

The CONNECTOR

Newsletter of the Aeroguidance Society, Inc.

AMA Chartered Club No. 441

www.aeroguidancesociety.org

Volume #50 Issue # 6

June 2005

Meetings of the AGS are held the 1st Tuesday of every month at the AGS Field during summer months
Changes to time or location will be noted in this newsletter. Business meeting at 7:30 P.M., program to follow.

The Prez Sez
Frank
Gioffredo

Here it is July already, and it doesn't seem like I have been able to find much time to fly. Friday nights haven't been the best and what other free time I have had seems to be being taken up with jobs around the house or other family activities.

There are a lot of activities in the upcoming months. And I hope everyone is signing up to make them all happen. I personally am working on the 50th Anniversary Aviation Day but was a little disappointed with the sign ups at the meeting for help with the day. If anyone would like to sign up and didn't get a chance to, feel free to E-mail me or call and leave a message on my home phone. I will be happy to put you on the list. I will also have the sign up sheet at the meeting and will also be trying to contact members by phone to fill the jobs.

I hate to keep beating a dead horse but I don't understand why we can't get better participation at club events and activities. Not to say that some events don't turn out good participation, in general it is a small percentage of the members that are active in many events of the club. As a reminder in the By-Laws of our club under membership Section 3 Paragraph 3.1 the last sentence states, "All members are expected to fulfill their obligations, such as committee assignments and assessments." We have never invoked any rules or requirements of participation other than the three activities during your associate membership to maintain membership in the club, but it could become a possibility to boost member participation. I don't want to sound like the grumpy old prez. I just want to know what will excite

you guys into supporting more of the club activities.

I would like to thank Art Reigal, Bob Noll, and Jim Quinn for doing a great job of servicing the Tractor and getting it into good running order.

Terry and his helpers have flight school well in hand and things appear to be going well.

The board also approved funding to replace the fence at the flying pavilion, which should be done soon.

Hopefully I'm not spending too much time whining, and all are getting a chance to indulge in some great flying. Myself, I am going to put everything on charge and hope that Father's Day allows for some nice weather to burn some fuel.

Until next time, Full Power and Up.



Activities

Last Saturday was the Aerobatics Primer. I had a great time, and I managed to be among the four highest scoring pilots at the event. The weather was great, and there were no mishaps, a few exciting moments, but all went home with their planes intact.

There are a few changes in the activities schedule. I seem to have managed to pick dates that have conflicts. The Intra-Club contest has been moved to August 27th. It will be the same date as the Annual Picnic. The Intra-Club contest will start at 10am and go till about 2pm. It will be immediately followed by the Annual Picnic. The other changes affect the Float Fly, the Fly In

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Subscriptions to
"THE CONNECTOR"
can be obtained free via e-mail or at
a minimal cost of \$8.00 annually via
US mail by contacting the editor.

Coming Events

- STRC Race # 5.....July 12th
AGS Field
- Instructors Picnic.....July 13th
- AGS Open House.....July 23rd
AGS Field
- STRC Race #6.....July 26th
AGS Field
- Aerobatics Contest.....Aug 5,6,7
Blue Swan
- Celebration of Flight.....Aug 27
AGS Field



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.

**The Aeroguidance
Society, INC.
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Breakfast for Chow, and one of the Races. The Float Fly has been moved to September 24th, and 25th due to conflicts with other events. The Fly-In Breakfast for Chow date is pending, and the STRCS Race # 10 date is pending. I will get this information out when it has been determined.

The next event is the Instructor Thank You Picnic on July 13, which is held by the students as a nice way of expressing appreciation for the efforts of their instructors. After that comes the AGS Open House, on July 23rd with a rain date of July 24th. This is an opportunity to show the public what aero modeling is all about, and celebrate our 50 years as an organization. Frank is the chairperson and he is still in need of more volunteers to help out. The AGS Aerobatics Contest is on August 6th and August 7th, with setup on August 5th. This is our 50th, so don't miss it.

GET READY FOR OUR

50th ANNUAL PRECISION AEROBATICS CONTEST - AUGUST 6 & 7.

By Bob Noll, Contest Director

My staffing plan has been coming along well and I thank you for your response. It is apparent that our members, both old and new, are aware of the significance of this event. Our precision aerobatics contests have been a large part of the fabric of the Aeroguidance Society and something that we are well know for among the precision aerobatics pilots all over the country.

However, there is still a need for a few more members to help. Some members who have helped in the past have not attended meetings lately to sign up. We still need the following:

Two members to help with tabulation on Sunday – these jobs entail handling score sheets, putting scores into a laptop computer and posting scores on our scoreboards.

