



The CONNECTOR

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

www.agsny.org

Volume #62 Issue # 7 July 2016

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

**THE NEXT AGS MEETING WILL BE ON
MONDAY Aug 1st 6:30 P.M at the AGS Field**

Changes to time or location will be noted in this newsletter

The Prez Sez

Submitted by Frank Gioffredo

Wow, seems like the summer is just burning by. I've spent way to many hours at work and no way near enough time enjoying our great hobby. As most of you know I have a job offer in Virginia, but I am having trouble finding affordable housing, so I don't know if I will be able to make the change or not. Time will tell.

On a good note, I have filed for the contest sanction so we can get it on the schedule. Jeff will be handling the prep work. So if he contacts you to help please do so. As the old saying goes, many hands make light work. Jeff has filed for his CD license and we will transfer the sanction to him when he gets it. I had the opportunity to get out on an early Sunday morning to do some flying and was very impressed to find eleven FLYERS at the field, yes all eleven were flying and we all had a great time. It was nice to see the field that busy again; maybe we can make this happen more often.

Onto the business part of the column, we need to replace most of the board members for the coming year. Several of the officers have termed out and we are in need of replacements, and I not knowing where my future is headed am on that list as well. I know we have many capable people in our membership who can handle these jobs, I also know for the past few years we have had some awesome guys filling the offices, but they need a break. If we cannot fill these offices with new blood, which would be the better choice, we may need to revise our by-laws once again to allow for longer terms. Please give some thought to taking one of the positions. I mean if I can do it. How hard can it be? There are always people to help guide you if needed.

Ed. Note: AGS President's column continued on page 9

Cancellation of AGS Meetings:

In the event of poor weather, listen to the radio or television for local closings and cancellations. If the Library is closed the meeting is cancelled and a notice will be sent via the AGS mailing list.

Coming Events

AGS Aug Meeting

Family Picnic
Monday Aug 1st
6:30 PM AGS Field

Pylon Race #7

Tuesday Aug 9th
6:30 AGS Field

Pylon Race #8

Tuesday Aug 23rd
6:30 AGS Field

AGS Aerobatics Contest

Aug 27-28
AGS Field

VRCS Reunion

Sept 3-4
AGS Field

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

AGS Officers:

President: Frank Gioffredo (A-C)

Vice President: Charlie Brown (D-H)

Secretary: Ray Phillips (I-L)

Treasurer: Bob Jennings (M-R)

Board Members at Large:

Tom Kopl (S-Z)

Stan Driggs

Past President: Rick Allabaugh

Committee Chairmen:

Membership: Charlie Brown

Program: Tom Kopl

Activities: Open

Field: Todd Kopl

Historian: Don Green

Public Relations: Open

Sound: Scott Wallace

Safety: Frank Gioffredo

Librarian: Rick Allabaugh

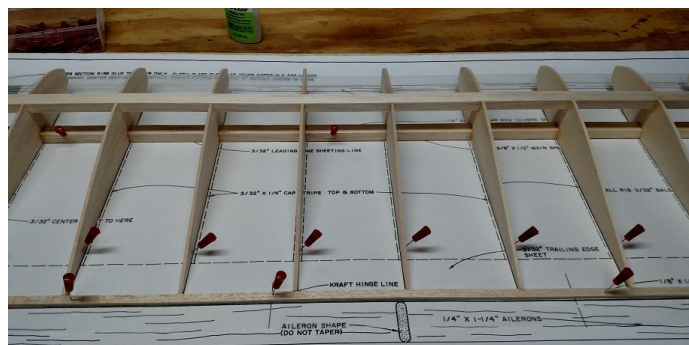
Webmaster: Brent Bryson/Jeff Hatton

Newsletter Editor: Scott Wallace

Editorial – submitted by Scott Wallace

I took a week off around the July 4th Holiday and managed 4 trips to the AGS field. I've rediscovered what I first knew from flying in South Carolina, that I really enjoy morning flying sessions. The wind is minimal and the temps are still comfortable, I can see where being retired has its advantages in being a more active flyer! Got six flights on my new Bridi Warlord that pictured last month, the new model flies every bit as well as I remember my first one some 30 years ago.

I was going to take a building break until the winter but I guess an addict can't quit that easily. The photo below is the beginning of a wing panel. I really love a quality machine cut kit, so much better than die cut (crushed) balsa of olden days and to me even better than modern laser cut kits.



