

THE CONNECTOR

The Official Newsletter of the Aeroguidance Society, Inc.

Endicott, New York



Editor: TONY CAMMARATA

THE CONNECTOR is the monthly newsletter of the Aeroguidance Society, Inc., Radio Control Model Club. The club owns and maintains its flying field in Endicott, N.Y. Anyone interested in joining the club should contact any of the officers listed below.



President: Joseph Felice Vice President: Frank Gioffredo
Secretary: Michael Pelliccotti Treasurer: Grover Ellis
Board Member: Richard Allen Board Member: Robert Punker
Past President: Robert Noll

VOLUME 22

ISSUE 9

September, 1989

NEXT MEETING: September 19, 1989 @ 7:30pm

Place: NYSEG

<u>AGS</u> <u>CALENDAR</u> <u>OF</u> <u>EVENTS</u>			
DATE	TIME	PLACE	EVENT
Sept. 19	7:30pm	NYSEG	Regular AGS Meeting
Sept. 28	7:30pm	201 Hopper Road Annex	Scheduled Board Meeting
Sept. 30 & Oct 1	10:00am	Greenwood Park	Greenwood Park Float-fly
October 8	11:00am	AGS Field	Glider and Electric Fly

NEXT CONNECTOR PUBLISHING DEADLINE IS September 29, 1989

NEWS FLASH

Our roving reporter, Scott Anderson, has just returned from the World Championships in Virginia. USA takes first place in F3A!! (pattern). We beat Japan by less than 9 points. Congratulations to: John Britt, Tony Frankowiak, Chip Hyde, and Dean Koger.

On a technical note, the pattern planes were all tested for "noise" level. Only two entries failed the 98 DB limit. Most were in the 87! to 94 DB range. Once again we have an example of the competitors leading the field in the technology which will filter down to the sport flyer, and make things better for all of us.

Safety Corner.....by Tony Cammarata, Editor

Frequency Control. We have at the AGS field a frequency control board. The board identifies who is flying, who is waiting to fly and on what specific frequency in a group. The board serves to prevent two fliers from using the same frequency simultaneously, given that all follow the procedures i.e. use the frequency board correctly. The board likewise serves to prevent 3IM. This is a HARMONIC which is generated by two adjacent frequencies that can interfere or "hit" a third frequency in an adjacent grouping. Frequencies are grouped to help control the 3IM problem. My thought here is, is it predictable? I'm told that the vulnerable frequency or likely "victim" is predictable by some, or is it? The safest way to tell if the third frequency is being hit is to make a test. I am not sure how to do that. An alternative is to know your theoretical chances of being hit, but this takes knowing how to predict the likelihood. Your best bet is NOT TO FLY. My suggestion is; if it makes sense and is practical, to post an example of how two adjacent frequencies can combine to produce the third frequency and hit the same in an adjacent group. Perhaps a brief sign adjacent to the frequency board (cook book style?) explaining how to use the board? This will allow a flyer to make intelligent decisions regarding whether he (or she?) should fly or not.

More On Sound. The club has noise or sound guidelines. For the benefit of visitors, we should have a sign posted stating the 95db guideline. On more than one occasions, I have witnessed visitors generating very high noise levels (ignorant of our sound guidelines).

Safety Is No Accident; Make It Not Happen!

CONNECTOR 9-89

PREZ SEZ: JOE FELICE, 754-2816

The Nominating Committee has been formed. Terry Terrenoire, Ilen, and George Dale will be looking for the people to run our club next year; so please, if you feel you've got time to devote to our club in the next year, let them know.

The major topic for discussion at the September meeting will be the proposed by-laws changes. I plan an open discussion on the individual changes, one at a time, followed immediately by a vote, until we run out of subjects or time. If we run out of time, the remaining subjects will be considered at the October meeting.

At the last meeting I stated the time for our scale fly-in/ contest incorrectly. It should be: fly-in, Oct 21, 10 AM to 5 PM and fun scale, Oct 22, 10AM to 3 PM. This will be the last sanctioned club event of the year, so we can get in one more session of flying before the snow falls.

