



OFFICIAL CLUB ACTIVITIES REPORT

"The Connector" NEWSLETTER

CHARTER CLUB

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THE PREZ SEZ: Looking Forward Looking Back

My first year as an AGS member was by all accounts a great year for the club. Membership was growing, activity at the flying field was booming, finances were improving, and participation in club sponsored events and at meetings was enormous.

Our club officers, especially those outgoing officers deserve our thanks for contributing to this successful year. First off thanks to Bill for the organizing, the leadership, the burger cooking, and the all-around cheerleading and support he gave to all our endeavors. Of course, Bill stays on as a board member. Thanks, also to Chris who organized the Christmas Party, the greatly successful "Fall In", and who lent his help in all our activities throughout the year. Thanks to Joe for his work on the Board, as our STRCA representative, and for wrestling with the copier and the headaches of being the Connector Editor.

On to the new year. Fall is a time to start preparing for the winter building season and ultimately for spring flying. For the club, it's time to re-organize so that we keep the ball rolling and have another terrific year. As a first step, the board has been working on filling the various "chairmanships", and should have a full slate of volunteers by the next board meeting. With the organization in place, we can start addressing what needs to be done during the coming year. I encourage anyone who has a project in mind, or who foresees a problem to contact your nearest friendly board member with your ideas.

On another topic, some of you probably know that I will be taking over as "interim" Connector Editor with Grover Ellis acting as the publisher. We'll continue to try to keep everyone informed and up to date.

Our next meeting is on Tuesday November 23 at the NYSEG building. Dick Allen will give a program on fitting skies to your plane.

See you all there.
Ron Gauthier

ACTION AREA: By Bob Noll

While going thru soem of my R/C files I found some articles that I had written for magazines over the past 10 to 15 years. Here is one that I did for "Model Aviation" about 10 years ago and I thought you might be interested in reading about how to help your proficiency through careful selection of a paint scheme on your next bird.

PAINT FOR PERFORMANCE

By Bob Noll

Why should I go to the trouble of painting my plane with a fancy paint job? It won't help it fly any better!

How many times have you heard someone make this statement? Maybe you said it yourself. A good color scheme with well defined trim and contrast definitely can help the plane fly better. Why? Because you can see it better.

Most everyone, even the beginners, have been told and understand the need to build a true plane without bends and warps and pay close attention to the installation of equipment. But many RC'ers don't realize that their ability to see the aircraft easily and distinguish its flying attitude at all times is a vital element in the closed loop between our transmitter and the plane.

I'm sure we have all witnessed the flyer who got himself into trouble because he wasn't sure of the attitude of the plane or which way it was turning, only to claim that his radio failed him because he was sure he was giving the correct command as he spiraled into the ground or flew away. Although this usually only happens to the beginner, there are benefits that can be realized by the experienced and competition flyer if his visual communication with his plane is strengthened.

Well then, what can be done to amplify the ability to clearly see the plane and distinguish its flying attitude to the greatest degree. Very simply, the paint trim color and design can help solve this problem.

Personal experience as well as discussions with other RC'ers have revealed several basic requirements that a good color scheme and trim design must have. Here they are;

1. Select a base color which is easily seen by your eyes.

2. Select at least two colors which provide maximum contrast.
White trim is excellent if a dark color is chosen for the base color.
3. Select a trim design which clearly accentuates the wing and tail surfaces.

Much has been written about the first two items but little emphasis has been placed upon the third. It is the third requirement that I feel is grossly overlooked and that can be met with some simple thought.

If you are not one with an artistic touch, simply apply a sunburst or leading edge stripe to the wing. Large bold stripes are best and are best used at the wing tips. I have found that tip stripes aid tremendously in picking up the attitude of the plane in a turn. Also, for the competitive flyers, accentuate the wing leading edge with narrow strips so that those wings can be kept level upon entering maneuvers, a factor which is of primary importance to the execution of good maneuvers.

Don't forget to put some trim on the tail surfaces, particularly the fin and rudder. You will find that your ability to see the tail clearly in combination with the wing will assist in determining the pitch attitude and again improve flying performance.

That's about it and I must admit that it all seems obvious. However, too many flyers neglect this "Paint for Performance" factor and handicap themselves when they get to the flying field. Whether you are a beginner or an expert, I feel that your flying performance will be improved if you keep these suggestions in mind when painting your next plane.

Final AGS Picnic: By Jerry Skreckowski

Sunday started cloudy and foggy. The fog lifted by late morning and then the wind picked up. Bill S. was the early arrival with the necessities of picnics, charcoal, hot dogs, rolls, and soft drinks. Observing the few showers, wind and clouds he had to make the toughest decision of the month; How much beer should he get. Would anyone show?

That last question was soon answered. The AGS Faithful were soon arriving with all the other necessities; salads, chili desserts. There was a fine turnout of members and quests. The AGS Faithful will picnic in clouds, cold, wind, rain. Fortunately, the rain held out. Grover saved the food from blowing all over the hill with his invention called the "plastic sheet spread and tacked to poles". Inside the pavillion was then really comfortable. Ed Hall brought his famous portable generator to give us hot coffee and chili. Gordie, I and the wind struggled to get wet charcoal lit. All came together by mid-afternoon and the food was superb. (When don't hot dogs and etc. taste good when your out in the weather.)

Many brought airplanes but did not let them out of the cars. I think a kadet could take-off backwards.

Our new fearless prez slope-soared with a glider of his own design. Watching that bounce around made my decision not to fly easy. One other brave flier brought out a quickie for a couple of flights and then packed it in.

One of the more memorable (we'd rather forget) happening was the "20 minute" work party hastily put together by the field chairman. The object was to remove a post from the ditch near the gate to prevent run off from washing out part of the road. The cost: Tow sprained backs, Three hernias, four slivers, five gallons of sweat and fortunately three near-misses with errant pick swings. An innocent 2-ft. X 6-in. meter post turned out to be a 4 1/2-ft. X 1-ft. diameter prehistoric club. (yes, the diameter increased as we went down.) Gordie recorded the whole historic battle on film. The happy (full of food) troops on Ed's truck going down the hill; the struggle with the log (1 1/2 hr.) and the tired smiling troops with the beaten log as a trophy. This crew rapidly finished up all the remaining beer and soda at the picnic.

This was a fine event quickly put together by the retired Prez. This was again clear proof that the AGS can have a fun time at the drop of a hot dog. Can't wait until next year.

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