



The CONNECTOR

Newsletter of the Aeroguidance Society, Inc.

AMA Chartered Club No. 441

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

Summer Meetings of the AGS are held the 1st Tuesday of every month at the AGS Field
Changes to time or location will be noted in this newsletter. Business meeting at 7:15 P.M., program to follow.

The Prez Sez Bob Balsie

Hi again, everyone! Well, here it is, the end of May already and we're almost half way through the year. In only a few weeks, the days are going to start getting shorter again. So why do I bring up this depressing subject? To motivate you to get that model down out of the rafters, charge the batteries, and get out to the field to fly! You do cycle your batteries every spring, right? You do a preflight check on all of your equipment at the beginning of the season, don't you? If you answered "no" to either of these questions, then you should think about doing these things, because they might just save you an airplane. Cycling your batteries will help to restore their capacity and help you to verify that they can still hold the required charge. When you're sure that your batteries are in good shape, set up your plane and then turn on all of the electronics. Then cycle through all of the controls to insure that everything still works as advertised. Also, check all of the screws and nuts and verify that they are all tight and in good order. Nothing will spoil your day faster than driving all the way to the field and then finding out that something doesn't work or worse yet, being in the middle of a flight and having an important part come loose and cause you to lose control. An article that I read recently also stated that you should range check your plane every time you go out to fly. This helps to insure that your model can still receive its control signals properly. Normally, most people only do this with a new model, or after they have repaired crash damage, but it's cheap insurance to

do it each time that you go to the field. Do you check all of your control surfaces before each flight? This is a good thing to do, especially if you have a computer radio and you change models. Work all of the control surfaces with the engine running and verify that they not only move, but that they move in the proper direction. If you try to take off with the throttle, elevator, or rudder reversed, you will probably find these types of error relatively quickly, but you won't find an aileron problem until after you take off and by then it will be too late; you'll almost certainly crash. Checking control surface movement should take you less than fifteen seconds, but it may save you more than fifteen hours in repair work. With all of this said, I hope that all of you have an enjoyable season of flying. So now let's move on to other topics, starting with...

Project Night

...which took place at the last meeting. Project Night was pretty well attended, with about thirteen members displaying new models or other projects. Just about every type of model from vintage to modern was represented, and I even brought along my new control line Sterling *Ringmaster*. Everyone seemed to enjoy looking at all of the models and listening to the presentations. Now on a more immediate note...

Changes to Meeting Time and Place...

...because as most of you know, dur-

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"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

June 6th.....7:15
AGS Meeting
AGS Field

July 15th.....10 AM
IntraClub Contest
AGS Field

July 22nd.....11 AM
Aviation Day
AGS Field

August 5th and 6th
51st Pattern Contest
Blue Swan

REMINDER:

This Months Meeting is at the AGS Field

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ing the summer months, the monthly AGS meetings take place at our flying field. I've written a short article that appears elsewhere in this issue, so please look for it for all of the details of the changes to both place and time. And the next issue to be discussed this month is...

The Nominating Committee...

...because as I mentioned above, we're almost half way through 2006 already, and we must have a full slate of candidates to present at the September meeting. In order to get this list of candidates, we make use of a three-person nominating committee to choose and recruit members to fill the necessary officer and Board positions. This is the last committee that I need to fill for the year, and I would really appreciate it if you would volunteer to help me out if I call you to ask for your assistance. And even though it's a couple of months away, it's not too early to start thinking about...

The Annual Picnic...

...which will be held on July 24th. This year, the picnic will be combined with the annual Intraclub Contest. Scott Wallace is the chairman for the contest, and my wife and I and Scott's girlfriend are going to handle the picnic. We propose to have the club supply the meat items (burgers, hot dogs, etc.) and ask all of the members to bring one of their favorite side dishes to pass. And Scott is working to put together a series of exciting contest events. It should be a fun day of flying and feasting, so be sure set aside time in your schedule to attend. We'll be activating the phone tree to personally invite each member to join in the festivities, so look forward to a call from one of our illustrious Board members as the day approaches.

That about does it for this time, and I bid you farewell until next month. Don't forget the June meeting to be held at the AGS field. Happy Flying!

Change to AGS Meeting Place and Times

During the months of June, July, and August, the monthly AGS meetings are held at the flying field. During June and July, the meetings will begin at 7:15 PM to insure that we can conclude all of our business before dark. In August, when the days are getting quite a bit shorter, the meeting will begin at 7:00 PM. In addition, because the first Tuesday in July falls on July 4th, this meeting will be move to July 11th. The changes are summarized below:

June 6th – 7:15 PM

July 11th – 7:15 PM

August 1st – 7:00 PM

I will attempt to send out an email reminder before each meeting to give all of you a heads-up. Hope to see all of you there!