For this model I will make a few concessions to more modern techniques, for now planning to make the wing bolt-on rather than rely on rubber bands. I'll also use dual aileron servos – I didn't on my recent Warlord build and wish I had.

Last Saturday got a call from Bob Noll wondering if I was going to the field that day, ironically the call came just I was turning onto our road to do some flying of my own. Long story short it was neat to help Bob with the first flights of his replica 1952 deBolt Live Wire Trainer. This is a very nicely done model that has been an award winner in Toledo and at the WRAMs show, and now he's shown it flies as well as it looks. I hand launched it and both flights went off without a hitch.

Three of us from the AGS plan on attending the VRCS meet in Rochester coming up at the end of the month – I'll have a full report in the next Connector.

NOTE: 72 MHz Channel #42 Must Not Be Used at the AGS Field

The CONNECTOR is prepared on a Personal Computer. Submissions are happily accepted via email to: wallaceaero1@aol.com

Aeroguidance Society Meeting # 824

Date: July 11, 2016

Place: AGS Field

President Frank Gioffredo called the meeting to order.

Guests: Richard Wright, guest of Brent Bryson
Our most recent AGS associate member Chris Goffa
Potential member Chris Morgan

This monthly meeting was rescheduled due to the Fourth of July Holiday.

The minutes as published in the Connector were not discussed, nor were there any changes expressed by the members.

Bob Jennings was not present for the Treasurer's report.

Stan Driggs volunteered to host the annual AGS family picnic on Aug 1, 2016, at 6:30 PM at the field. This will be a dish to pass meeting with the main dish provided by AGS. Picnic will be on a regular meeting night.

Frank Gioffredo will not be able to CD the AGS pattern contest due to personal reasons. Jeff Hatton has applied for his CD license to run this event. This will be the 61 st annual pattern contest for AGS.

Frank announced the BOD has completed the budget for the 2016-2017 season. A budget summary will be emailed to all members prior to the Sept meeting. It is important for all AGS members to review this budget summary to understand the AGS expenses and income. Everyone should be aware of the major factors contributing to the club expenses and how we recover the expenses in the form of member dues.

Scott Wallace, the AGS Connector editor, has requested input for our monthly newsletter. Scott is very modest and said he has nothing more to publish about himself. Members are encouraged to contribute articles, modeling tips, modeling experiences, review of hobby purchases, photos and whatever. Without the contribution of our members, the Connector will contain only the secretary's report, calendar and mowing list.

Brent Bryson reported the Pylon races have been short on either participants or helpers. We need both to run this event. It takes 4 people per pilot for these events. The AGS will not hold a float fly this year. We do not have a CD to make this an AMA sanctioned event. If the

event is not sanctioned, the liability risks for AGS are not covered by any insurance.

There was a short discussion about recent announcements by the FAA and AMA. In short, the FAA will be publishing Part 107 that will cover sUAS activities for both commercial and hobby flying. While the final regulations may not be available until Sept, most of this regulation will pertain to commercial flights. Model aircraft operated as a hobby regulations will be written in the spirit of Public Law 112-95 Sec 336. It is important for all AGS members to understand these regulations are being written per a law passed by Congress in 2012. Much has happened since 2012 in terms of "drone" flights and conflicts with man carrying aircraft.

Currently there are two bills in Congress that address some of these concerns and have the potential to put addition restrictions on our RC aircraft activities. These bills are being deferred until late next year. AMA information may sound like model aircraft are exempt from regulations; this is only until Congress finishes their work on new laws next year. I am sure the AMA will be asking the members to write letters to our law makers as this work continues. But, the FAA's position is that model aircraft are aircraft that are operated in the National Air Space system, which they regulate. All the items listed in Sec 336 apply. The FAA can bring charges to those they feel are violating the FAA regulations and causing a danger to those on the ground or in the air.

Things that remain unchanged; FAA requires registration of all sUAS operators, aircraft are to be marked with FAA issued number, operators must notify airports within 5 miles, FAA has guidelines to fly below 400 ft and sUAS within visual line of sight. sUAS must not fly in a TFR area and sUAS must give right of way to man carrying aircraft. It is more important than even that our hobby remains accident free. Remain vigilant of full scale aircraft and others who are violating sec 336.

