



The CONNECTOR

Newsletter of the Aeroguidance Society, Inc.

AMA Chartered Club No. 441

www.aeroguidancesociety.org

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Recipient of the AMA Presidents Award for 50 years of Service to AMA and Aeromodeling

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

The Prez Sez Bob Balsie

Being retired is great! Six Saturdays and one Sunday every week! Hope that you all had a nice Easter weekend and that the Easter Bunny gave you lots of candy and aviation goodies. The weather for the last five days or so has been almost like summer, and I'm really looking forward to getting out to fly again. The field opening day went really well, and about twenty members showed up to eat the breakfast prepared by Terry Terrenoire and Rick Curtis, and to do the work required. The Easter Egg hunt also was a success and added some fun to the occasion. Maybe we should do this every year. There are a couple of things that I'd like to mention this month, so let's start out with...

Project Night

...which will take place at the May meeting. As most of you know, this is the meeting where everyone brings in models that they've been working on during the winter. I've been inspired to spend a lot of time finishing up

my Citabria for all to see. And I'm looking forward to seeing your projects as well. In the past, we used to have a drawing and put all of the names of people who showed a project into a hat, then draw four names and award each person a gallon of sport fuel. However, since many of our members now fly electrics, and G.J.'s doesn't sell electrons by the gallon, we will have the drawing and award \$15.00 (the cost of a gallon of fuel) to four lucky winners. So get that plane or other project ready. And speaking of G.J.'s Hobbies

Support Your Local Hobby Shop...

...which, of course, is G.J.'s Hobbies on Washington Avenue. This is the only hobby shop in the area which support serious radio control modeling. Unfortunately, it seems that many of the local modelers now choose to do a lot of their R/C buying via catalogs and the internet. While both of these methods may be somewhat convenient, they lack two things: quick access and support. For example, I stopped in to G.J.'s one evening and Bob was working on a car which had

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Coming Events

Aerobatics PrimerMay 6
AGS Field
10:00 AM

Cancellation of AGS

Meetings: In the event of poor weather, listen to the radio or television for local closings and cancellations. If Maine-Endwell High School classes are cancelled, then the AGS meeting is cancelled.

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been purchased from his shop and with which the owner was having trouble. Turned out that the problem was that the engine was new and therefore hard to start. In about fifteen minutes, Bob had the car running and the customer left a happy man. If this man had purchased his car from one of the catalog stores or over the internet, who would have helped him to get it running? And how about quick access? When you ding up one of your planes and you need a roll of monokote for patching, or you are building and ARF and you don't like the control horns or pushrods that the manufacturer put in the kit, what are you going to do? Well, you could order from the internet, wait a week, and pay almost as much for shipping and handling as you do for the items that you want to buy. Or you could take a fifteen minute ride to G.J.'s, pick up the items that you need, and drive home and put them to use.

Some people have commented that G.J.'s doesn't have all of the latest kits and equipment in stock, but look at it this way. If only a few people are coming in to buy these items, why should Bob invest a large sum of money into inventory that will take a long time to move. Would you?

When you think about it, there is really very little reason to purchase your modeling supplies from catalogs or the internet. G.J.'s will meet the prices advertised by other sellers, and even if items have to be ordered, they usually take only a few days to arrive. Now, honestly, when was the last time that you really needed a model overnight? And while you may pay sales tax on items bought from G.J.'s, you don't have to pay a shipping and handling charge.

Many people today are complaining that small business cannot survive. Well, here's your opportunity to support a local small business and support your own hobby in the process. If you haven't been to G.J.'s in a while, why not stop in and check it out. You may be surprised at all of the cool stuff on the shelves, and there is something for almost everyone. (Oh, and by the way, I have no financial interest in G.J.'s.)

Well, my soap box is starting to creak, so I guess I'll get off for now. Hope to see you all at the meeting on May 2nd at the Maine-Endwell High School library.



AGS AEROBATIC PRIMER 2006

by: Jim Quinn

I am getting really excited about our Aerobatic Primer on May 6, 2006. It is going to be the first sanctioned Aerobatic Contest in our National Society of Radio Control Aerobatics (NSRCA) District I this season.

