



The CONNECTOR

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

www.agsny.org

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

Volume #56 Issue # 3 March 2010

Meetings of the AGS are held the 1st Tuesday of every month at the Main Endwell High School at 7:00 P.M.
Changes to time or location will be noted in this newsletter .

The Prez Sez

Paul Slocum

I want to say thank you to Bob and Jackie Balsie for all their efforts in organizing the April Mall show and all of those that brought planes and helped out for this 2 day event. At the April meeting Bob Balsie gave another fine program on 'Seconds from Disaster' that talked about three full size aircraft disasters and how these events can be related to our flying model airplanes. The April AGS Board meeting approved to honor Ralph Jackson by purchasing a commemorative brick to be placed in the Walk of Fame at AMA Headquarters. This is in addition to the plaque that will be installed at our field. May is the start of the Pylon Racing season headed up by Terry Terrenoire. As in the past these races will be on the 2^{ed} and 4th Tuesdays of each month. If you are going to race or want to help out with the racing please contact Terry. Field opening was delayed to April 30th due to the wet conditions of the field. This also means that the weekly maintenance of the field will be required. John Carril, our Field Chairman, will be issuing member assignments. If you can not participate on the dates that you are assigned Please arrange for a substitute and inform John of the changes. This is an important task and only takes a couple of hours of you time.

Membership

Paul Slocum

Please join me in welcoming Vernon Ziegler as a new AGS member. Many of you already know Vern since he brings his son Bryan to all the meetings and activities and helps out as well. Thanks Bryan for convincing your Dad to join. To help out Vern's flying career he won the raffle airplane kit on the same night he joined.



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can be obtained free via e-mail or at
a minimal cost of \$8.00 annually

Coming Events

AGS Meeting

May 3rd

7:00 PM Maine Endwell High School

AGS Pattern Primer

May 7th

10:00 AM AGS Field

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.

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

President: Paul Slocum
(A-C)

Vice President: Terry Terrinore
(D-H)

Secretary: John Carril
(I-L)

Treasurer: Bob Johnson
(M-R)

BD. Members at Large:

John Seitz (S-Z)
Don Shugard

Committee Chairmen

Membership:

Program: Bob Noll

Activities: Bob Balsie

Field: John Carril

Historian

Public Relations

Sound:

Safety: Don Shugard

Librarian:

Editor
Jeff Hatton jeff@priusonline.com

AEROBATIC PRIMER 2011

By: Jim Quinn

AGS AIRPORT
May 7, 2011
10:00: Instruction
11:30 Lunch
12:00 Flying

For the last several years this has been an AMA sanctioned contest. The best thing that hasn't change for 2011 is the morning ground school provided by several aerobatic pilots. We will be explaining all the subtleties for best scoring at a contest. We will also use this time for any final trim flying, or maneuver explanations.

Now to the good part, the flying! AMA has issued a new set of maneuvers for the 2011 aerobatic season for Sportsman, Intermediate. The best way to get information about the sequences is to go to the National Society Radio Control Aerobatics' (NSRCA) website, www.nsrca.us. On the home page's left margin there is a title, "Current Sequences Flown" click on it. On the next page in the center there will be four links, one for each of the AMA competition classes. Click on your sequence at the left and you will get a call card. Click on your sequence in the middle (Aresti) and you will get an Aresti diagram of your maneuvers. Click on your sequence on the right (Maneuver Descriptions) and you will get a wonderful description of each maneuver for your class. Of special note in the Sportsman sequence (401) there are two breaks during the sequence, after maneuvers 6 (two loops) and 11 (45 down line) which lets you take a breather before the next maneuver.

Lastly, let me say I hope every member of the AGS comes to the primer. If you currently compete in AMA sanctioned contests as Advanced, Masters, or FAI come as a judge and helper. Everyone else should come and fly. Bring your favorite airplane, the one you like to fly most often and the one you fly the best. I guarantee you will finish the day a better pilot. You may not come in first place, but you will be a better pilot. We all fly STRAIGHT and LEVEL, or so we think. That is the second maneuver in the Sportsman Sequence, right after TAKE OFF. Flying truly STRAIGHT and LEVEL takes a lot of skill. Come to the contest you will leave a better pilot. OH! Did I mention free food? Actually, it is not free, it is included in the entry fee of \$10.00, but for AGS members that fee is waved!