Now for the fun stuff..... We tried to keep the business part of this meeting as brief as possible. The main purpose of our meeting was a time for open flying at the field by the members. And fly we did! I counted as many as 15 airplanes on the flight line. This was in addition to all the planes that were in vehicles. Many times there were four airplanes in the air with members waiting to fly.

It was a challenge to keep from becoming an ace, either as a bogie or an attacker. The flying started before the business meeting and then resumed

afterwards. I am sure the last flights landed near dusk. Some members got an early start. People were flying at 11 AM! Some left for dinner and then returned. Just think of it, continual model aircraft flying at the field from mid-morning to dusk.

It was good to see members both young and those just young at heart flying and enjoying the flights of others. Watching Neil Hunt's J-3 Cub depart and fly in a very scale manner was just mystifying. Everything from electric foamies to gas powered noise makers were in the air. Some aircraft with 2 wings and some with one. Even a flying wing. ARF's and kit built, many examples of both. Not one mishap all evening. Don Green was present with his camera; I can't wait to see the pictures. Watching all of this makes you appreciate the hobby and why we belong to a club. We need to be thankful we have these facilities; we all need take the time to enjoy it more.

Respectfully submitted - Ray Phillips AGS Secretary

WingInIt with Warbird – submitted by Charlie Brown

Hello pilots,

Before I get my column back on line let me first do a public apology for my selfishness. Writing a column takes a lot of time and thought to produce and recently I fell into the same form of apathy that I have witnessed take hold of this club for a major percentage of its membership in the lack of participation of this wonderful hobby. Because I have seen only the handful of regulars flying and always wondering where the remaining majority is (believe me, I'm at the field 3-4 days a week (day and evenings) I thought why bother with my writings because who's reading it?? Well to my surprise, I have been approached by multiple members and asked why I quit writing and was asked if I would continue because they enjoyed what I had to talk about. I was humbled and really appreciated hearing that and it reminded me that if only one person gets something out of my contributions then that is a positive towards perpetuating the sport I have come to be impassioned with.

I would like to remind everyone that the Connector is a club paper that we all can use to tell everyone what you are doing to enjoy this wonderful sport whether it be your latest build or assembly project to a road trip, another club event or whatever so that a "connection" is maintained with others in the club. Having said that I

would enjoy hearing about what other club members are doing too, even if it is a just a paragraph or two a couple times a year.

Now let me play a little catch up and share with you what's been exciting the Warbird since I last wrote. Back in June about a week before I was going to make the road trip to Muncie for the AMA NEFI (National Electric Fly In ; 6/10-12) event I had an incident at the field where a hawk attacked my Hawker Sea Fury. This attack broke the elevator causing control loss and a trip to the woods to find the model in 11 pieces. It was determined that the hawks were defending a nest that we (thanked the pilots that were there that day but my chemobrain can't remember who helped on the search) discovered while down in the woods. The pair of hawks were actively defending from three turkey vultures when I happened by that aerial combat zone on final approach with full flaps and gear down which put me low n slow n vulnerable. Some Gorilla glue and Beacon Foam Finish and from 4 feet away you couldn't tell. Folks that I got to meet in person at NEFI (been chatted with them for better than 2 years on the Squawk forum) were blown away about the hawk attack story and the barely detectable repair. We all agreed that foam bounces better than balsa, this especially after I lost my 1600mm Seagull Skyraider (balsa) to some sort of EMI at NEFI. Three other pilots lost expensive balsa birds in the same location during the same event. I told Jay Smith (event CD and Model Aviation chief editor) that I was officially proclaiming that area as the NEFI Triangle. He was bewildered as to the oddity of the occurrences and would investigate for irregularities. He awarded me a "spectacular crash" gratuity with a 2 oz bottle of BSI Foam Safe CA which put a smile on my mug that covered the pain of the moment for the total loss. Two flights earlier with my Hellcat, I almost lost it in the same spot but managed to recover in a flat spin with minor damage. I avoided that area like the plague for the remaining time at the event after the Skyraider went in.

All in all the NEFI adventure was a really fun time and am planning on going back next year. Since the Connector is available for non-members to read via our website, I would like to formally acknowledge and thank some of the AMA National HQ members. Jay Smith, thanks for your hospitality as the event CD and the long hours it required of your personal time from family. Shawn Grubbs, as the membership director your passion shined and I thank you for giving me the personal tour of the HQ facility. Tyler Dobbs, your role as the Government Affairs and PR Assistant is a tough job and it was a pleasure to just bend your ear and BS in general about the hobby and thanks for the followup card sent.