The program for the September meeting will be a re-visit from Gene Lyle, back by popular demand.

Guest Editorial:

by Terry Terrenoire

As Editor of this month's edition I would like to comment on the recently "completed" Flight School.

Is Flight School ever completed?? I have been flying R/C since 1970 and still try to learn something every time I go out for a flying session. Does a "beginner" stop learning once he has soloed? I certainly hope not.

Before I go further it should be noted that one individual, Dick Fish, has volunteered more time to help the new comers than any one has a right to expect. I thank you, as I am sure do all of the students that you have spent so many anxious moments with. After 3 years of heading up the flight school Dick found it necessary to "retire". When he made this decision known to Joe Felice a few weeks ago Joe asked Tod Kopl to fill in. For the last two weeks of the flight school Tod did just that and kept things running smoothly. Thanks again Dick for all your efforts, and thanks to Tod for stepping in with such short notice.

Now, on to a discussion of what Flight School was, is, and should become.

Eight or nine years ago we started the flight school and for the first few years Dick Allen was the coordinator and chief instructor. He set aside a couple hours a couple of times a week for 6 weeks. He matched up beginners with instructors then watched as the newcomers became proficient pilots by working with 2 or 3 instructors. Dicks back problems then prevented him from continuing and the flight school kind of drifted for a couple years, but we still trained new pilots. Then 4 years ago a new member with lots of time, he was retired, and ambition volunteered to take over the job. In the following 3 years Dick Fish personally trained about 75% of the new flyers in the club by being at the field from noon to dark nearly every day. This was not done at the request of the club officers, and was not expected by them. He did it out of the goodness of his heart with a sincere desire to help as many newcomers as he could. During this time many other qualified instructors arrived at the field to help at the times training sessions were scheduled only to find no students, or to find them there preferring to wait until Dick could help them. Thus it developed that fewer and

fewer instructors were showing up, as there was little for them to do.

Where do we go from here? Do we really need a formalized flight school?

I think not!! If you can remember to when you filled out your application for membership in the club, you remember that there was room on the application for 2 sponsors. These have been, for the most part, disregarded. I would like to see them become a very important part of the application by having the sponsors take on the responsibility of getting the newcomer trained. That does not mean that both, or even one, of the sponsors must be an instructor. A non-instructor sponsor can arrange to match up the newcomer and an instructor. I think this arrangement would give the new club member a closer kinship with a couple of the "older" members and help him get into the rhythm of the club faster than our current system.

In conjunction with this system we would have to have some designation on the roster that specifies which members are "qualified" as instructors. In a rapid check of a current roster I count 16 members who I feel are qualified as instructors. These are long time members, proficient flyers of several types of aircraft, and pilots I would not hesitate to have fly a new plane on it's first flight. There are probably others whose experience and flying skills are unknown to me. The point is that we usually have 5 to 10 new flyers each spring. That means 2 instructors per student to share the load of getting the new flyer soloed.

This system of training will get more people involved and relieve a few of the heavy burden, in addition we will get a variety of training styles and ideas which will make us all better pilots.

Your comments are welcome, and can either be addressed directly to me or to the Editor, Tony. It is only by sharing our ideas that we can progress and continue to grow. New ideas are the life blood of any organization, so let's hear it!! How can we all work together for the benefit of the whole?

NEXT YEAR'S LEADERS

We are rapidly approaching our Annual meeting, in October, where we will be electing the officers who will be guiding our club in the next twelve months. This year's nominating committee consists of, Terry Terrenoire (748-8146), Dick Allen (785-1641), and George Dale (729-9690). Committee meeting is planned for Tuesday, Sept. 12th