Two scribes for Saturday and five scribes for Sunday – these are the best jobs available since you will have a front row seat. You will sit next to a judge and record the judge's scores on a score sheets.

All new Associate Members should make an effort to help at this event as part of their obligation to assist at three events during their six month Associate Membership. If you need to know more about this event and how you can help, please call me at 754-5279.

Don't forget that those of you who like to camp will enjoy pitching your tent or setting up your camper for the weekend. Many contestants will be camping. Field set-up will be done Friday afternoon and the field will be open for practice flying at 3 PM.

The contest starts at 9 AM Saturday and will continue until about 5 PM, after which we will have a chicken dinner for all contestants, their families and for our club members. Some demonstration flying is expected after the meal until dark.

On Sunday, flying will start again at 9 AM and continue until about 3 PM. After that, all club members working at that time are needed to tear down and return the facility to its pre-contest status.

Since we will be using contestant judging, our club members can compete. So if you competed in our Pattern Primer, or have since decided that you would enjoy the excitement of competition, you are invited to enter the contest. The entry fee will be waved for all AGS members who have worked at the contest.

Don't forget to put August 6 & 7 on your family calendar and help the AGS run one of the best aerobatic contests in the east.

AGS Meeting #695 June 7, 2005

The meeting was held at the AGS club field and was called to order at 7:30 p.m. by President Frank Gioffredo. Present at the meeting were approximately 39 members and 1 guest.

Meeting Minutes

Approved as published.

Officer Reports

VP's report:

No report.

Secretary's report:

Minutes from the May Board Meeting were read.

Treasurer's report:

The financial report was given and accepted.

Committee Reports

Membership

Field

The mowing list for this year has been started and will be brought to each club meeting. It will be published in the Connector and on the club website.

We are still looking for a Field Chairman. Contact any Board Member for details on what is involved.

Librarian

The club library is at GJ's new location. Please support our local Hobby Shop!

Racing

Jerry Roscoe gave a report on the evenings pylon race. These events are always a lot of fun- come out and help support the event, or better yet build a model and come race with us.

It truly is the most fun per dollar you will get from R/C.

Aerobatics

Jim Quinn discussed the Pattern Primer for June 11th. Full report in the next Connector.

Bob Noll gave a status report on the Annual Aerobatics meet to be held Aug 6-7 at the Blue Swan Airport in Sayre, PA. This is our 50th consecutive meet- longest running in the country. If you want to help out and have not signed up already please contact Bob Noll.

Old Business

Rick Allabaugh has the club hats- They are available from him for \$6.50.

Model Aviation day is coming soon! Date is July 23. Please mark your calendars and plan to be there. This is our chance to showcase one of the premier R/C clubs in the country to the local community. Be sure to sign up to help out and make this a great event. Contact Frank Gioffredo for more details and to sign up.

Logging

Logging of the AGS property is currently on standby as the market value for the timber we have the most of is currently down.

Road Work

Terry Terrenoire was able to get a Ballpark estimate for our road repairs of between \$6,000-\$10,000. Terry also got an estimate for approx \$1200 for the club to rent heavy machinery and do the work ourselves. The rental company would provide training. Nothing has been decided at press time- stay tuned.

Flight School

We now have 5 students and two more potential in the near future. If you can assist on Wed evenings or Saturday mornings please lend a hand. Lead instructor is Terry Terrenoire.

Next Board Meeting

The next board meeting will be held at Bob Balsie's home on June 14th.

New Business

General

The combination to the club locks has been changed. The new combination is ****. These are the locks on the gate, frequency control board, and shed.

NEXT CLUB MEETING: Please come early, and wear your club hats and shirts. Bring an airplane- no need to fly it. Why...because Bob Noll and Art Riegal have arranged for an aerial photograph to be taken of the club members on the runway. This will be a great photo for use in our club calendar and magazine articles. Please come out and be there Not Later Than 7:00.

Art Riegal went over the AMA safety rules as well as safety rules specific to the AGS.

Along those lines, remember, the **SPEED LIMIT is 9.4 MPH** all the way from the turnoff at Day Hollow all the way to the field.

A motion was passed to make our field neighbor Dan Bucinell an honorary associate member of the AGS.

The AGS unveiled it's "Ring of Honor". The Board decided to honor those club members that have passed away by putting up placards in their memory.

Show-N-Tell

No items shown.

Program

Bob Noll handled the June program with an extensive, interactive presentation on tuning a 2-cycle model engine. Fuels, propeller and glow plug selection were discussed. Idle adjustment was demonstrated for both air-bleed and mixture adjust type carburetors.