Ohhhhh, and the AMA Museum was pretty awesome too. Toured that on the last day there before heading back home.

Before I get too far away from the hawk story, just last week another member had a very similar experience as mine but without the attack. Several members were there to witness and I will leave the details of the encounter to John C to comment on if he desires.

Two weekends ago I made a quick little two hour drive on a Sunday morning up to Canandaigua to the Sky Chiefs Fun Fly In event. It is really nice to go and experience other clubs fields and events and meet others that are impassioned about this sport as myself. Met the event CD, Paul Weigand (he says hello Bob N.) and in the conversation I discovered that there is a REALLY passionate group of RC modelers called the RC Gypsies. They number about 100 strong in total and travel from event to event in motorhomes/ 5th wheels and campers, now that is some serious dedication and passion.

After having worked out the setup of my rolling hangar at NEFI my next scheduled road trips are a four day stay at the Peaceful Valley campgrounds where the NEAT Fair will be held Sept 15-18 and the following Saturday on the 24th is Biplanes over Ithaca. But until that time I will be racking up the sorties at our field during the day/evenings because my target is to surpass the 600 mark that was achieved last year. Don't forget that towards the end of August will be the annual Pattern contest. Even though I don't compete, I will be there to support and of course socialize. Further details should be forth coming by Frank and Jeff.

There was a familiar known mindset when I use to ride the motorcycles and that was the more you ride the more the chances of going down. Well that same adage is also so very true with flying our toys. I have seen multiple pilots at the field put one of their favorites into the repair shop and yours truly is part of the club. So whether it be a mechanical failure or just pilot error, a good maintenance routine and preflight can help minimize the mechanical issues and the piloting side can only be achieved by getting the flight time in to increase the skill sets. As the lead flight instructor, if anyone wants assistance please feel free to call on me. I really enjoy helping others whether it's being trusted to actually maiden a bird or just giving assistance in that process. So far this year I've completed over 20 with a 100% return to the tarmac safely success ratio.....knocking on wood to ward off that jinx I just did.

So I have almost completed the assembly and modding of my replacement Skyraider which is a foamy made by HSD that is the same size as the balsa was. Hope to get that done early next week. My Xmas present, the B-25 Mitchell is now almost completed too and with its makeover as a Navy PBJ-1. Now that is one where I know that my pucker factor is going to be ratcheted up just a tad.

That's it for now pilots, hopefully my prime nemesis (fibromyalgia) doesn't prevent me from being able to attend and seeing ya'll at the clubs social picnic on Mon, August the 1st. Remember, we aren't getting younger so ensure that the child in you lives strong by enjoying all aspects of this great hobby.

Best regards,
Warbird

July AGS Field Report – submitted by Todd Kopl

I'd like to thank everyone who has been substituting mowing partners and copying me as an FYI...this is perfect.

I don't think I need to point out how dry it's been and I've had several folks ask if they should still mow or not...valid question.

I do not believe in running the equipment around if it's not really needed. However, there are always weeds that will need trimming and the privy should be cleaned. If in doubt you can email me at takopl297@gmail.com

Also, don't forget to turn in any gas receipts to the treasurer (Bob Jennings).

As always, if anyone experiences issues with equipment please let myself and Frank know ASAP.



Updated mowing list for the upcoming month as follows:

MOWING LIST 2016				
Dates				
8/4-8/6	Charlie	Hatton	Jeff	Hatton
8/11-8/13	Frank	Gioffredo	Derek	Gioffredo
8/18-8/20	Bob	Johnson	Ron	Sprague
8/25-8/27	Todd	Kopl	Matt	Kopl
9/1-9/3	Brent	Bryson	Mark	Lecher
9/8-9/10	Charlie	Brown	Ray	Phillips

Mowing Crews (drivers and helpers) are responsible for switching dates with others if they are unable to work on their scheduled date(s). Please keep me informed of any switches in crews.

Spirit of Selinsgrove Reunion – by Bob Noll

The Aeroguidance Society will again be hosting the Vintage RC Society for its 27th Annual Spirit of Selinsgrove Reunion on September 3 & 4 at our airport. This long running event features planes designed for radio control that were designed 35 years ago or earlier.

