

OFFICIAL CLUB ACTIVITIES REPORT

"The Connector"TM

NEWSLETTER



CHARTER CLUB

ENDWELL, NEW YORK

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Next meeting: NYSEG-Old Vestal Rd-7:30PM-Oct 11th. BRING A PLANE! BRING A STORY! BRING SOME QUESTIONS....and most of all, BRING A FRIEND.

Program will be a VHS of the "Oshkosh" of the R/C sport, taken at Ida Grove, Iowa, 1983. A real treat!...the IMAA annual International festival.

Once again, THANKYOU for supporting and attending the AGS-IMAA first annual Giant Scale "Fall In". It was truly a great day in every way. We've made a lot of new friends and created an expanded image of the AGS Club.

THE PREZ SEZ

The picnic that was discussed at the last meeting was re-scheduled to OCTOBER 14 to avoid the conflict with Halloween. AGS will provide the hot dogs and drinks, club members and guests bring their appetites, planes, boats or what have you. Will be a "dish to pass" picnic same as last time. I'll light the charcole around mid afternoon, lets build a "BON FIRE" around suppertime and cook some marshmallows. (sure, we'll bring um!) It's been a good year, for both the AGS and myself. I've enjoyed holding the "transmitter" this past year and sure have appreciated all of you who have plugged in their buddy boxes and contributed to the successful 1984 AGS flight. My sincere thanks to you, AGS, for the support you have given. A special thanks to the Board of Directors who have shared the load this past year.

The AGS fiscal year ends on Oct. 1 and the new slate of officers takes over the meeting of the 10th.

NEXT MEETING AT THE NYSEG BUILDING ON OLD VESTAL ROAD-10/10/84
thats WEDNESDAY EVENING-IN THE LINEMANS ROOM

THE PROGRAM--A VIDEO SHOW;;; AND CLUB ELECTIONS!!!

Lets KEEP flying--safely

Bill Sebesta-Pres.

THE ACTION AREA - By Bob Noll

WOW! They came from everywhere

While finalizing my report to AMA on our 29th Annual Pattern Contest I noted that many of our contestants traveled considerable distances to join us again this year. While we have always enjoyed the reputation that attracts most of the top flyers from the northeast, it is interesting to see the widespread area that we draw from. So, here is a list of the contestants hometowns, other than our own members who participated.

Deptford, N.Y.	Bridgeport, Ct.
Newark Valley, N.Y.	Wallingford, Ct.
New Milford, Ct.	Tousend, Ma.
Duxlury, Ma.	Matawan, N.Y.
Avoca, N.Y.	Bethlehem, Pa.
Clinton, N.Y.	Wendell, Ma.
Westminster, Vt.	Clifton, N.J.
New Hartford, N.Y.	Holcomb, N.Y.
Stratford, Ct.	Monticello, N.Y.
Webster, N.Y.	Tampa, Fla.
Colton, Ma.	Monroeville, N.J.
Denver, Pa.	Honeoye Falls, N.Y.
Huntington, Ct.	Bothwyn, Pa.
Hamden, Ct.	Towanda, Pa.
Nashua, N.H.	

A total of 8 states were represented as follows;

N.Y. - 8	Ct. - 6	Pa. - 4
Ma. - 4	N.J. - 4	Vt. - 1
N.H. - 1	Fla. - 1	

Quite an impressive list!

Last Races for 1984

While the 1/2A class of racing was the most popular during the season, it was poorly attended at our Sept. 16 Championship races. Only 4 flyers entered in 1/2A and Terry and his son were planning to use the same plane which eliminated any possibility of 3 plane heats as we had throughout the summer. Fortunately, Jim McKeown changed his frequency from 53.2 to 53.6 so he could race against me, something we could not do during the summer. After the first heat, Terry's tired .049 decided to give up the ghost and, unable to get started, Terry and his son had to withdraw. That left Jim McKeown and I alone so we decided to try the best "3 out of 5" to determine the winner. Well, after four heats of which we split 2 and 2 both of us were experiencing some minor problems and decided to call it a tie in order to get on with the .40 and under races.

Here is where the action really began as Ron Gauthier, Ralph Jackson, Dick Allen, Terry T. Sr. and myself anxiously awaited the drop of the checkered flag. It was good to see two of our veterans, Ralph and Dick, back in the groove and once again experiencing the excitement of racing. The winner was not determined until after the final heat as both Dick Allen and myself were undefeated going into the final heat. Up until that heat, Dick had posted a best time of 1min. 53 sec. and I had a best time of 1min. 42 sec. so it was obvious that the final heat of the day was going to be a real barn burner.

When we were called to the starting line along with Terry T Sr. I began to sweat, as Dick drew the first take-off position with Terry second and I was last. There is approximately 1 sec. between

planes on take-off and so I had a 2 sec. handicap and knew I had to fly without mistakes if I was going to beat Dick.

Dick had not raced previously this year due to his illness but he sure hasn't forgotten the technique that he learned when he was an active participant in the racing circuit. He held the lead for the first 3 laps and fortunately I was able to overtake him on the fourth lap and hold on to win that heat and therefore the racer with a winning time of 1 min. 44 sec..