The Annual Mall Show

Bob Balsie

Well, another Mall Show is in the books, and this year's show was another success. Moving the show to April did result in a larger crowd of spectators, but the weather wasn't as nice as I had hoped for. Setup on Friday was cold and windy, and the forecast for the weekend was for heavy snow. Fortunately, the weather prognosticators were wrong, and it was sunny both days, making it more pleasant for shoppers to come out and see our displays.

Since the show conflicted with the annual Toledo show in Ohio, I was concerned that we wouldn't have enough models, since Terry and Jim Quinn would be out of town and a death in Chuck Krapf's family would prevent him from participating. However, the Mall solved the problem for us (unknowingly) because they supplied us with tables that were six feet long, rather than the usual eight foot tables. This resulted in having less space to cover, and the number of planes filled the available area nicely.

We had about four people sign up to receive more information on joining the AGS, and Paul Slocum will be following up with them. Hopefully, we'll have some new members join our ranks.

Next year, I will try to reserve a date that doesn't conflict with Toledo, so that all members of all the clubs will be free to participate.

Raffling Along....

We didn't do as well as I hoped on the Bridi Air Cruiser, but I think our winner and newest member Vern Zigler will enjoy building this nice airplane. Bridi kits have always been of very good quality and I can't think of a more fitting recipient than our newest member winning the draw. The next item we have is another foamy, a nice E-flite Yak. The next meeting will start the pool for this one so bring a couple bucks and try again. Can't win if you don't try.

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 5/27/11

Aero Guidance Society's 56th Annual Precision Aerobatics Contest.

Frank Gioffredo

Well here we are, it is time to get ready for another spectacular AGS contest. After last years contest I think we have proven a contest can be held at our home field. Although attendance was light we were about average for the contests in the district. The dates for this year had to be moved up due to conflict with the nationals on our August dates. This year we will be hosting the contest on July 9 and 10, 2011 I hope everyone can attend and help out with this prestigious event. We run the oldest consecutive running contest in the country and it is always a pleasure to see the satisfaction of the contestants at our event. I received many positive comments after the contest last year. I am hopeful we can get some decent weather to remove more trees from the east and west ends of runways 12-30 and host yet another successful contest. I always appreciate the help the club members offer up to get it done. I know I can count on you guys and that makes my job so much easier and as always thanks to all who will help get it done. I will be looking for some sign ups at the upcoming meetings in the next couple of months so remember no job is too small.

AGS General Meeting Minutes April 5, 2011

Meeting No. 762, called to order by Paul Slocum at 7:05PM

Paul Slocum asked for a motion to approve the March General Meeting minutes as written in the Connector. Jim Quinn indicated that the name of a show and tell aircraft was misspelled: Chaos should have been spelled Kaos. A motion was made by Jim Quinn to accept the minutes as amended. The motion was seconded by Bob Johnson and passed unanimously.

Bob Johnson gave the Treasurer's report and also reported that the IRS had accepted the AGS as a 501C7 organization.

Vern Ziegler submitted his application for membership in the AGS.

John Carril announced that the Field Opening date has been changed from April 16 to April 30 due to the weather and poor condition of the field. He circulated a sign-up sheet for volunteers to help with Field Opening.

Bob Balsie reported that the Mall show went well. He was initially concerned that we did not have enough display planes, but they were adequate for the table space that was allotted to us. Several persons at the show requested more information about the AGS.

Frank Gioffredo conducted a raffle for the Air Cruiser kit. He also reported that the March 6 Winter Fly was well attended and asked that we all start thinking about the July 9 & 10 contest.

Jim Quinn reiterated his intent to conduct a primer – for Sportsman and Intermediate levels. The event will be sanctioned. He is planning to have dinner for the participants at Phil's Chicken House.

Bob Johnson thanked Mark Lecher

for posting the new roster on the club web page, and asked that everyone check it for accuracy.

