
THE CONNECTOR



THE NEWSLETTER OF THE AEROGUIDANCE SOCIETY, INC.

Vol. III Number 4

Editor: Bob Noll

May, 1971

THE PREZ SEZ: - Dick Allen

The club field sure looks great - especially after "roughing it" all winter at Owego.

I'd like to say a big THANKS to all of you who pitched in and came to Ralph's 1st Work Party.

Ron Stankiewicz has accepted the position of Club Historian to be vacated soon when Bob Price moves to Poughkeepsie. Bob, incidentally, will be the 4th AGS member to join the Poughkeepsie Club.

See you at the Field!

FLYING DEMONSTRATIONS

On May 22 the AGS will assist the MOB (Modelers of Binghamton) in a static display and flying demonstration at the Chenango Bridge driving range. This is part of an annual town event sponsored by the Chenango Bridge Civic Association and the flying demo will be about 1 o'clock in the afternoon. Anyone who would like to participate should contact Russ Hamrick or Dick Allen as soon as possible.

Our greatest day in the public's eyes will be on May 31, at Broome County Airport. This is Broome County Aviation Day and the airport will be celebrating its 20th anniversary. I had a chance to review the tentative program of activities for the day and it looked very impressive. The AGS will put on 2 or 3 flying demonstrations, the first at 12:30 P.M. and the last at 4 P.M. Better than 10 thousand spectators are expected and this will surely be a tremendous opportunity to present our hobby to the public. Besides the flying demonstrations, we will put up a static display in the terminal building. If you can help contact Russ Hamrick or Dick Allen about the flying demos and Jerry Cole about the static display.

Mr. William Shay, the new Airport Commissioner, has visited our field several times and Dick Allen has reported that Shay was favorably impressed.

LET'S MOW DE LAWN: - Ralph Jackson

An obligation of each voting member is to share the task of mowing the grass at the AGS Maine flying field. The field should be mowed between Thursday evening and Saturday noon every week during the flying season. A list has been prepared showing the person responsible for mowing each week. Since it is a two-man job, the person responsible should arrange for a helper. Those who have not yet volunteered will be contacted by the Field Maintenance Committee (Ralph Jackson) to arrange for a suitable place on the list. Information on mowing procedure can be obtained from the Field Maintenance Committee.

May and June mowers are:

May 22	Lou Francavillo
May 29	Dick Hill
June 5	Dave Reed
June 12	Jack Hostetler
June 19	Hank Farrell
June 26	Russ Hamrick

MEETING SCHEDULE: - May 28 and June 11

Because of the arrival of the NASA film on Apollo 14 which was shown at the last meeting, our meeting program schedule is being rearranged. Joe Perrucci will speak about his experiences with full size gliders at the May 14 meeting and therefore, Ralph Jackson's program on R/C system installations will be delayed, for the second time. I hope Ralph's feelings are not hurt too much but guest speakers get priority. If Ralph is lucky, the 1970 AMA Nats film will arrive shortly and Ralph will have to be cancelled again. We really can't be sure what the May 28 program will be, but you can be sure Dave Reed, our Program Chairman, will catch up with Ralph sooner or later.

NEW MEMBERS

Richard Hill - wife Marilyn
7 Hillside Ct., Apt. #1
Endicott, N.Y. 13760
Phone: 754-7208

Doug Diegert
604 Winston Drive
Vestal, N. Y.
Phone: 785-1236

James Stupp - wife Solly
108 N. Willis Avenue
Endwell, N.Y. 13760
Phone: 748-9338

Welcome these new members and share your experience with them. Glad to have them aboard!

MORE ABOUT THE FLYING FIELD

Now that the majority of our flying activity is centered about our club flying field in Maine, it is important that everyone, old and new members alike, be made aware of some of the basic field rules. Our field rules were originally written for the prime purpose of controlling our flying activity in a SAFE manner. Since the original rules were written several changes and additions have been made to control the noise in an attempt to reduce the "nuisance" made by our highly sophisticated engines.

The following outline is a list of the most important elements of our field rules and must be understood and followed by all flyers, members and guests alike.

FOR FLYING SAFETY

- All pits will be located in front of the snow fence.
Reason - To keep better control of the flight line.
- Flyers shall remain directly in front of the pit area when flying. Reason - To keep the landing area clear at all times.
- Use the colored frequency pins, which are located on the snow fence, at all times. Reason - This has been proven as the best method of frequency control (there is only one pin for each frequency).
- Don't do take-offs, touch and goes or landings over the pit area. Reason - General safety.
- No low flying over the pit or pavillion area.
Reason - General Safety.
- Let everyone know if you need help or if your plane is out of control. Reason - Warn your friends before you hit them.

FOR NOISE CONTROL

- Engines can be run only during the following hours:
10 A.M. to 8 P.M. - Weekdays & Saturday
1 P.M. to 8 P.M. - Sundays
- There can be a maximum of four planes in the air at one time.
- All engines over .051 cu. in. must have mufflers.
- Try to stay within our 16 acre property at all times.

DID YOU KNOW

There won't be any excuse for not seeing the pylon flags at Saturday's Jr. Falcon race. The old tattered and torn flags that have served us well for the last eight years, have finally been replaced with a completely new set. Thanks to the MODELS for their contribution and hard work.

NORTHEAST PYLON CHAMPIONSHIPS

On Sunday, June 13, the AGS will sponsor the "Sixth Annual Northeast Pylon Championships for Formula I and Formula II racing. The location will be Tri-Cities Airport in Endicott and racing will start at 10 A.M. and go until everyone has had their fill of racing which should be about 5 P.M.

Our contestant list has been growing each year and this meet is one of the musts for most of the racing pilots in the northeast. Last year we used a light board instead of flags at the #1 pylon. We were the first in the East to try this and although it took several races for the pilots to get accustomed to the change, they soon agreed that it was a good improvement over the flagmen technique, not to mention the improvement it made for the guys at the #1 turn.

This year we will add another feature to our races, a 2 ft. diameter starting clock with nice big numbers so there isn't any doubt how much starting time is left before the starter drops his flag. Thanks again to Dave Reed for building the clock. Dave plans to get his handy work thoroughly checked out at the Jr. Falcon Races on May 15.

As your contest director, I'll be asking for help to run the races. Don Harrington will handle the control of all racing heats and Myron Cary will again handle the starters job with his checkered flag and normal enthusiasm. Jobs for timers, flagmen, lap counters and button pushers for the light board are still available so let me know if you can help.

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