



THE CONNECTOR

Newsletter of the Aero Guidance Society, Inc.

AMA Chartered Club No. 441

www.agsny.org

Recipient of the AMA President's Award for 50 years
of service to AMA and Aeromodeling

Volume #59....Issue #5...May...2013

The Following Channels Must Not Be Used At The AGS Field: 02, 04, 13, 27, 36, 42, and 49

THE NEXT AGS MEETING WILL BE ON MONDAY, JUNE 3rd AT 6:45 PM AT THE AGS AIRPORT

Changes to time or location will be noted in this newsletter

The Prez Sez....

Jeff Hatton

It has been a tough but busy month for me with the club. We have had two resignations from the board this month and I am looking to fill the positions of Secretary and Treasurer for the remainder of the year. If you have interest in either one of these positions please let me know so the rest of the board can get together and get these positions filled as soon as possible. The Board meets the third Monday of each month so keep that in mind when considering these positions.

This month we also worked through our field rules at the board meeting and have come up with some recommended changes that appear later in this issue and that we will be voting on at the next meeting. The motion from the last meeting for additions is in this recommendation and we will finish discussion and voting on each proposed change at the upcoming meeting.

With the improved weather there is also more activity at the field with Pylon racing, an upcoming aerobatics primer, and other events at the field. The next meeting will be at the field with open flying, food, and fun prior to the meeting. For the program we will be looking at sound measuring and how to make sure your plane is in compliance with our sound rules as well as discussing ways to keep the noise down on your aircraft.

June Program

The program for June will be on the subject of noise generated by model aircraft, how to use the club's acoustic measuring equipment, and methods to reduce your model's noise output.



Albatros D.Va by Park Zone

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"THE CONNECTOR"
may be obtained free via e-mail
or at a minimal cost of \$8.00
annually.
Contact the Editor

Coming Events

AGS Meeting
June 3rd, 6:45 PM
AGS AIRPORT

Pylon Race #3
June 11th
AGS AIRPORT

Pylon Race #4
June 25th
AGS AIRPORT

Aerobatics Primer
June 29th
AGS AIRPORT

The Field is Open.
Remember to keep your
speed under 10 MPH on the
access road.

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

President: Jeff Hatton
(A-C)

Vice President: Bob Johnson
(D-H)

Secretary: Open
(I-L)

Treasurer: Open
(M-R)

Board Members at Large:

Brent Bryson (S-Z)

Bob Jennings

Committee Chairmen

Membership: John Carril

Program: Jeff Hatton

Activities: Bob Balsie

Field: Jim Quinn

Historian: Don Green

Public Relations: Open

Sound: Ed Lancki

Safety: Frank Gioffredo

Librarian: Open

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Pylon Racing 2013

by Todd Kopl

The first AGS Pylon Race of 2013 flagged off at 7:00 pm on a beautiful evening with 5 pilots in attendance along with the many dedicated helpers it takes to pull this event off. We were short a few helpers but my co-worker and former AGS member, Dick Powell, was in attendance and willingly stepped up to help out. (I think he has the R/C bug again and I'm hoping to get him back in the club). By doubling up some jobs we were able to hold the race even though we had a slight delay in getting the course set up due to a hidden flag pole hole! The racing was fun and clean with only one cut in all five heats (yours truly). One of the closest heats was between Jeff and Todd in the fifth heat, with Todd finishing in front. Bob had a perfect night with 9 points. With only one pilot in the Nationwide class, Jeff competed with the Sprint class pilots.

AGS Pylon Race #2 was a bust due to mother nature. The forecast looked promising for acceptable race conditions to prevail but it was not to be as the field was fogged in. Thanks to all that showed up to help and the pilots that showed up hoping to race. Additionally, I'd like to thank Mark Lecher for stepping up to fill the recently vacated statistician position. I look forward to seeing everyone at the next race... newcomers are always welcome!

I would be remiss if I did not express a sincere thank you to Doug Breneman for all his support over the years, especially as statistician for AGS pylon racing, and to the club in general. He will truly be missed. (For those of you who are not aware, Doug Breneman has decided to resign from the AGS. Ed.)