Field:

The AGS field is open and many members are enjoying our wonderful facility. If you have not been up for awhile, throw an airplane in the car and come up anytime- chances are friends will be there flying.

I will be out of town for the June meeting but have no fear, the mowing list will be available for sign-ups! If you are a member that does not usually attend meetings but is willing to pitch in and take a turn please call or email your Field Chairman & we'll find an open spot.

If you are a newer member and want to learn our tractor operation please see any senior club member; they will be more than happy to arrange a 1 on 1 training.

Reminder to those that sign up as helpers"- one duty is to clean & replenish supplies in the outhouse.

GET READY FOR OUR

51st ANNUAL PRECISION AEROBATICS CONTEST- AUGUST 5 & 6.

By Bob Noll, Contest Director

All members should plan to help with this major club event. Last year we celebrated a milestone with our 50th contest and the AMA recognized it by great coverage in Model Aviation magazine and our receipt of the AMA President's Award from the AMA President, Dave Brown. This year we will continue the tradition of the longest running precision aerobatics contest in the country.

Our contest will be the first after the AMA Nationals. We will be in Sayre at the site of the Blue Swan Airport. We hold the contest there because it is a great site with no obstructions. While our club field would be OK, it does not compare with the facility at Sayre.

There are enough jobs to go around. Sign up to be a scribe if you want a front row seat to see some of the best aerobatic flying around. If computer tabulation is your bag, then try a job in tabulation. Those of you who like to cook and stay in the shade under our "big top" would enjoy helping Terry Terrenoire at the concession stand. ***I will be circulating a staffing plan at the June meeting, so sign up and help your fellow club members.***

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 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 waived for all AGS members who have worked at the contest.

Don't forget to put August 5 & 6 on your family calendar and help the AGS run one of the best aerobatic contests in the east.

Model Aviation Day 2006

It is coming. Mark your calendar for July 22, 2006 to help out at the 2nd Annual Model Aviation Day.

Activities will begin around 11:00 am and run through 4:00 pm there will be flying demos, the extremely popular training flights and static displays and more. Along with some hotdogs and drinks for the help and the attendees. I will have Sign Up at the June and July meetings also I may try to catch you at the race nights. A Great day was enjoyed by all last year so lets try it again this year!!!

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 Next Connector is 6/23/06.

**AGS Meeting #706
May 2, 2006**

The meeting was held at the Maine-Endwell High School cafeteria. AGS President Bob Balsie called the meeting to order at 7:35 p.m. Present at the meeting were approximately 29 members. Tom Newbury from Kirkwood was our returning guest.

Meeting Minutes

Approved as published.

Officer Reports

President's report:

Bob reported that Art Riegal will be reviewing the field safety rules as part of the agenda tonight. Art will be updating the field rules this year. In light of project night we kept the committee reports short.

VP's report:

No Report.

Secretary's report:

Minutes from the April Board meeting were read.

Treasurer's report:

The financial report was given and accepted.

Committee Reports

Membership

Jonathan Rudy was voted in as a member.

Field

Scott Wallace reported that Bob Jennings had rolled the runways.

The road is better than it was. Scott is getting quotes for repairs to the upper section of the road.

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

No Report

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

Jim Quinn noted that the pattern Primer is scheduled for Saturday, May 6th. Ground School and food at Noon. The contest is scheduled for the afternoon.

Next Board Meeting

May 16th at Brent Bryson's home at 7:30 PM.

New Business

Jerry Roscoe announced the first Pylon Race of the season scheduled for May 9th. Pilots will be taking turns organizing the help for the races during the season. Races take a little over an hour to hold and all Club members are encouraged to come join us for a night of fun and excitement.

Terry Terrenoire presented a Grill to the AGS on behalf of the VRCS. The VRCS made the donation in thanks for use of the AGS field for the past 2 years.

Scott Wallace will be the CD for the Intra club contest scheduled for Saturday July 15th. He noted that there will be a novice class for our new or still learning pilots.

Field Rules Review

Safety Chairman Art Riegal reviewed the AMA safety code and the field safety rules. He reminded us that each and every club member is a safety officer and should be reporting and pointing out infractions of the rules.

Project Night

Project night saw 20 airplanes presented by 16 members. 4 prizes were awarded by luck of the draw. The winners were:

Bob Balsie
Don Harrington
Jeff Hatton
Ralph Jackson

Jim Quinn:

1). Falcon 56, VCRS plane, 2 wings, Aileron and non-aileron. covered with silk.

2) Virus -- escapement system for the re-union. single channel -- one blip for right, two blips for left.

3) Frank Gioffredo's Typhoon 2000

Charlie Hatton:

Stevens Aero Model Dystraction

Jeff Hatton:

Qwest G2 from the RAM show, YS 110. ARF

John McGrath:

First airplane. Cadet LT 40.