Flying Your Model on Floats

(Program given by Bob Noll at the July 2004 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 go 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 below the rudder 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.



Setting Up Your Model's Engine

(Program given by Bob Noll at the June 2005 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"; quickly pinch off and release 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. On two-needle carburetors, 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 using 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.
7. A note on glow plugs: With the starter battery connected to the glow plug, and with the engine idling, remove the battery from the glow plug and see if the engine speed changes. If it drops off noticeably, either the plug is too "cold" (and you need to use a hotter plug) or the plug is beginning to fail.

AGS Aerobatic Primer 2005

by: Jim Quinn

Was it just because it was our fiftieth anniversary year, or were there other factors which made this year's Aerobatic Primer so great? Did everyone show up to enjoy Terry Terrenoire's cooking? Was it because there was such a skilled support staff in Art Riegal and Bill Markovitz? Did all the competitors know they would have their scores processed by Doug Breneman so they knew all would be well with the scoring? Even several of our student pilots were there to observe and learn! Possibly it was such a great day because the weather was the best I can remember?

We had four pilots show up at the AGS airport armed with their airplanes and the spirit to challenge themselves to fly as precisely as they could doing maneuvers on demand. The day began with a dry flight under the pavilion flown with a stick airplane showing each maneuver and following that up with enough discussion to be sure the pilots understood the "look" of each of the 14 maneuvers in the AMA Sportsman sequence. We then moved to the flight line where Terry flew the sequence with this fun fly Fazer so the pilots saw a master show us how it is done in the air.

We had been well fed, discussed all facets of the sequence, and we were treated to an aerial demonstration of how it should be done. Now it was time for the four pilots to take to the sky and put all the information into practice by actually flying the sequence themselves. Each pilot's first flight was a "freebie" flight which was flown before the four judges, but there were no scores given. Each maneuver was flown in front of the judges and helpful observations were made about how they flew each maneuver. Most challenging was keeping the wings level as they entered maneuvers, throttle management for each maneuver, and contending with those turn around maneuvers.

The time was actually here when the four pilots put all their learning into practice by flying the sequence in our AMA 401 contest. It was decided that we would make the flight order correspond to frequencies. This put Brent Bryson in the air first. Art, Bill, and Terry were in the judges' seats while I was the caller for each pilot helping him through the sequence. Brent's flight was followed by Jeff Hatton, Jerry Roscoe, and Jordan Adams in that order. Each pilot flew two sequences per flight. A short break was taken between rounds while Terry show the contestants the sequence one more time with his Fazer. Now it was time for the second round. Terry and I switched places with Terry calling the maneuvers and assisting the pilots while I joined Art and Bill in the judges chairs. Doug was still busy tabulating all the scores as each pilot completed a flight.

The flying was over while the final scores were entered into Doug's computer. The moment of truth came when the results were announced. Each pilots score was so close to the other that it was hard to announce one person was fourth while another pilot was first. When the final computer key was pressed and the last tabulation was made the results were: Jerry Roscoe was first, Jordan Adams was second, Jeff Hatton was third, and Brent Bryson was fourth.

Whether a pilot finished first or fourth I feel each pilot was a real winner to have challenged himself to fly the sequence as AMA requires. Congratulations to all the pilots and my gracious thanks to all the support staff who made the event possible. If you were unable to fly in this year's Primer I hope to see you in 2006.

Awards will be given out during our July meeting at the AGS airport.

Updating the Frequency List

Joe Perrucci and Bob Balsie are currently working to update the listing of club members and the frequency channels that they are using. Please email them and state which channels you are

currently using so that we can update our records. Thanks for

your help and co-operation.



Flying Buddy List

Bob Balsie

As you know, the AGS has a safety guideline which strongly suggests that members don't fly alone at the field. This is for the protection of members, who could be in a dangerous position if they were to be injured or have a medical emergency when no one else is around to lend assistance or call for aid.

Since this is the case, the problem that I often have is that when I want to go flying, I have to call around until I can find someone who wants to fly at the same time that I do. I know that some of our members fly on a regular basis, and some do so at the same time or on the same days each week. It occurred to me that it might be nice to compile a list of regular flyers, and the times that they use the field. Included on the list could be a listing of people who would like to fly and need partners.

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AERIAL FIELD PHOTO

by Bob Noll

One of the feature pictures for our 2006 Calendar is going to be a picture of our prize possession, the AGS Flying Field. For this picture we will be using aerial photography. Art Riegal and his plane flying friend will take the picture while flying over our field. To enhance the picture, all members are asked to attend the next meeting and bring a plane and wear their AGS shirts and hats. Our plans are to have all of the pit pads and more filled with your planes. We will stand on the runway to form a large AGS. In order to get this done before the meeting **we are asking everyone to be there no later than 7 PM.**

Please support this 50th anniversary effort with your presence. It will be a classic picture!
Don't forget - AERIAL PHOTO, NEXT MEETING NIGHT, 7 PM.