PYLON RACING POINTS STANDINGS			
NAME	CLASS	BEST 6	RACE 1
Bob Noll	Sprint	9	9
Todd Kopl	Sprint	7	7
Frank Gioffredo	Sprint	5	5
Bill Markovitz	Sprint	3	3
Jeff Hatton	Nationwide	6	6

AGS General Meeting Minutes

May 6, 2013

The meeting minutes for the May meeting were not available when this issue went to press. They will be published in next month's Connector.

Club Activities for 2013

by Bob Balsie – Activities Chairman

Check out the calendar below to see what other fun events will be available for you to participate in this year. There should be something for everyone. Our next activities will be Pylon Races 3 & 4, and the Aerobatics Primer. Hope to see all of you guys at the field this summer.

* ACTIVITIES CALENDAR FOR 2013 *

Activity	Date	Chairman
New Year's Day Fly	January 1, 2013	Frank Gioffredo
Winter Fly	March 9, 2013	Don Green
Field Opening	April ??, 2013	Jim Quinn
Pylon Race	May 14, 2013	Todd Kopl
Pylon Race	May 28, 2013	Todd Kopl
Pylon Race	June 11, 2013	Todd Kopl
Pylon Race	June 25, 2013	Todd Kopl
Aerobatics Primer	June 29, 2013	Jim Quinn (CD)
Pylon Race	July 9, 2013	Todd Kopl
Pylon Race	July 23, 2013	Todd Kopl
Model Aviation Day	August 10, 2013	Rick Allabaugh
Pylon Race	August 13, 2013	Todd Kopl
Pylon Race	August 27, 2013	Todd Kopl
VR/CS Reunion	8/31 – 9/1, 2013	Bob Noll (CD)
Pylon Race	September 8, 2013	Todd Kopl
Fall Float Fly	September 7 & 8, 2013	Bob Balsie (CD)
Pylon Race	September 15, 2013	Todd Kopl
AGS Pattern Contest	September 21 & 22, 2013	Frank Gioffredo (CD)
Field Winterization	TBD	Jim Quinn
Annual Holiday Party	December 2, 2013	Bob Balsie

AGS Mowing List

Date	Tractor Driver	Helper #1	Helper #2
June 1	Carey, Richard	Seitz, John	Green, Don
June 8	Wallace, Scott	Lancki, Ed	Peeling, Harold
June 15	Shugard, Don	Ziegler, Vern	Ziegler, Bryan
June 22	Noll, Bob	Carril, John	Johnson, Bob
June 29	Quinn, Jim	Cease, Frank	Cease, Ben
July 6	Hatton, Jeff	Hatton, Charlie	???
July 13	Kopl, Tom	Kopl, Todd	Kopl, Matty
July 20	Gioffredo, Frank	Gioffredo, Derek	Allabaugh, Rick
July 27	Carey, Richard	Seitz, John	Green, Don

Airport Activities

by Jim Quinn – Field Chairman

The Iron Man appeared at our spring clean-up and gave us a thumbs-up for getting everything ready for late spring and summer flying fun.

Thanks to all who are mowing. A special thanks goes out to Frank Gioffredo who has our tractor back in good running order. Frank is also doing some serious and much needed maintenance on both the mower and the tractor.

Be sure to check the condition of the runway before using the tractor. Normally it should be hard enough at this time of the year, but we've had some severe storms rolling through the region lately so just double check that the runway is hard enough for the tractor. Remember, the airport is our greatest asset and we need to be protective of it.

Last month I wanted to thank our “spring cleaners,” so here they are a little late: A very special thank you to Doug B, Rick C, John C, Don G, Jeff H, Bob Je, Bob Jo, Tom K, Ed L, Bob N, Jim Q.

I did not actually ask for an RSVP in my emails calling all AGSers to volunteer for our 2013 “Spring Clean-up.” Ten members, however, were thoughtful enough to say, with regret, that they were not able to help.

Currently the AGS has under 50 registered members for 2013. The 21 AGSers who responded to the “Spring Clean-up” call amounted to over 40% of our membership! That is very IMPRESSIVE.