As I said in the last issue of the Connector, we will start at 10:00 with a wonderful ground school. Bob Noll will be giving tips and ideas from his wealth of aerobatic competition over the past 5 decades! Wow! That is worth the "price of admission" it self! During the ground school aerobatic maneuvers will be discussed and demonstrated with a "stick model" on the ground. The integrity of your airplane will also be checked as a courtesy, if you wish. Some recommendations, like sealing hinge gaps, for example, might not be something that can be changed before the afternoon contest, but it will all be helpful information for the future of your precision aerobatic interests.

Terry Terrenoire is preparing a wonderful lunch for us and the competition will start right after lunch.

Unlike our August contest where there are all 5 classes of competition and someone might feel intimidated by super competition pilots fling FAI sequences, this Primer will be only "newbies" and the Sportsman pilots looking to move up to Intermediate.

There is a wealth of aerobatic information on the web at www.NSRCA.org so check it out and join us on May 6th at 10:00. I guarantee you will have a wonderful experience and become a better R/C pilot because of the day.

Field Opening Report

Scott Wallace

Field opening went off as planned on April 8th. Although "brisk" it didn't rain and the club field is now ready to enjoy. Thank you to all that participated, and a special thank you to Terry Terrenoire and Jim Schwab for the breakfast. By the time you are reading this issue, the runways will have been rolled (weather permitting) so any less than smooth landings are all pilot error!

I am working to get a load of stone delivered so that we can have some "fill" up at the very uppermost part of the road, where the ruts are the worst.

I will again pass around the mowing list at the May club meeting- don't be shy, plenty of open dates to fill.

In closing for this month, please leave the field clean when you leave. All too often I am picking up broken props, rubber bands and discarded glow plugs, etc. Everyone needs to be responsible for their own trash.

Pylon Racers Meeting

by Bob Noll

All those who will be racing this season, please attend a short meeting at 7 PM, 1/2 hour before our next membership meeting on May 2. If you plan to race but cannot attend the meeting, please call me at 754-5279 and let me know.

The Deadline for Connector articles is two Fridays before the meeting. Please have submissions to the editor before then.

Electronic submissions are preferred, E-mail them to jeff@priusonline.com

Deadline for March Connector is 5/23/06.

**AGS Meeting #705
Apr 4, 2006**

The meeting was held at the Maine-Endwell High School library. AGS President Bob Balsie called the meeting to order at 7:35 p.m. Present at the meeting were approximately 28 members. Tom Newbury from Kirkwood was our guest.

Meeting Minutes

Approved as published.

Officer Reports

President's report:

Bob reported that Art Riegal will be updating the field safety rules to encompass all aspects of our multi-interest club.

VP's report:

Brent reported on the annual banquet at Brother's Two in Endicott. Brent thanked Jackie Balsie for making the arrangements and ordering the cake; and Terry Terrenoire for obtaining the centerpieces and the flowers.

Secretary's report:

Minutes from the March Board meeting were read.

Treasurer's report:

The financial report was given and accepted.

Committee Reports

Membership

Jim Schwab was voted in as a member.

Field

Scott Wallace reported that he contacted the sheriff's office regarding the field damage. If you see a quad up at the field try to get the license plate number.

Ed Helinski and Bill Markovitz have stomped down the ruts and the field is flyable.

Scott noted that the tractor sunk into the shed and we should take some corrective measures in the fall.

Scott and Bob Balsie have the tractor up and running.

Field clean up will occur 4/8/06 at 9:00 AM. rain or shine. Terry Terrenoire will be providing breakfast starting at 9:00 am. If the weather cooperates there may be time for some flying. Moving the gate will occur as a separate event.

The road is better than it was.
Scott is getting quotes for repairs

Scott passed around a Grass Cutting Sign-up sheet. The Grass Cutting Schedule will be posted at the field and published in the Connector each month during the mowing season.

Librarian

Brent Bryson brought in a selection from the club library. Checkout is available on sign out sheet in the back room of GJs.

Historian

No Report.

Activities

No report from the Activities chairmen.

Frank Gioffredo noted that Flight School currently has two students enrolled. Students are reminded that it is their responsibility to contact the instructors for lessons. First night of flight school is Wednesday May 10th.

