



The CONNECTOR

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

www.agsny.org

Volume #71 Issue #07 July 2025

**The Next AGS Club Meeting will be held on
Monday August 4th at 6:30 P.M at the field!**

In case of inclement weather, look for a meeting update or cancelation via the club email list

Upcoming Club Events

AGS January Meeting

Mon Aug. 4th
6:30 PM
AGS Field

Aero Guidance Society Meeting #924

Meeting Minutes

There was no General Meeting in July.

Upcoming Events:

Event	Date	Location
Hot Dog Nights	Every Wednesday or Thursday at the field, weather dependent	AGS Field
AGS Pattern Contest	August 9 th and 10 th	AGS Field
Festival of Giants	August 8 th -10 th	Binghamton Aeros Field

We have tools at the field!

I needed to add "something" to an Amazon order recently to get same-day delivery. So I came up with a set of tools. You know, one of those kits with hundreds of different bits and tips to fit any type of connector you might have. And a bunch that fit things you've never seen, and likely never will. If there's a drawback, it's that it only has metric sizes, and some things still come needing ASE sized Allen wrenches... but, we take what we can get sometimes.

Why should you care about this? Because I put the kit in the cabinet by the pavilion. It's in the second drawer down on the left, along with a Crescent adjustable wrench so you can work on your propellers too, in case you forgot your tools in some freak mishap. (It happens... you take your tools inside to do something, and forget to

put them back in your vehicle.) Anyway, we have tools at the field. Feel free to use them, just leave them locked up for the next person that needs them.



Persistence Pays Off, and, Lessons Learned

This is a rather long story involving a couple of our members, a couple Horizon Hobby Super Timbers, and things that went wrong.

Earlier this year, Ed bought himself the Super Timber. I believe it was on the second or third flight, that he misjudged how far away he was, and put it into a tree at the north-east end of the field. It was quite visible before the leaves grew in on the trees, and it was parked there firmly.

Fast forward a month or so, and Mike was over at the Binghamton Aeros' field when someone there took off with their Super Timber, which went up, did some unexpected maneuvers, and landed abruptly, experiencing some unplanned disassembly. (The landing gear broke off.) He announced he was done with that plane, and told Mike he could have it if he wanted it. Mike, remembering Ed's mishap, took the plane, glued it back together and had to wait nearly a month, maybe more, before he could meet up with Ed and present him with his "new" plane.

At one of our Wednesday night events, Ed got a battery in the plane, made sure all the surfaces moved, then powered up and experienced what the previous pilot of that plane had experienced. A swift takeoff, unexpected maneuvers, and an abrupt landing. In Ed's case, only the propeller was broken. The post-flight discussion suggested that servos must have been reversed. As nothing else was broken, the battery was reinstalled, and indeed, the ailerons were reversed. "Left" on the controls was "right" on the surfaces. Remember I said that Ed

had made sure all the surfaces moved? Well, they did, but he wasn't checking that they were moving the right way. So, lesson learned #1, verify control surfaces are going the right direction, not just "going."

It took a while for the new propeller to come in, but this morning, Ed saw another opportunity to try it out while Mike and I were up at the field. We all saw that the surfaces were moving in the right direction, he took off, and the plane was flying very erratically, and he brought it down in the tall grass between the runway and the tractor shed. Unfortunately, the landing gear came off again, but Ed had brought a tube of Foam Tac, and we put it back together. While we waited, we discussed what to do next. My suggestion was to turn all of the Safe and AS3X off, and just "fly the plane". Ed went through the menus and found where to do that. As we had everything powered up, I was moving the plane to see if everything was off. The AS3X was still active, and I noticed that the elevator and rudder were "correcting" in reverse! So, it was correcting in a "positive feedback" way, making the plane erratic and hard to fly. He got it turned off, and we set it up for takeoff again. Lesson #2, make sure the automatic electronics are actually going to help you.

Takeoff was successful, and it wasn't completely erratic, but it was hard to fly. By my eye, it looked tail heavy. Ed brought it in for a somewhat "heavy" landing, but all was well and we dug into the CG. Yes... tail heavy. Corrected by moving the battery position in its nifty tray, forward. Lesson #3, make sure the CG is correct before takeoff. (This was causing the quick jump-up into the air)

The next flight was much better, though, as Ed said, "it's really twitchy." No surprise because there was a lot of throw on all the surfaces. I suggested setting up dual-rates. So, he brought it down, and I started looking at the dual-rates for it, and they were already set up! So, we put it in low rates, Ed took off and we took some time to trim it up a little (needed several clicks of down elevator) and by the end of that flight, Ed said it was a nice flyer. So, lesson #4, check your throws. He'd downloaded the model into his transmitter, and it already had the dual-rates set up, but he hadn't looked at them and what switch they were on.

Lots of things went wrong with the initial setup and first few flights, but with some corrections based on persistence and observation, Ed's feeling pretty good about it being a good flyer for him.

Kudos to Ed and Mike for this article and the lessons learned!

AGS 2025 ACTIVITIES CALENDAR

ACTIVITY / LOCATION (AGS Field unless specified)	DATE	CHAIRMAN
AGS Club Meeting AGS Field	August 4 th 6:30 PM	Brent Bryson
AGS Pattern Contest AGS Field	August 9 th & 10 th	Jeff Hatton

**The Aeroguidance
Society, Inc.
147 Warrick Rd.
Endicott, NY 13760**



ACADEMY OF MODEL AERONAUTICS
FAA-RECOGNIZED IDENTIFICATION AREA
A FRIA IS A DEFINED GEOGRAPHIC AREA WHERE DRONES CAN BE FLOWN WITHOUT REMOTE ID EQUIPMENT.

AGS Officers:

President: Brent Bryson (A-C)

Vice President: Bill Green (D-H)

Secretary: Ed Bennett (I-L)

Treasurer: Jeff Hatton (M-R)

Board Members at Large:

1) Charlie Hatton (S-Z) [year 2 of 2-year term]

2) Todd Kopl [year 1 of 2-year term]

Past President: David Dewey-Wright

Committee Chairmen:

Membership: David Dewey-Wright

Field: Todd Kopl

Safety: Chris Goffa

Webmaster: Don Shugard

Newsletter Editor: Kieran Sweeney

**For AGS field current weather info contact: BGM
Automated Terminal Information System (ATIS)
607-729-8335**

**The AGS Field is an approved FRIA flying
site – no Remote ID required**