The weekend will start on Friday evening with a gathering at Mario’s in Owego since the headquarters hotel is the Red Roof Inn (formerly the Owego Treadway Inn). VRCS members will be arriving at our airport about 9 AM on Saturday and will fly a variety of vintage plane designs until about 5 PM. At that time they will leave to prepare for the Saturday evening banquet at the Treadway Inn.

Some pilots will venture to our field on Sunday morning before traveling home. Some will use Sunday to visit our wine country and the other places of interest in the area. Many wives and spouses attend this event with their pilots.

I am sure you will want to see the vintage planes so come to the airport on Saturday and don’t wait until Sunday. Our airport will be open to all pilots after 5 PM on Saturday and ALL DAY SUNDAY.

Some awesome show & tell’s from the Kopl’s:



Matt (pictured above) and his dad Todd built this beautiful Ultra Sport 60 kit generously donated from Grandpa Kopl’s workshop. This was a full build, not an ARF and was a great father/son project. Powered by an OS 91FS, Monokote covering, weight ~ 7 lbs.

Not to be outdone, Tom Kopl reports that he’s finished up his Great Planes Easy Sport .46 ARF with a Thunder Tiger .46 glow engine and a Spektrum DX6 transmitter and 610 receiver. Tom’s next project is to assemble his BNF Park Zone Sport Cub.

AGS Pylon Racing Report – submitted by Brent Bryson

Race #3 was held on July 26. The weather was excellent, and we got underway at a little after 630PM. There were 9 helpers and 3 pilots. Food was provided, cooked to perfection, by chef Rick who did double duty as a helper. We had 3 pilots ready to race. Rick was still getting his plane ready, with some CG problems, and Jeff was not feeling 100%. Todd's engine problems continued to plague his plane, and he had to sit one race out, while Bob streaked around the course solo fashion.

Mark Lecher, our race statistician, reported the following results for the evening:

Race #3 Results:

Place	Pilot	Points
1	Bob Noll	7
2	Todd Kopl	6
3	Brent Bryson	4

Standings year to date:

AGS Pylon Racing Season Standings		
Place	Pilot	Points
1	Todd Kopl	12
1	Brent Bryson	12
1	Bob Noll	12
4	Frank Gioffredo	10

After the regular race, Jeff demonstrated a quickie 500 with an electric power system in a race heat with Todd Kopl flying his own FP40 powered plane. Before the race, Jeff “detuned” the electric power system to match the RPMs of an FP40 at full throttle. As such, it was operating on 55% of available power. This worked out well, as during the heat you couldn’t tell the difference in performance between Jeff’s electric, and Todd’s glow powered plane. Jeff finished the heat with 35% remaining energy in his plane’s battery. As far as I am concerned, this test shows the electric system to be comparable in performance, and I would have no problem adding this as an additional power option for anyone that wants to race.

“Cool it” – submitted by Jim Quinn

I made the conversion from glow to electric power for my aerobatic airplanes 7 years ago. I used the set up that won the AMA Nats that year in Masters. Power was an A60-20S Hacker motor with an HV80 Castle Creations speed control, a 19X12 APC prop and 2 5s 5000ma batteries in series. I asked my friend, Ken Velez, how hot was too hot for the motor. Ken joked that if the magnets didn’t fall off it didn’t get too hot. I’ve flown over 1,300 successful aerobatic flights using this set up.

Last year I decided to experiment with a Turnigy G160 motor from Hobby King. It runs very smoothly. I was quite pleased with the performance at less than half the price of my Hackers, I own four of them. I was using the Turnigy G160 in a new airplane from AJ Aircraft, the Laser 230. The Laser 230 is a multi functional airplane.

It could be used for 3D or for precision aerobatics. It is 10.4 pounds ready to fly.