Public Relations

No Report.

Sound

No Report.

Safety

No report.

Connector

No report.

Old Business

Frank Gioffredo announced an E-Flight RC Universe.com foamie as the raffle prize. Don Shugard was the lucky winner.

Next Board Meeting

April 11 at Charlie Lecher's home at 7:30 PM.

New Business

Ed Helinski provided a summary of the information that he has collected regarding logging. Ed made a motion that the AGS use a consulting forester to manage the cutting and sale of the timber. Jim Quinn second.

Discussion led Ed to withdraw his original motion make the following amendments. Tony Camaratta seconded the amended motion.

Ed's motion:

The membership officially recommends that the board consider that the sale of the AGS timber is to be undertaken in a manner consistent with continuous harvesting practice using a co-operating consultant forester to mark all cuttings and that the job is to be sent out for multiple bids and awarded to the highest bidder and logger with good credentials and having both liability and workman's compensation insurance and having a performance bond in place prior to commencement of work. The motion carried.

Show-N-Tell

Mark Lecher: Great Planes Cap 580 electric that he won at the last meeting.

Bob Frey: Alpha Models Thunderbolt, 15 oz ready to fly, MP brushless motor, molded polystyrene, put your equipment in it and go.

Bob Noll: Twister. The plane features a large Kevlar carbon fiber fuse for parasitic drag, thick trailing edges for control reasons, and a carbon fiber wing tube. Powered by an OS 160 2-stroke.

Terry Terrenoire: Whiplash 31.8 ounces converted to electric. Magnets are used to hold the hatch. Terry has the rare earth magnets in three different sizes available for sale.

Falcon 56: Plane of the year for vintage. \$100 kit. The wood quality was questionable though usable and the plane went together quickly. Terry plans to put lights in the wings for night flying and finishing the plane in transparent red, black.

Terry presented his own unique design incorporating an LT 40 fuse on a set of floats. The custom wing is setup for twin-engine AXI electrics. A Formosa cowl was used for the removable nacelles. Alternate nacelles for a .26 4-strokes will be built.

Bill Underkofler: Blade electric helicopter. Bill has changed his mind somewhat to his initial reaction to the model. Bill has put on a new landing gear and is flying indoors.

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Bill likes that it is lightweight and easy to transport. He does not like: The tail rotor has a second motor and control of the rudder is poor, not accurate, or stable. The transmitter only provides simple operation and is designed specifically for the helicopter. You cannot setup the program or tweak it. The chopper is fragile. Bill added weights to the rotors for more hovering stability.

Program

Bob Frey presented a practical approach to electrics. He put together a package on motors, motor selection, LiPo batteries, and chargers that he distributed and reviewed with the membership.

MODEL AVIATION DAY 2006

Frank Gioffredo

We are getting closer to Model Aviation Day for this year. It will be held on Saturday July 22, 2006. The day was such a success last year we have decided to try it again. I will have a sign up sheet at the next meeting and would like to have some discussion on what we would like to do this year. The training flights were a Big hit last year and I would like to try to recruit a few more pilots for this activity So as to give Iron man Jim Quinn a break a little more often than last year. If you have any ideas you would like to try drop me a note by phone 748-9858 or E-mail fgioffredo@stny.rr.com and let me know what you are thinking. We have applied to Lockheed Martin for financial assistance for the event again but have not heard back yet. We did not expend a great amount of funds last year and the public seemed to receive us well, so let's get together and give it another go.

2006 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 April 29-30
Tractor: Tom Kopl/ Art Riegal
Helper: Mike Budnovitch
Helper: _____

Weekend of May 6-7
Tractor: Bob Noll
Helper: Art Riegal
Helper: _____

Weekend of May 13-14
Tractor: _____
Helper: _____
Helper: _____

Weekend of May 20-21
Tractor: Terry Terrenoire
Helper: Rick Curtis
Helper: Don Shugard

Weekend of May 27-28
Tractor: _____
Helper: _____
Helper: _____

RAFFLE RAFFLE RAFFLE

Frank Gioffredo

I have finally remembered to put something into the newsletter about our meeting raffle. Each month we will either have a fifty/fifty or an item or two to raffle away in an effort to spark more interest in attending meetings. We have done a few things already the first was a fifty/fifty won by Jim Quinn who graciously returned his winnings to the pot, the next month was another fifty/fifty won by Don Green who also donated his winnings back to the pot, after that was a Cap 580 foamy won by Mark Lecher, which he had completed and ready to fly at the last meeting, and last month's raffle was an RC Universe foam Bi-plane which was won by Don Shugard. The idea of the Raffle is not to make any large amount of income for the club, but rather to excite more members to attend the meetings. So bring a buck and buy a ticket you never know what you could win.