And, of course, here is the next two months of the mowing list. I tried to schedule mowers on dates that they had events. That is why the list jumps around a little.

Proposed Updates to the AGS Field Rules

by Frank Gioffredo – Safety Officer

AGS Field rules

Re-issue date May 20, 2013

These rules have been developed to ensure the safe and enjoyable use of the AGS flying field and to preserve good relationships with neighbors. They will be enforced as stated in the AGS bylaws. Note: These rules shall be reviewed with all persons who have not previously flown at the AGS field. The host member shall ensure that the new pilot understands these rules and agrees to abide by them.

General:

1. All persons flying at the AGS field shall observe the [Official AMA National Model Aircraft Safety Code](#) which is posted on the Frequency Control Center.
2. All persons who fly at the AGS field shall be members of the AMA and shall have in their possession a current AMA membership card. Non-AMA members shall be permitted to fly on a one-time basis. These persons shall be under the supervision of a current AMA member and shall fly with a buddy cord.

>>>> Proposed change 1 <<<<

All persons who fly at the AGS field shall be members of the AMA **or other national or international supported organizations, and shall have in their possession a current** membership card. **Persons not covered in the above statement** shall be permitted to fly on a one-time basis. These persons shall be under the supervision of a current AMA member and shall fly with a buddy cord.

3. Only pilots and their helpers shall be allowed in front of the chain link fence. Spectators shall remain behind the chain link fences at all times.
4. All aircraft engines shall be equipped with a spinner or safety prop nut.

>>>> Proposed change 2 <<<<

All aircraft engines **or motors** shall be equipped with a spinner or safety prop nut **to cover exposed threaded shafts.**

5. The maximum sound level emitted by any model shall be limited to 96 db on the A weighted scale measured at 9'. New aircraft shall be tested and, if necessary, corrected promptly.
6. Aircraft engines shall be operated between the hours of 9 AM and 9 PM only. Electric motors may be operated at any time.

>>>> Proposed change 3 <<<<

Any aircraft may be operated between the hours of 9 AM and 9 PM only.

>>>> Proposed change 4 <<<<

Any aircraft, , able to operate below 72 dbA may be flown at anytime.

>>>>Proposed change 5 <<<<

Motors or engines shall be energized or started only on the flightline side of the safety fence.

>>>> Proposed change 6 <<<<

Only aircraft being readied for flight shall have a battery connected to the electric motor (s).

>>>> Proposed change 7 <<<<

All unattended electric aircraft in the pit area shall have a visible means (able to see without touching) of showing the motor is disconnected from the battery, or shall be physically restrained.

7. Periods of prolonged engine running (engine testing, engine break-in, etc.) shall be done at the west end of the field.

>>>>Proposed change 8 <<<<

Periods of prolonged engine **or electric motor** running (engine **or electric motor testing or** break-in, etc.) shall be done **in the designated area of the field.**

8. Take all trash with you when you leave the field.
9. All persons using the AGS field shall be courteous and considerate to others at all times.
10. At least two persons should be present when operating the tractor or other power equipment.

>>>>Proposed change 9 <<<<

It is strongly recommended at least two persons be present while operating the tractor or other power equipment.

11. When driving on the access road, speed shall be limited to a maximum of 10 miles per hour. When driving near the houses on Warrick Road, it is desirable to limit speed to 5 miles per hour.
12. The last person to leave the field shall ensure that the Frequency Control Center, the pavilion, and the access gate are securely locked, if used.

>>>>Proposed change 10 <<<<

The last person to leave the field shall ensure that **all of the club's facilities, property and equipment, which have locks, are properly secured and** locked.

Frequency Control:

1. Pilots shall display their operating frequency on their transmitters.
2. A frequency sharing program is in effect at the AGS field. Frequency channels which do not have a corresponding pin in the Frequency Control Center shall not be used.
3. Idle transmitters shall be impounded if any flier so requests.
4. Transmitter antennas shall be retracted when not in use.
5. Before turning on a transmitter, each pilot shall obtain a frequency pin from the Frequency Control Center and replace it with his/her AMA card.
6. 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.
7. If more than one pilot present is on the same frequency channel, the pilots shall share the frequency pin by flying on an alternating basis. No one pilot shall monopolize the frequency channel.