Jim Schwab:

Just arrived still in the box, Sword. The Sword is an ARF with a 68.5" wing span 120 engine. pattern Ship.

Don Harrington:

Falcon 56 4 channel control. Forrester 29. 1968. class b engine.

Terry Terrenoire

Whiplash converted to electric. 1974 Sarpolous Design.

Bob Frey

1) Guillows stick and tissue covered with 1/32d balsa silkspan. Battle of Midway airplane.

2) GWS Tiger Moth 400. Geared speed 400 motor. 4 channel control. good trainer

Bill Underkoffler:

wanted a plane similar to the Whiplash. "My little pet airplane". Scaled down pattern plane of the 70's era. it had been a racer. Gap between 1/2a and the 40's. sportsmen race. Won every race it was in.

Ralph Jackson:

(Continued on page 5)

Coming Events:

You won't want to miss the AGS Intra-club contest and picnic! Date is Saturday July 15th from 10 AM until approximately 3 PM. AGS members and their family are invited to join the festivities.

Flying events are designed to be fun for the pilots and entertaining for non-flyers! Around Noon we will break for lunch, The AGS will provide main courses and participants are asked to bring a dish to pass.

This year I will hold two separate events: one for newer or infrequent flyers will be simple tasks that any trainer/sport model can perform.

The class for experienced pilots will include some fun and challenging tasks, and will employ a handicap system to equalize aircraft performance. Dust off those sport planes and bring them out!

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 June 3-4

Tractor: _____
Helper: _____
Helper: _____

Weekend of June 10-11

Tractor: _____
Helper: John McGrath
Helper: _____

Weekend of June 17-18

Tractor: _____
Helper: Paul Rahn
Helper: Bill Markovitz

Weekend of June 24-25

Tractor: _____
Helper: _____
Helper: _____

Weekend of July 1-2

Tractor: _____
Helper: _____
Helper: _____

(Continued from page 4)

Scale Model 1/5 scale Gee Bee Last of the Gee Bee's. Ralph built the model from a 3-view, and CAD. The wingspan is 80" powered by a Saito 4-stroke 180.

Don Shugard:

Pvt. B. Kool. scratch built foamie bi-plane.

Gibb -- Ultra Stick Electric

Matt Struck:

Matrix. Black and White. Kit is laser cut. Kevlar Bracing very little weight to the plane. Indoor flying.

Bob Balsie:

1) Sterling 1998 Citabria, Nelson Hobbies Color Fab. McCoy 40 RC from 1971.

2) Sterling Ring Master, Nelson Hobbies Color Fab and Paint. McCoy 35 engine

Bill Markovitz:

50 size MK Japenesse Synergy YS 63 4- stroke, Monokote.

Bob Noll:

Twister. Engine OS 160 2 Stroke and tuned pipe. 3 bladed prop to maintain constant speed. 3-blade from Dave Lockhart. The plane is designed with Parasitic Drag in mind. The plane is fat and pregnant looking. Thick trailing edges on wings and elevators are also for drag. Another advantage of the thick trailing edges is that the plane requires less exponential around neutral. Magnet system is used to hold the canopy on. Rare earth magnets metal on either side. Pins to do the location. Magnets on the chin cowl. The plane weighs 10 pounds. Paint is Acrylic Urethane PPG with a catalyst. Flying surfaces are monokote.



Aerobatic Primer 2006

by: Jim Quinn

There was no snow on May 6, 2006, but the temperature was in the mid 40s and the winds were gusting to well over 15 MPH. As if it was an ideal spring day with warm temperatures and light winds, however, the aerobatic competition began.

Before the start of competition, Bob Noll treated us all to a most informative and inspirational morning of aerobatic wisdom and instruction. With 5 decades of aerobatic competition experience Bob went through the basics of aircraft setup and the secrets of flying a competitive sequence. All the maneuvers in the Sportsman and Intermediate sequences were reviewed and the fine details of proper lines, matching radii, etc. were covered and all questions were answered.

The weather was cold, cold, and oh yes, it was cold! No one knew I was wearing long johns, but the guys standing around with blankets wrapped around themselves were obviously cold. And oh yes, the winds, were they blowing. Because of the poor weather conditions two first time Sportsman competitors decided not to fly. That left seven other pilots eager and ready to fly.

The Intermediate class had four entrants, but there were two intermediate pilots who were also unable to fly, one because of a health issue he had with some medicine he was taking and the other because of engine problems. Of the two remaining pilots one of them had to leave early so rounds three and four were flown by Jim Rogers alone.