Paul Slocum reported that he gave the new Charter to the secretary (John Carril) on March 31.

Don Green informed all that the family of Ralph Jackson will be selling his RC planes, many of which are giant scale. Don will compile an inventory and email it to members.

Bob Noll indicated a need for an Activities Calendar for posting at the field. The calendar could also be posted on the web site.

Show and Tell:

Bob Noll presented a couple of Show and Tell items:

The first was a FAI Pylon Racer built in the 1970's. It is a semi-scale plane, similar to the P51. It is powered by a no nitro, high compression K&B .50 racing engine that has an intake and pressure pick-up for the fuel tank at the rear of the engine. He sold it in 1970 and the person that bought it

(Continued on page 5)

(Continued from page 4)

recently gave it back to Bob.

Next Bob discussed setting up dual and exponential rates and demonstrated how to set up the servos for equal throws. He used a jig with a servo mounted on a box, with a pointer attached to the servo arm and marks on the box at approximately 30%. With the servo control set for the pointer to be at the 30% mark, he demonstrated how to calibrate the servo by adjusting the exponential curves on the transmitter so that the pointer did not move when switching between Hi and Low rates. The adjustment can be done on the plane using deflector gauge calibrated in degrees attached to the control surfaces.

Bob Kip showed a damaged Cub that was retrieved from a tree, plus another cub and a stick built model that were partially built. (He had to stop working on them due to an allergic reaction to the glue.) He asked if it was worth trying to re-

pair the damaged Cub and the consensus was yes – definitely. Bob inquired about alternate glues to 2-part epoxy and CA. He received several suggestions including odorless CA, Elmer's white or carpenters glue and Tite Bond which has a better tack than white glue.

John Carril showed a Multiplex Fun Cub ARF that he assembled. The plane is made of Elapor foam that is glued with medium CA. It has a 55-inch wing span, weighs about 40 ounces and features very large foam wheels for rough field use. It is powered by an 11.1V, 2200mah LIPO and a 1050KV motor with 11x5.5 prop that produces 53 ounces of thrust.

Jim Quinn showed a Panther jet that is made of foam and very easy to build. He said he flew the plane about a half-dozen times and that it

had lots of power and flew great. Jim also showed a Team USA T-shirt for the F3A Precision Aerobatics Competition in Muncie, July 21 – Aug 1.

Jim Quinn won the Show & Tell raffle

Program

Bob Balsie did a very interesting slide presentation he called "Seconds to Disaster". The presentation showed a number of major aircraft accidents and provided analyses of the chain of events that caused them.

Paul Slocum adjourned the meeting at 8:49PM.

John Carril
AGS Secretary

Safety

Don Shugard - Safety Chairman

Flying season is just around the corner. Each year the club reviews the AMA safety code at the May meeting. As you are aware this past year the AMA was engaged with our US government offices regarding small Unmanned Aircraft System (sUAS) and our hobby. One of the outcomes of the meetings was an update to the AMA safety Code. While the gist of the safety code remains the same

the wording has changed significantly enough that I want to bring it to your attention in case you cannot make the meeting.

Don Shugard - Safety Chairman

Academy of Model Aeronautics National Model Aircraft Safety Code
Effective January 1, 2011

A. GENERAL: A model aircraft is a non-human-carrying aircraft capable of sustained flight in the atmosphere. It may not exceed limitations of this code and is intended exclusively for sport, recreation

and/or competition. All model flights must be conducted in accordance with this safety code and any additional rules specific to the flying site.

1. Model aircraft will not be flown:

(a) In a careless or reckless manner.

(b) At a location where model aircraft activities are prohibited.