Runway Designation and Usage:

1. Runways are designated according to conventional airport design and are numbered according to their compass heading. The runways are 6 - 24 (six, two-four) and 12 - 30 (one-two, three-zero).
2. A majority of pilots present at the field shall at all times designate which runway is "active" and which is the "alternate" in an ongoing manner dependent upon wind direction. The active runway is the runway that is in current use for takeoffs and landings. Since takeoffs and landings are usually done as close as "into the wind" as possible, wind direction generally determines the active runway.
3. A majority of those pilots using the active runway shall 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 shall only occur when there is a unanimous consent from all other pilots present prior to each flight.
4. The wind direction rule shall not apply to the alternate runway. This means that cross-wind takeoffs shall be allowed on the alternate runway only.
5. When the active runway is in use by multiple pilots, it shall be limited to normal takeoff and landing type maneuvers. This rule may be waved if all pilots agree before the flight to allow low-level maneuvers as close as the runway centerline.
6. Announcement of intention to use the alternate runway shall be made prior to each takeoff and "end of flight" landing.
7. The alternate runway should primarily be used for those models that perform maneuvers such as, but not limited to,

3-d maneuvers and hovering.

8. Pilots shall not fly or taxi across the active runway when using the alternate runway.

Communications when taking off and landing:

1. 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.
2. Before walking onto a runway, a pilot or the pilot's helper shall carry the model to the edge of the runway and call out "On the runway".
3. The pilot or the pilot's helper shall carry the model to the center line of the runway, set it down, and walk back to the pit area.

>>>>Proposed change 11 <<<<

The pilot or the pilot's helper **may** carry the model to the center line of the runway, set it down, and walk back to the pit area.

4. When the pilot or the pilot's helper reaches the pit area, the pilot or the pilot's helper shall call out "Runway Clear". The pilot shall then commence the takeoff sequence.
5. Before taking off, the pilot shall call out "Taking Off" or "Takeoff on Runway X" (where X indicates the runway designation described above).
6. Before landing, the pilot shall call out "Landing" or "Landing on Runway X" (where X indicates the runway designation described above).
7. If a pilot experiences an engine failure and must land immediately, the pilot shall call out "Dead Stick". Other pilots shall immediately make way for the pilot to land.

General Rules for Flying:

1. It is strongly recommended that members do not fly alone.
2. Taxi only in on the taxiway and the runway.

>>>>Proposed change 12 <<<<

Taxi only **on** the taxiway and the runway.

3. All persons shall refrain from standing in the arc of a rotating propeller.
4. All flying shall take place over unpopulated areas. Flying in the vicinity of neighbors' homes shall be avoided.
5. Flying is not allowed when the tractor is in use.

>>>>Proposed change 13 <<<<

Flying is not allowed **while field maintenance is being done on the active runway.**

6. The number of aircraft that may be flown at the same time shall be limited to four.
7. A plane shall be pointed toward the runway when started.
8. Hand launched models shall be thrown in a direction away from the pit area and other persons present.
9. All hovering and flying maneuvers shall be done no closer to the pit area than the center of the runway
10. A pilot may request that they be allowed to fly a model without other models being in the air. Reasons for the request may include, but are not limited to:
 - The first flight of a new or repaired model.
 - Practice of an aerobatics routine.
 - A pilot's first solo flight.

Rules for Control Line Flying:

1. If a member is flying control line models and another member wishes to fly an R/C model, the control line pilot shall relinquish the field to the R/C pilot as soon as possible.
2. After takeoff, the person(s) assisting the control line pilot shall ensure that no persons enter the circle where the control line model is being flown.
3. **A safety thong shall be attached to the control handle and the pilot's wrist.**

JUNE PROGRAM

NOISE MEASUREMENT AND NOISE ABATEMENT

Aero Guidance Society, Inc.
P. O. Box 39
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