Here are the final standings for Sept. 16 based upon 3 points for a 1st place , 2points for a second ,and 1 point for a third.

BoB Noll	9 pts	Quicke 500
Dick allen	8	RCM 15-500
Ron Gauthier	6	New era
Ralph Jackson	4	RCM 15-500
Terry T.	3	RCM 15-500

So until next year, why not build a 1/2A or another racer and be ready to join in on the fun next year. This year fifteen flyers raced throughout the season. This represents over 20% of the club membership and definitely shows that the interest is alive for more fun at the races next year.

Aeroguidance First Annual Giant Scale Fall In-By Jim McKeown

As a newer member of the club, I have been asked, on two occasions, to provide my impression of the club events. The first of these was the annual pattern meet and the second, the Fall In. My pattern meet comments appeared in the last connector.

The Fall In left a very good impression on me as a general modeler. I felt that I could get a good feel for the meet by both helping and flying and in retrospect believe that this was the correct approach. In helping with the meet, my duties were directed toward safety inspection. This inspection, if concientiously conducted, would most certainly detect unsafe models. All the models which I, myself, inspected were of above average quality and workmanship.

As an entrant, I went through the registration and felt that this was well run and a general necessary evil. I then attempted the first flight which many of you already know was a disaster due to the engine which continued to give me problems. Subsequent flights were better. The participating contestants were all very helpful with my problem.

I was amazed to see only 22 entrants in this meet when well in excess of 40 planes were on the field. The giant scale models seen were all very impressive and those that were flown presented a very good impression of the skill of the pilots. There were an abundance of WWI, Golden Era and WWII models. Among some of the more impressive models were the twin engine B25 of Don Godfrey and the DC3 of Carl Dannenbower which were taxied but not flown.

The flight lines were well run and abundant help from the club on transmitter impound and supervision made this a successful event. In my opinion this was an excellent first effort and should be pursued at a more accessible site in the future years.

Our thanks to Chris Dascano for a job well done in coordinating this effort.

The 1984 STRCA season has come to a very successful conclusion with a super time at the Ithaca field. The AGS had one of our biggest turnouts with 8 fliers, Bob Noll, Bill Sebesta, Jerry Skreckowski, Terry T., Terry T. Jr, Bob Punkar, & Jim McKeon. The Sayre club fielded 7 fliers and the host Ithaca, had 5.

Three events were flown. First was a landing-rollthrough-takeoff. 2 lines were drawn on the approach end of the runway, You had to land very short then ROLL across both lines, then take off. Everyone got 3 tries for one point each.

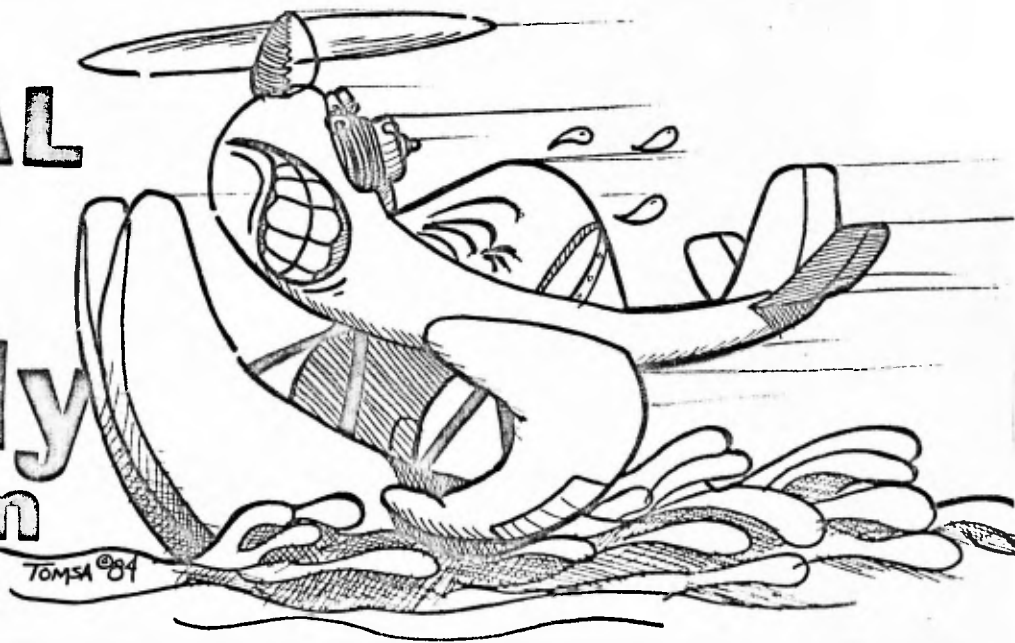
The second event was a one-minute timed flight. The time starts when the wheels leave the ground and stops when they touch down. No help is allowed from teammates but the opposition is allowed to talk so you cannot count.