Flight School

Frank Gioffredo

Guys , as of the April meeting, we acquired a couple of more students, Tom Newberry phone 607-727-4165 is signed up for Wed. Eve and Saturday AM and Roy Dixon signed up for Saturday AM, Roy is working 2nd shift and is looking for anyone willing to instruct him in the AMs. The list of instructors is as follows: Terry Terrenoire 607-748-8146, Art Riegal 607-785-2055, Jim Schwab 585-301-1107, Scott Wallace 607-206-0928, Bob Frey 607-748-3854 Bob will only instruct electric power models, and Jeff Hatton 607-330-4782. Again it is the students' responsibility to contact an Instructor. If you need assistance getting a hold of someone feel free to contact myself at 607-748-9858.

Aeroguidance Society Inc.

FIELD RULES

(Revised 11-25-2003)

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.

General:

- You must hold a current AMA membership card to fly at the AGS field with the following exception. Non-AMA members are allowed to fly on a one time basis using a buddy box with an AMA member as the responsible person in control.
- Obey the Official AMA National Model Aircraft Safety Code which was received with your AMA membership. This is especially true for special events such as organized RC racing events as well as any AMA sanctioned events.
- Only pilots and those assisting pilots are allowed in the area in front of the fence at the flight line pavilion. Spectators must remain behind the fences at all times.
- Point planes toward the runway and away from spectators.
- Warn bystanders not to stand in line with a rotating prop.
- Engines must be equipped with a spinner or safety prop nut.
- 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.
- Run aircraft engines between 9 AM and 9 PM. This does not apply to electric motors.
- Perform any prolonged engine running at the west end of the field.
- Take all trash with you when you leave the field.
- Be courteous to others at all times.
- Do not operate the tractor or other power equipment alone.
- Drive slowly on the access road (maximum speed 10 mph), especially near the houses.
- Be sure to lock the gate and frequency board if you are the last to leave the field.

Take Off and Landing:

- Taxi only on the runway.
 - Be certain the runway is clear before entering a runway, takeoff and landing.
- 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. This is usually done by stating "On the runway", "Taking off", "Landing" and "Deadstick", respectively.
- 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).
- 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.
- 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. When the "active" runway is in use by multiple flyers, it shall be limited to normal take-off and landing type maneuvers. This rule can be waved if all flyers agree before the flight that close in maneuvers over the "active" runway are OK.
- Announcement of intention to use the "alternate" runway must be made prior to each take-off and "end of flight" landing.
- 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.

Flying:

- Only fly over unpopulated areas. Be sure not to fly near our neighbors' houses.
- Flying is not allowed over the tractor when it is in operation.
- Do not fly in a manner that could be hazardous to others.
- Avoid flying close in when the field is congested.
- No more than four powered aircraft may be flown at the same time.
- It is strongly recommended that you do not fly alone.
- Solo flights can be requested. Some reasons for solo flights can include but are not limited to:
 - The first flight of a new or repaired plane
 - Practice of an aerobatics routine
 - A pilot's first solo flight

Frequency Control:

- Transmitters and receivers (except 27MHz and 53MHz) must be certified as meeting AMA narrowband requirements for 20KHz channel separation.
- Transmitters must display their operating frequency per AMA rules.
- Do not use frequencies that are on the restricted frequency list found at the field. These frequencies are used at a nearby site.
- Idle transmitters must be impounded if any flier so requests.
- Retract your transmitter antenna when not in use.
- Only turn on your transmitter after 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.
- 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.
- Remove your AMA card and return the frequency pin promptly after each flight.

MAY PROGRAM



Project Night

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