(Continued from page 5)

Obviously, by putting your name on the list, you would in no way be committing yourself to be available on that day or at that time, but it just might make it easier for members to get together and have more chances to fly.

If you'd like to be included on the listing, please send an email to Bob Balsie and state the days and times that you may be available, or the days and times that you would like to have a flying buddy.

Thanks for your help in compiling this list. When it has been completed, it will be distributed to all members.

Aeroguidance Society Inc. 50th Anniversary Aviation Day

**To be held Saturday July 23, 2005 10:00 am to 4:00 pm
Rain date Sunday July 24, 2005 10:00 am to 4:00 pm**

Activities to include:

Delta Darts for kids
Orientation to RC Modeling, Followed by One flight per
Visitor on a buddy box.

Through out the day there will be
Flight Demonstrations including
Sport flyers, Electric, Pattern, Racing, and possibly
Helicopters

Also Hotdogs and Drinks will be available during the day

**AND LAST BUT NOT LEAST
DON'T MISS THE GRAND UNVEILING
OF THE 50TH ANNIVERSARY
AGS RETRO
Designed by club member
Ken Maroni
Built and Flown by
Bob Noll**

STRC Race News

Race 3 was held on June 7 and if you asked most of the pilots they would bet it was going to be canceled due to rain and high wind. Right up to 6PM the winds were at a good pace but right after that they started die down and by the 2nd race it wasn't bad at all.

Again the turn out was great. We had 9 Racers, in total, with 4 in Nextel and 5 in Busch. The Busch pilots has a bad race day with 3 crashes. Don and Jerry Riegal didn't make it through the first heat and Scott had a problem in the 3rd heat. Engine problems and what may have been a radio glitch, seemed to plague this group. At least one of the planes and motor looked beyond repair but Jerry Riegal tells me he has one on the bench waiting to go. I'm not sure if the others are repairable but we sure hope they are and their engine and radio problems get ironed out for the next race. Even with 3 crashes we were able to have 3 racers in the first heat and then at least 2 in each heat after that. Jeff tells me his new racer is ready to cover and if its done he will be able to rejoin the Busch group. Put the pedal to the metal Jeff and get that iron hot. I'd like to see 6 Bush racers out there.

The Nextel racers were a lot more successful, with only Jim having a problem. If I remember correctly there were no crashes in this group. Even better we didn't overlook anyone this race.

Next race is Tuesday at June 21 at 6:30 PM. Club members please give us a hand and help out. The races are fun and a good way to meet your fellow pilots. Frank has volunteered to be the cook after the race and he assures me the free hot dogs will be great! Thanks Frank.

Race 3 results follow

Race#	3	Date	2005-06-07			
Name	Class	Date	Points to	Race 1	Race 2	Race 3
Bob Noll	Nextel		22	6	8	8
T Terrenoire	Nextel		19	4	7	8
Art Riegal	Nextel		17	4	6	7
Jim Quinn	Nextel		12	9	3	0
Frank Gioffredo	Nextel		4	0	0	4
Jerry Roscoe	Busch		15	0	6	9
Scott Wallace	Busch		13	0	9	4
Brent Bryson	Busch		13	2	3	8
Don Shugard	Busch		6	6	0	0
Jerry Riegal	Busch		0	0	0	0



2005 AGS grass cutting sign up sheet

Mowing should be done either the Thursday or Friday preceding the weekend you are signed up. In addition to cutting the runways,

parking and pit areas need to be cut with push mower, and latrine needs to be cleaned & supplies replenished as required.

Weekend of June 11-12

Tractor: Bob Balsie

Helper: Don Shugard

Helper: Rick Curtis

Weekend of July 16-17

Tractor: Bob Balsie

Helper: Don Shugard

Helper: Matt Struck

Weekend of Aug 20-21

Tractor:

Helper:

Helper:

Weekend of June 18-19

Tractor: Charles Lecher

Helper: Mark Lecher

Helper: Jordan Adams

Weekend of July 23-24

Tractor:

Helper: Afzal Rehman

Helper: Gib Vandling

Weekend of Aug 27-28

Tractor:

Helper:

Helper:

Weekend of June 25-26

Tractor: Bob Frey

Helper: Bill Underkoffler

Helper:

Weekend of July 30-31

Tractor:

Helper:

Helper:

Weekend of Sep 3-4

Tractor:

Helper:

Helper:

Weekend of July 2-3

Tractor: Frank Gioffredo

Helper: Rick Allabaugh

Helper: Ken Maroni

Weekend of Aug 6-7

Tractor:

Helper:

Helper:

Weekend of Sep 10-11

Tractor: Ken Maroni

Helper: Jerry Riegal

Helper: Jerry Roscoe

Weekend of July 9-10

Tractor: Terry Terrenoire

Helper: Joe Perrucci

Helper: Tom Kopl

Weekend of Aug 13-14

Tractor: Bob Balsie

Helper: Don Shugard

Helper: Matt Struck

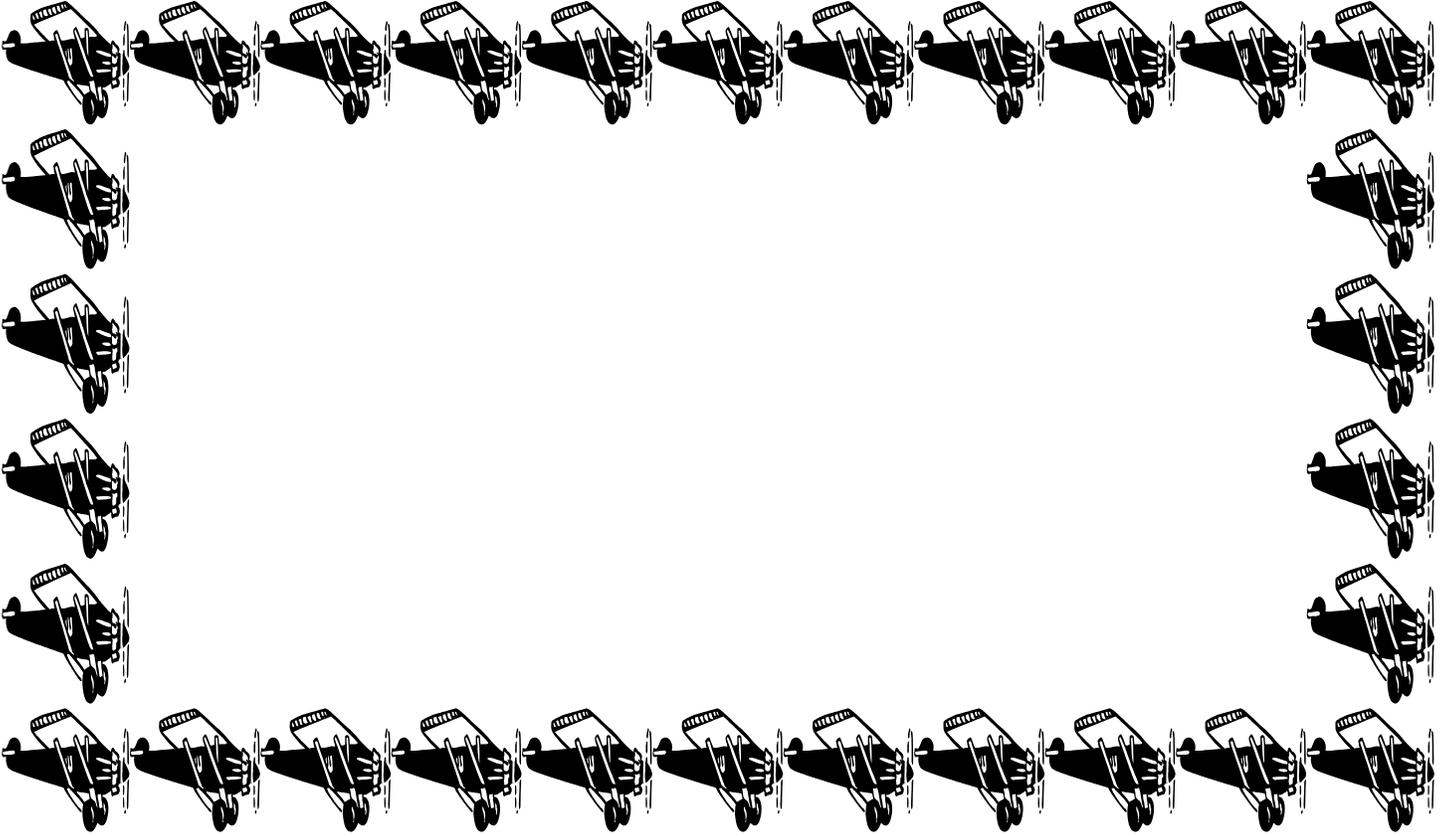
Weekend of Sep 17-18

Tractor:

Helper:

Helper:

JULY PROGRAM



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