup>th</sup>	Frank Gioffredo	26 pts.
	5 <sup>th</sup>	Terry Terrenoire	25 pts.
	6 <sup>th</sup>	Don Stento	15 pts.
BUSCH GRAND NATIONAL	1 <sup>st</sup>	Jerry Riegal	23 pts.
	2 <sup>nd</sup>	Jerry Roscoe	14 pts.
	3 <sup>rd</sup>	Mike Harris	13 pts.
	4 <sup>th</sup>	Don Shugard	6 pts.

### A LATE START AND AN EARLY FINISH!

Bob Noll, Race Coordinator

With the weatherman threatening to rain on STRC Race #6, we waited one half hour to start. This proved to be a big mistake, as the evening got darker with every heat. Finally after five heats had been run and the pilots were having trouble seeing their planes, the race was stopped.

STRC Race #6 goes into the books as never happening. It should be pointed out that there were nine pilots at the race but Mike Harris decided not to fly before the flying started because of the threatening weather. Don Shugard joined the Busch Grand National pilots Jerry Riegal and Jerry Roscoe for his first race and quickly demonstrated that he hadn't lost his racing skill from his New Jersey club racing.

## *Flying Your Model on Floats* (Program given by Bob Noll at the July Meeting)

**Bob gave these general guidelines for attaching floats to a model and flying from water.**

1. First, you need to decide on the correct float size for your model. The easiest way to do this is to visit the Great Planes web site and determine the size that you need, then proceed to G.J.'s Hobbies and get them.
2. Floats should have a V-bottom, or have a keel.
3. You will need to build a rear mount into your model for the aft portion of the float mounts.
4. The floats must be mounted to the model in a rigid manner.
5. The top surface of the floats should be parallel to the wing incidence.
6. The "step" of the float should be at, or about 1" ahead of, the model's C.G.
7. Don't round off the edge of the step; it should be kept sharp for the best performance.
8. Small "chimes" on the front of the float, in line with the prop, will help to prevent the prop from picking up water.
9. A dorsal fin should be added to the bottom of the model to increase the effective area of the vertical stabilizer, and give the model better stability.
10. A small rudder can be added to the floats to improve steering in the water. This can be activated through a float-mounted servo, or attached to the model's rudder.
11. Be sure to recheck the balance of the model after installing the floats.
12. You will need about 25% more power from your engine when flying from water.
13. When taking off, be sure that the model is headed into the wind. The best results are obtained when there is a light "chop" on the surface. Always be sure to land into the wind, as well.
14. If you prefer an amphibious plane or flying boat, rather than a float plane, the Sea Master ARF is a good choice.

### **AGS Jacket for Sale**

I've got a nearly-new old style Extra Large AGS Jacket for sale. It has been worn maybe 3 times and is nearly new. Has the large AGS Logo Patch on the back. The jacket is light blue (the same color as the shirt).

New, the Jacket and Patch cost me about \$30, I would like to get \$15 for the whole thing.

Send me an email at [pete@v-fib.net](mailto:pete@v-fib.net), or leave a message at 785-1632





**Setting Up Your Model's Engine**  
(Program given by Bob Noll at the August Meeting)

1. Model engine carburetors are primarily of two types; "two needle valve" type and "one needle valve plus air bleed" type. Of the two, the two needle type usually gives the best performance.
2. When adjusting either type of carburetor, the high speed needle should be set first. First be sure that you have a slightly rich setting before proceeding. Then adjust the needle clockwise for a leaner mixture, and do a "pinch test"; momentarily pinch off the fuel line and check to see if the engine speeds up or slows down. If the engine speeds up a moderate amount, the setting is correct, and on the rich side. This is desirable to prevent engine damage from a lean mixture when the engine speeds up after taking off. If the engine slows down or stops when doing the pinch test, the needle is set too lean; richen the mixture and then try the pinch test again.
3. When the high speed mixture is set correctly, the next step is to adjust the idle. On two-needle carburetors, adjust the idle screw until the engine idles smoothly, then rapidly advance the throttle after allowing the engine to idle for about a half minute. It should respond without undue hesitation or dying out. If either of the two happens, the needle is set too rich and needs to be leaned out slightly. If the engine dies while idling, the needle is set too lean. Turn the needle clockwise to lean the mixture, and counterclockwise to richen it.
4. On air bleed carburetors, the idle is adjusted by varying the amount of air that enters the carburetor with the idle needle. In this case, turn the needle clockwise to richen the mixture (less air) or counterclockwise to lean the mixture (more air). On some motors, it may be necessary to enlarge the air bleed hole slightly to be able to lean the mixture sufficiently to obtain the best idle.
5. When the idle has been set satisfactorily, go back and check the high speed mixture setting again, using the pinch test.
6. Always do the "pinch test" before first flights at all flying sessions or if the weather changes considerably during a flying session.