2. Model aircraft pilots will:

- (a) Yield the right of way to all man carrying aircraft.
- (b) See and avoid all aircraft and a spotter must be used when appropriate. (AMA Document #540-D-See and Avoid Guidance.)
- (c) Not fly higher than approximately 400 feet above ground level within three (3) miles of an airport, without notifying the airport operator.
- (d) Not interfere with operations and traffic patterns at any airport, heliport or seaplane base except where there is a mixed use agreement.
- (e) Not exceed a takeoff weight, including fuel, of 55 pounds unless in compliance with the AMA Large Model Aircraft program. (AMA Document 520-A)
- (f) Ensure the aircraft is identified with the name and address or AMA number of the owner on the inside or affixed to the outside of the model aircraft. (This does not apply to model aircraft flown indoors).
- (g) Not operate aircraft with metal-blade propellers or with gaseous boosts except for helicopters operated under the provisions of AMA Document #555.
- (h) Not operate model aircraft while under the influence of alcohol or while using any drug which could adversely affect the pilot's ability to safely control the model.
- (i) Not operate model aircraft carrying pyrotechnic devices which explode or burn, or any device which propels a projectile or drops any object that creates a hazard to persons or property.

Exceptions:

Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight.

Rocket motors (using solid propellant) up to a G-series size may be used provided they remain attached to the model during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code but may not be launched from model aircraft.

Officially designated AMA Air Show Teams (AST) a re authorized to use devices and practices as defined within the Team AMA Program Document (AMA Document #718).

(j) Not operate a turbine-powered aircraft, unless in compliance with the AMA turbine regulations. (AMA Document #510-A).

3. Model aircraft will not be flown in AMA sanctioned events, air shows or model demonstrations unless:

- (a) The aircraft, control system and pilot skills have successfully demonstrated all maneuvers intended or anticipated prior to the specific event.
- (b) An inexperienced pilot is assisted by an experienced pilot.

4. When and where required by rule, helmets must be properly worn and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE approved or comply with comparable standards.

B. RADIO CONTROL (RC)

1. All pilots shall avoid flying directly over unprotected people, vessels, vehicles or structures and shall

avoid endangerment of life and property of others.

2. A successful radio equipment ground-range check in accordance with manufacturer's recommendations will be completed before the first flight of a new or repaired model aircraft.

3. At all flying sites a safety line(s) must be established in front of which all flying takes place (AMA Document #706-Recommended Field Layout):

- (a) Only personnel associated with flying the model aircraft are allowed at or in front of the safety line.
- (b) At air shows or demonstrations, a straight safety line must be established.
- (c) An area away from the safety line must be maintained for spectators.
- (d) Intentional flying behind the safety line is prohibited.

4. RC model aircraft must use the radio-control frequencies currently allowed by the Federal Communications Commission (FCC). Only individuals properly licensed by the FCC are authorized to operate equipment on Amateur Band frequencies.

5. RC model aircraft will not operate within three (3) miles of any pre-existing flying site without a frequency-management agreement (AMA Documents #922-Testing for RF Interference; #923-Frequency Management Agreement)

6. With the exception of events flown under official AMA Competition Regulations, excluding takeoff and landing, no powered model may be flown outdoors closer than 25 feet to any individual, except for

the pilot and the pilot's helper(s) located at the flight line.

7. Under no circumstances may a pilot or other person touch a model aircraft in flight while it is still under power, except to divert it from striking an individual. This does not apply to model aircraft flown

indoors.

8. RC night flying requires a lighting system providing the pilot with a clear view of the model's attitude and orientation at all times.

9. The pilot of a RC model aircraft shall:

(a) Maintain control during the entire flight, maintaining visual contact without enhancement other than by corrective lenses prescribed for the pilot.

(b) Fly using the assistance of a camera or First-Person View (FPV) only in accordance with the procedures outlined in AMA Document #550.

C. FREE FLIGHT

1. Must be at least 100 feet downwind of spectators and automobile parking when the model aircraft is launched.

2. Launch area must be clear of all individuals except mechanics, officials, and other fliers.

3. An effective device will be used to extinguish any fuse on the model aircraft after the fuse has completed its function.

D. CONTROL LINE

1. The complete control system (including the safety thong where applicable) must have an inspection and pull test prior to flying.