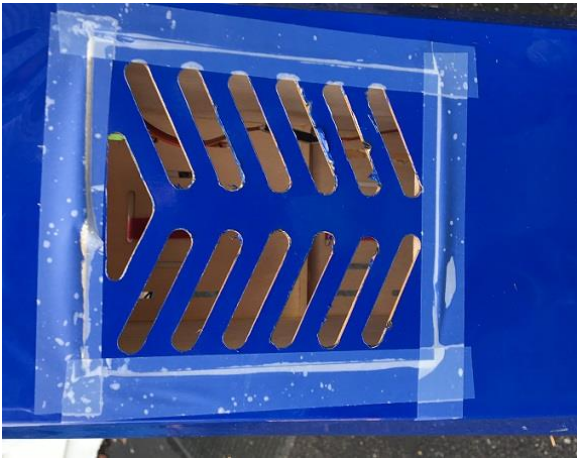
At a contest in June one of my aerobatic friends from Canada came over after my first flight curious about my new motor. He thought it was excessively hot. I joked about the magnets not falling out. He thought my prop, a Falcon 19X12 carbon fiber prop, was too much for the motor. I told him I had over 100 flights on that set up.

A week later, while practicing, I notices a funny sound from the motor at the end of my 4th flight that morning. I always wait 20 or 30 minutes in between flights for everything to cool down. When I landed the motor was too hot to touch. The prop would not turn the motor, even with moderate force on it. I thought a thrust bearing had seized up. When I took the motor apart, however, I noticed that one of the magnets had come loose.

There are several “extra parts” that come with the AJ Aircraft Laser 230. There is a fuel tank, winglets, and other parts. I looked the online builders manual over very carefully. I also looked at sever videos of this 73” Laser 230 on YouTube. Surprise of surprises, every YouTube video of the Laser 230 flying had a large exit opening for intake air to exit the airplane. I never made that opening. Another surprise is that there is an extra part in the kit that you insert into the exit opening in the fuselage.

I bought a new Turnigy G160 and installed it into the air frame. I made the modification to the fuselage. I flew the Laser and after flying the Masters sequence I landed. I picked up the airplane and carried it back to the pits. Carefully, I stuck my finger in the cowl to feel the motor. I had to look inside the cowl to be sure I was actually touching the motor. It was cool to the touch. Before the next flight I touched the motor before I flew. This time when I landed, quite close to where I was standing I might add, I immediately reached in to feel the temperature of the motor, even before I picked up the airplane to carry it back to the pits. It felt about the same temperature as it did when I touched it before started the flight. Every flight after that, about 30 or so, the motor still feels equally cool to the touch.

Photo on the following page showing the air exit:



The conclusion is COOL IT!

PT-17 Flight Report – submitted by Stan Driggs

Some of you may recall that I brought a PT-17 to our “show and tell” meeting several months ago. Joey and I have always wanted a biplane, and I was looking for a simple build that we could work on together on over the winter. Given my limited skills, I wanted something simple, but a little more complicated than just turning a few screws. Fortunately, Santa found this PT-17 that fit the bill nicely.



There is an excellent build video on YouTube by RCInformer (https://www.youtube.com/watch?v=h3o-_3RAo5s) that goes into some detail. I followed most of his advice with little trouble. I used Gorilla Glue to affix the empennage, and I found that the paint will lift up with masking tape. So I switched to an epoxy for all the wing struts, and was much happier with that. I added about 2 – 2.5 ounces of weight inside the engine

cowling, so that it balances about in the middle of the upper wing using a Zippy 4S/3000 all the way forward in the tray. I still need to add some non-slip shelf liner to the battery tray, but overall it was a nice easy build for a first-timer.

The PT-17 comes as a PNP, so I installed a Spektrum AR636 receiver that I happened to have sitting on the bench. This is a 6-channel RX that has AS3X stabilization. I set up the AS3X programming to have all the gains at zero for the maiden flights. I don't have any experience tuning AS3X, so I didn't want to have that involved until I'm comfortable with the aircraft and ready to start experimenting. I doubt AS3X is really needed with the size and weight of this aircraft, so I may try moving the RX to my old P-47 instead.

The maiden flight went well with Charlie at the controls. The pre-flight inspection revealed that the elevator and aileron servos were binding, as I had neglected to work those surfaces to break the paint tension. (The rudder came with pin hinges pre-installed, so no trouble there.) The first flight was uneventful, and she looks great in the air! With her size, fixed gear, and bright paint scheme, it is very easy to see her orientation at a distance. Charlie trimmed her up and tested the balance by holding her inverted with very little forward pressure on the elevators. She looks very smooth with Charlie at the controls!