The competition in Sportsman was intense for the three remaining pilots. Unfortunately one pilot was plagued by engine problems so he could not fly to his full potential. The other two pilots needed the fourth round to decide the winner. Round one saw Bill Birkett score 1000 while Jeff Hatton had 962. Round two was a reversal with Jeff scoring the 1000 and Bill had a 966. Jeff also scored 1000 in round three, so that left Bill under pressure to capture the contest with 1000 in the fourth round, if he could. Round four was a repeat of round three, however as we watched Jeff score another 1000 points to win the round and the contest.

Much was learned by all and a good time was had by all. With better weather next year this should be an ideal way for newer pilots to begin the flying season.

Thanks to all the AGSers who helped with the setup and running of this AMA Sanctioned event.

Sportsman

1. Jeff Hatton
2. Bill Birkett

Brent Bryson

1. Intermediate

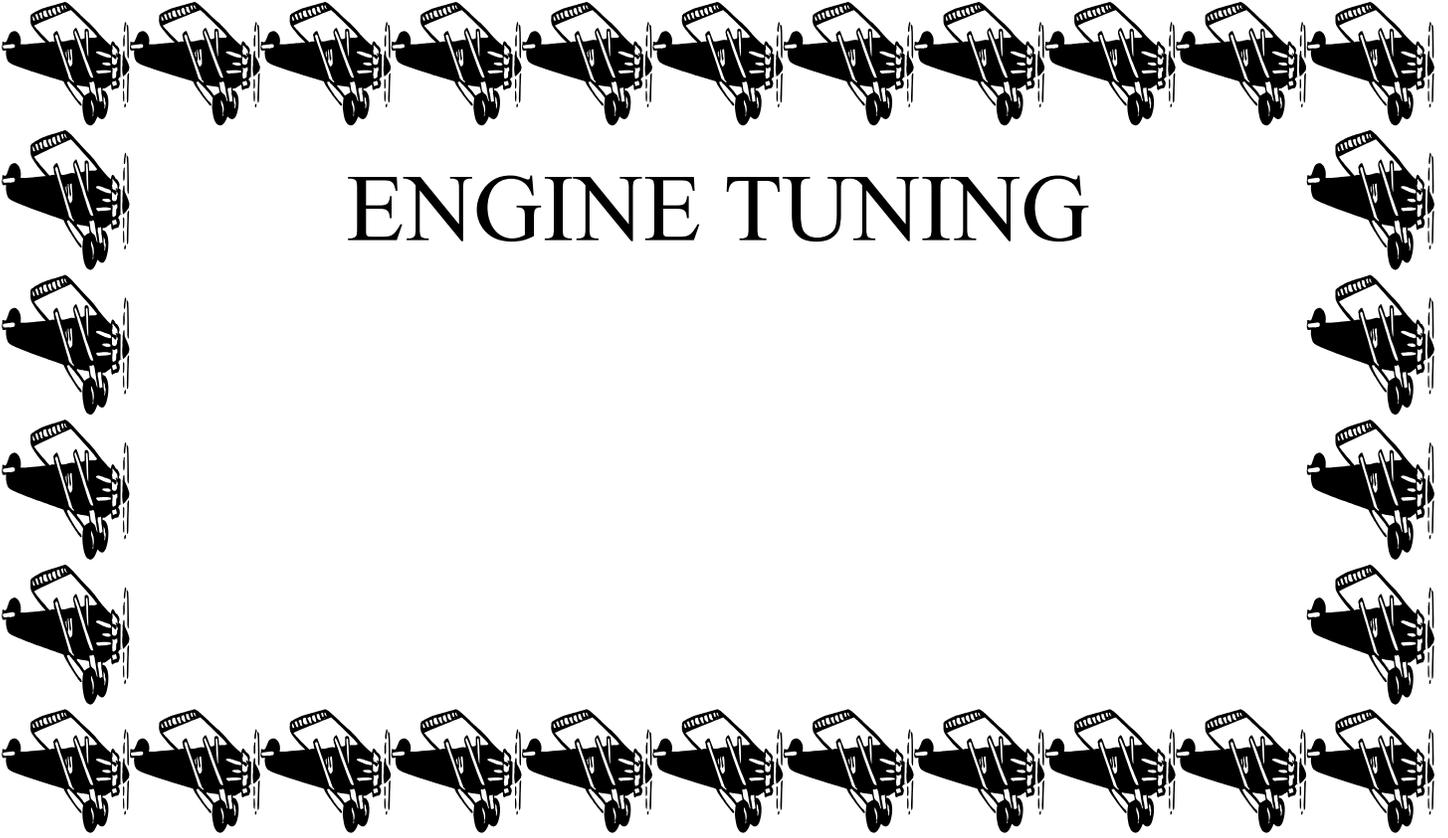
1. Jim Rogers

2. Frank Iacobellis





JUNE PROGRAM



ENGINE TUNING

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