The 3rd event was carry-the-mail. All club members are lined up and each on carries the "mail" for 2 laps around the pylons, the catch is that the next flier cannot start his engine until the "mail" has been delivered to him. Good starting engines are the secret to success in this event.

When all the flying was done the scores were tabulated and adjusted for the number of fliers. As usual the Sayre club came out on top and the AGS was on the bottom but we are getting closer. Wait 'til next year.

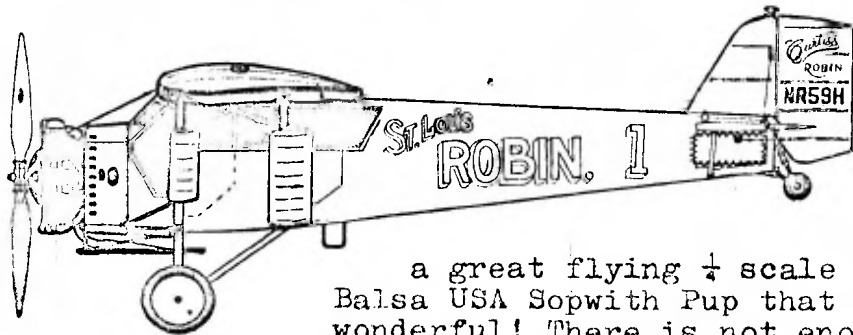
During the meet we passed the word about the Float meet next week end and made plans for a STRCA day of racing next spring. The date picked was May 19th and will be hosted by the AGS.

1ST ANNUAL AGS Float Fly Symposium



A fun time is in store for all who attend the AGS FLOAT FLY.
WHEN: Sunday Oct 7th, WHERE: Greenwood Park off Rt 26 North of
Malone, NY, WHY: To learn more about flying off water.
For details: Perry Warrington, MD. Call 248 3196 or 248 3031 Day

Well troops, it happened in a BIG way! To state that the first AGS-IMAA Giant scale fly-In was a success would be a gross understatement. The weather on Sunday Sept 23rd was magnificent, in the high 70's, clear blue skies and a steady but "just right" breeze out of the southwest. By 10:00AM 24 pilots were registered bringing a total of 38 giant scale aircraft, some of the likes of which you have never seen.



Aircraft were flying that represented pre-world war I replicas right on up to post world war II designs, ... aircraft such as Fleet biplanes, Fokker D-1's, D-8, J-3 Cubs, Various Parasol types, P-40, B-25, DC-3, Stearman,

a great flying 1/4 scale Ercoupe by Jim Messer, AT-6, a huge Balsa USA Sopwith Pup that flew like a homing pidgeon, ... just wonderful! There is not enough space in this article to list all of the 38 models that graced the AGS field on this great day, however I can honestly say that each and every giant scale aircraft was built with precision and much care. Our three safety inspectors were delighted that 100% of the models to be flown were built-up to approved standards.

And so it happened, and happend'so very well, but not without the help and dedication from some super people that enjoy giant scale modeling as well as the smaller models. I would very much like to acknowledge the "sparkplugs" of the IMAA Chapter within the AGS club that put forth the tremendous effort that helped to create the AGS-IMAA SUCCESS:

Chris Dascano, AGS Vice President, Giant scale event coordinator.

Herb Regan, Event Adjutant and concession over-seer.

Bud Grant, Site preparation, parking.

Nels Christiansen, Mike Gazy, Transmitter impound, safety.

Ed Hall, Ed Haley, traffic control, parking.

Bob Punkar, preliminary site advance preparation, field mowing.

Brian Wood, general "Gopher".

Ralph Jackson, Safety Inspections (with yours truly)

Jim McKeown, Flight line help.

Grover Ellis, Official camera man, VHS, Audio.

Dan Kuchaco, Mike Carey of the Sayre RC Club, flight line control.

Terry Terrenoire furnished the line lime marker.

.....and a very special thankyou to:

Barbara Dascano, Jan Regan, Lorraine Grant, Peggy Patterson. These gals prepared some fantastic meals for the spectators, ... then later put on a free meal for the registered pilots consisting of hot, juicy roast beef, potatoe salad, macaroni salad, baked beans, coffee 'N soft drinks, not to mention some very high calorie desserts.

Also, a special thanks to the fellows that represented the TRI-COUNTY WINGSNAPPERS, HAMBURG, PA, ... The GAMMA SQUADRON of QUACKERTOWN, PA, PAPPY'S SQUADRON of the BOWMANTOWN AREA, and not least nor last, to George Privateer, Pres. STARS CLUB OF OLEAN and his side-Kick, JIM MESSER of Allegany, NY. This first event drew giant scale modelers from everywhere, some having to drive 4 hours and more.

At 1:30PM Don Godfrey fired up his 12' span B-25, Karl Dannenhauer of Schuylkill Haven, Pa. started his twin Quadra engines in his 11' span DC-3 and the two models thrilled the several hundred spectators with high speed runs and various taxi demonstrations. The DC-3 has been flown six times now and flies beautifully. The B-25 will have flown by the time you have rec'd this issue of the "Connector" and a full report complete with VHS by Grover Ellis will be presented at an upcoming AGS meeting.