After the maiden I transferred the trims to the clevises so that I could zero the trims on the transmitter. AS3X receivers do not like TX trim, since it needs to know when you are maneuvering and when you are not so it can apply the correct gains. I noticed that she needed quite a bit of right rudder, which could probably be fixed with a more right-ward thrust angle. I used the simple procedure of moving the trims on the TX the same number of clicks in the opposite directions, and then centering the surfaces (and old trick, but new to me).

Flights 2 and 3 did not need any further trim. Again Charlie took care of the takeoffs and landings, but trusted me to maneuver it in the air. I found her to be much easier to fly than my P-51, being a bit tamer and by far easier to see. After flying a few ovals, I even worked up the nerve to do a few loops and rolls and lived to tell about it. Her nose drops a bit on a roll, but not nearly as much as on my high-wing trainer (Sportsman). I'm looking forward to having a lot of fun with this plane!

This PT-17 is built by Unique Models and sold by Hobby King from around \$130, so I would say it is a

bargain! It is currently on back-order in the US. The other down-side is that Hobby King does not offer spare parts for her, so am hoping I don't break anything. I might be able to order spare parts directly from Unique Models, but I might have to learn Chinese first!

Here are the specifications from Hobby King, along with some history of this great airplane:

Specs:

Wingspan: **1200mm**

Length: **940mm**

Height: **390mm**

Flying Weight: **1650g**

Propeller: **12x6 (included)**

Motor: **3648 850KV (included)**

ESC: **40A (included)**

Servo: **4 x 9g (included)**



“The prototype Stearman PT-13 Kaydet two seat biplane first flew from Wichita, Kansas in October 1934. Fitted with Lycoming R-680 radial engines, the first trainers, designated PT-13s, were delivered to the US Air Corps in mid 1936 together with more aircraft in 1937 and 1938. In 1940 demand for the trainer increased rapidly and outstripped Lycoming's capacity to supply engines. This led to the Continental engined version, the PT-17.

The importance of the Stearman PT-13/PT-17 to the US war effort cannot be overemphasized. Approximately 50% of all US military pilots, who fought in WW II received their initial flight training in this sturdy aircraft. A further 10,000 RAF and Fleet Air Arm pilots used the Stearman trainer for primary training, at British Flying Training Schools throughout the United States, between 1941 and 1944.”

“The Prez Sez” - Continued

I want to thank Ray Phillips for his excellent suggestion to turn the summer meeting into club flying sessions. And from the turnout I think very well received. And is just another good way to bolster our flying. I don't know about you guys but when I around a group of aircraft with a lot of flying going on it just gets my blood pumping, and reminds me there is more to life than just working.

So much so I have been cleaning up the workshop with hopes of getting some long awaited projects back in the build line up. I think Scott Wallace has said it best. Spend some time each day in the workshop even if it is just a little, but have a plan of what to get done in that time. And not just go blindly at a project. I have been trying to adapt that practice to my entire life and it appears to be helping. So to Scott thanks for the advice. It must work look how many projects he gets out!!

The budget has been put together for the upcoming season, you all will receive it via members list to be reviewed and voted on at the September meeting. Please watch for it and check it over and bring your questions to the September meeting.

One last thing on my list is the Family Picnic to be held at our August meeting. Stan Driggs has taken the reins of hosting the picnic so please let him know you will be attending; Stan will have further details elsewhere in the newsletter.

Enough for now, see you at the field. Frank

AGS CLUB ACTIVITIES FOR 2016

ACTIVITY / LOCATION (AGS Field unless specified)	DATE	CHAIRMAN
AGS Family Picnic	Aug 1	Stan Driggs
AGS Pylon Race #7	Aug 9	Brent Bryson
AGS Pylon Race #8	Aug 23	Brent Bryson
AGS Aerobatics Contest	Aug 27-28	Jeff Hatton (tentative)
VRCS Reunion	Sept 3-4	Bob Noll

Other nearby RC events of interest

Event / Location	Date	Contact / Info
Binghamton Aeros 31st Annual Giant Scale Fun Fly	Aug 13 -14	TBD
Annual RCCR Great Electric Fun Fly Northampton Park Model Flying Field Brockport, NY	Aug 20-21	www.rccr1957.com
NEAT Fair 2016 Downsville, NY	Sept 15-18	TBD

Editor's Note: If you know of an event in the area that would be of interest to the general membership please forward that information to me at wallaceaero1@aol.com for inclusion in the next edition of The Connector.

AUGUST PROGRAM



AGS Family Picnic



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