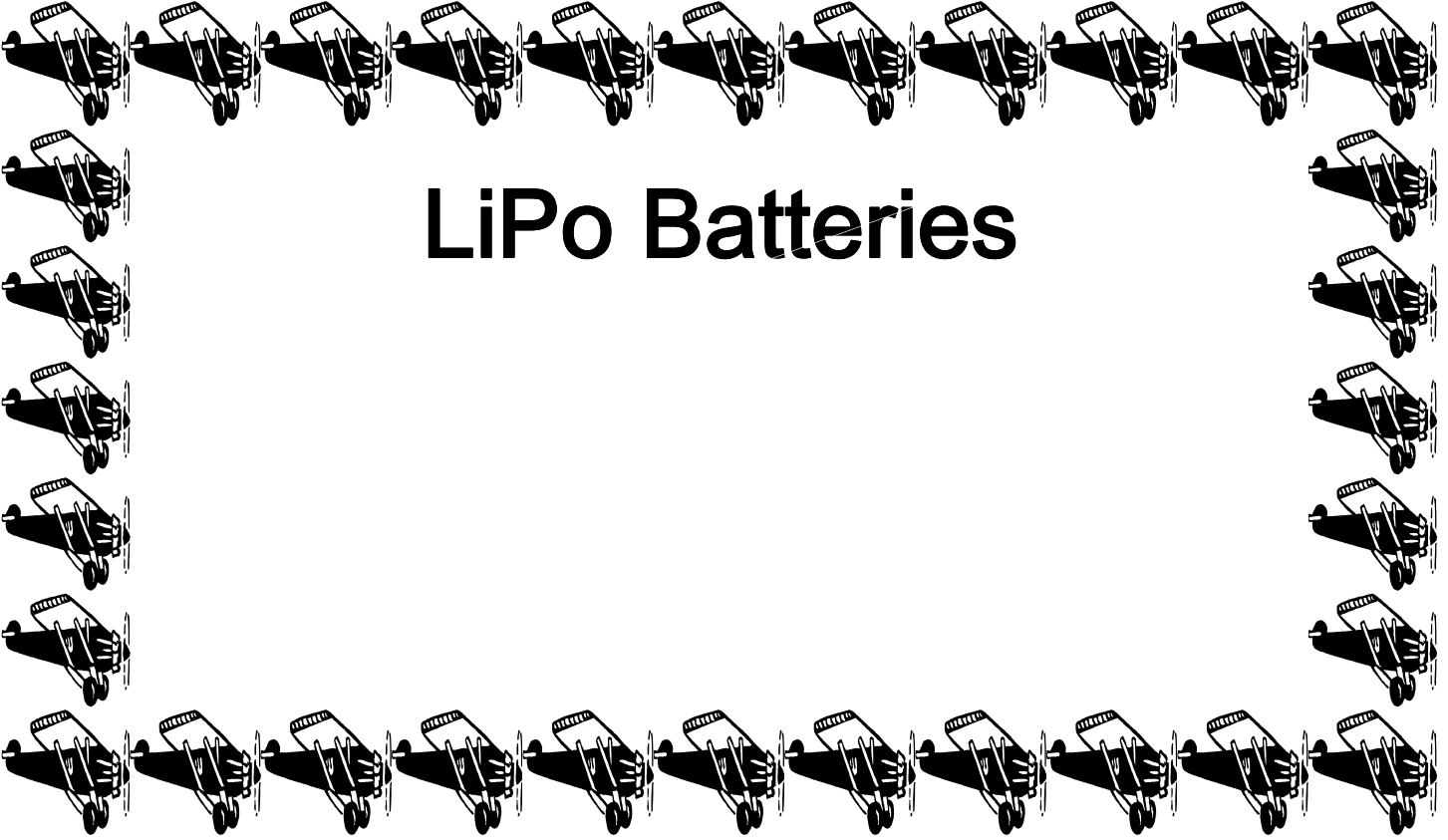
2. The pull test will be in accordance with the current Competition Regulations for the applicable model aircraft category.

3. Model aircraft not fitting a specific category shall use those pull-test requirements as indicated for Control Line Precision Aerobatics.

4. The flying area must be clear of all utility wires or poles and a model aircraft will not be flown closer than 50 feet to any above-ground electric utility lines.

5. The flying area must be clear of all nonessential participants and spectators before the engine is started.

MAY PROGRAM



LiPo Batteries

AEROGUIDANCE SOCIETY, INC.
P. O. Box 39
Vestal, NY 13850-0039