# FLY-IN BRUNCH

- Pancake Breakfast,  
Coffee, Orange Juice
- \$4.00 Donation Requested
- Served from 8:00AM to 11:00AM

- 50/50 Raffle will be run.
- Open Fun Flying.
- Rain or Shine!
- For information call:  
Arlo: (607) 273-0939  
Dave: (607) 273-6541

**Directions to the Field**

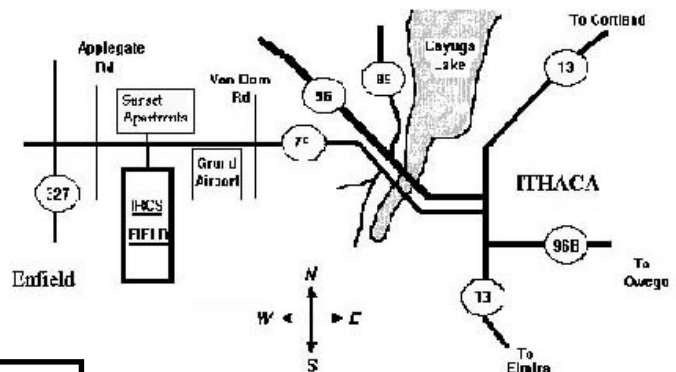
The IRCS field is about 4 miles west of downtown Ithaca in the town of Enfield. Follow Highway 79 West from Ithaca. After passing the Enfield sign, watch for Sunset Apartments on your right.

The entrance to field is on the left. There is a gravel road directly across from Sunset Apartments.

**Saturday September 11, 2004 at the IRCS Field**

8:00AM to 5:00PM

[AMA Card and Gold Stickered Radio Required]



## AGS Field Mowing List

Contact Charlie Persall at 648-2869 to signup

Responsibilities:

- 1) **Ensure that all mowing is completed between Thursday and Saturday noon.**
- 2) Use the tractor/flail mower set at low height for runways.
- 3) Use tractor/flail mower set at high for parking area and around small pavilion.
- 4) Use the tractor/flail mower set at high for road to pavilion and around large pavilion.
- 5) Use hand mower for area near fences and around both pavilions.
- 6) Use personal weed whacker if possible around bottom of fence and pavilion posts.
- 7) Clean outhouse with water and detergent, sweep floor and replenish toilet paper.
- 8) Report any problems to the Field Chairman.

**WEEK of**

	Thur - Sat		LEAD TEAM MEMBER	MEMBER #2	MEMBER #3
Sep	2	4			
	9	11	Bob Balsie	Dave Merithew	Don Shugard
	16	18		Gib Vandling	Gil Vandling
	23	25	Steve Bard	Dave Merithew	Jerry Roscoe
	30	2	Ed Helinski	Bill Markovitz	Matt Struck
Oct	7	9	Bill Oltmer	Rick Curtis	
	14	16		Rick Curtis	
	21	23			
	28	30			



AGS is an AMA chartered club; to fly at AGS's field you must be covered under AMA insurance.

You can signup or renew your membership online at  
<http://www.modelaircraft.org>.

For 2003, the rates are:  
**Regular Members**—\$58  
**Seniors (proof of age required)** - \$48  
**Junior Members (< 19yrs old)**  
 \$15 w/magazine  
 \$1 w/o magazine

# ***Aeroguidance Society Inc.***

## **FIELD RULES**

(Revised 09-24-2001)

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. This does not apply to electric motors.
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.

# SEPTEMBER PROGRAM



AEROGUIDANCE SOCIETY, INC.  
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