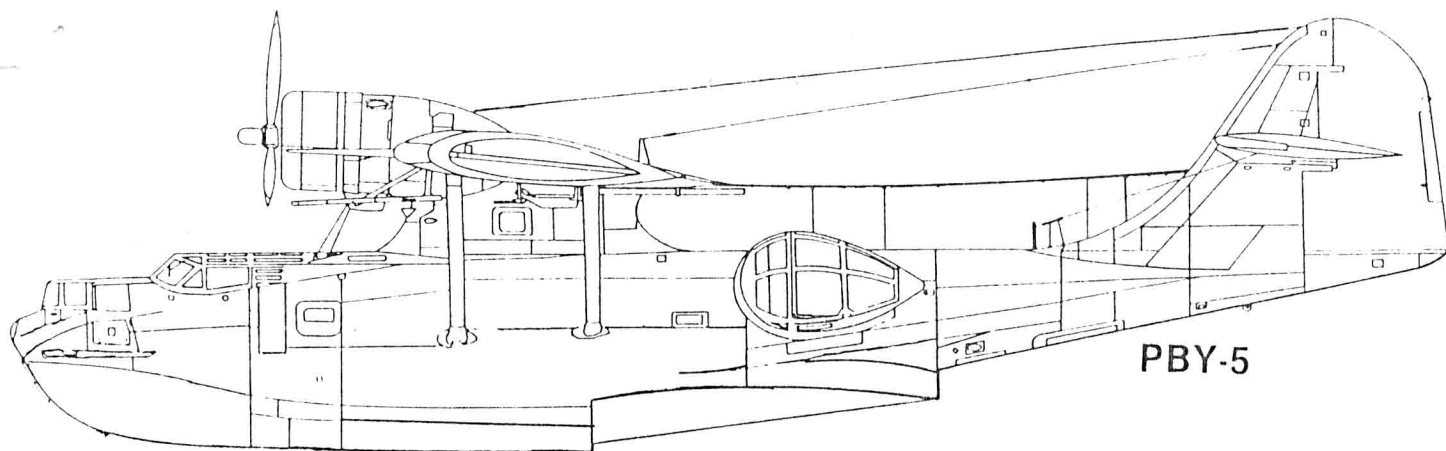
If you are interested in running for an office, or know of someone who is, please contact one of us. We are looking for 5 willing bodies to fill the following slots: President, Vice-President, Secretary, Treasurer, and Board Member at Large. This last position is a two year term. The President is also a two year commitment as the President stays on the Board of Directors for one year as the Past President.

It should be pointed out here that the 4 club Officers receive the benefit of reduced club dues during their term of office. In the past the nominating committee has tried to mix some new members with some "old" members each year in order to keep new ideas flowing, and to get new members involved in the direction of the club. We hope to follow that lead with this year's recommendations.

This year's committee is requested to provide one nominee for each position, as it has in the past, and we hope to have a complete slate to announce by the September meeting. This will give everyone a chance consider the nominations for a full month prior to having to make a decision in October. At the October meeting the floor will be open for additional nominations, as it always has been in the past. Just remember, this is your organization, and this is the time of the year that you can help decide the course the club will follow in the year to come. Plan now to be at the October meeting and make your vote count.

1990 AERO-GUIDANCE SOCIETY CONTEST

Plan Ahead!! That is just what we are doing for next year's 35th anniversary issue of the Pattern contest to be held on June 9th and 10th, 1990, at Blue Swan airport. It may seem a long way off now, but, we all know how time passes. Since this will be a big anniversary year we are trying some new ideas for entertainment, prizes, and overall operation. Once again, we plan to be the biggest in the north east. Letters have already been sent out to 3 potential Corporate sponsors and several more are being considered. There are a lot of ideas being kicked around, but each one will take some time to pursue. If you have a desire to lend a hand writing some letters, making some phone calls, and perhaps visiting some Companies, please contact Terry Terrenoire Sr. Once I get a response from the companies already contacted we will have a meeting to discuss some other ideas and listen to the ideas you may have. A little effort now by several members will insure a super successful 1990 contest.



AEROGUIDANCE SOCIETY

FLOAT FLY

Sept. 30th – October 1st

at GREENWOOD PARK

RAFFLE & PRIZES!!

10:am FLYING STARTS – Both days !! – Registration Fee

\$ 5:00 Both Days

\$ 3:00 ONE Day

* AWARD FOR QUIETEST GAS OR GLOW ENGINE / PLANE MUST FLY *

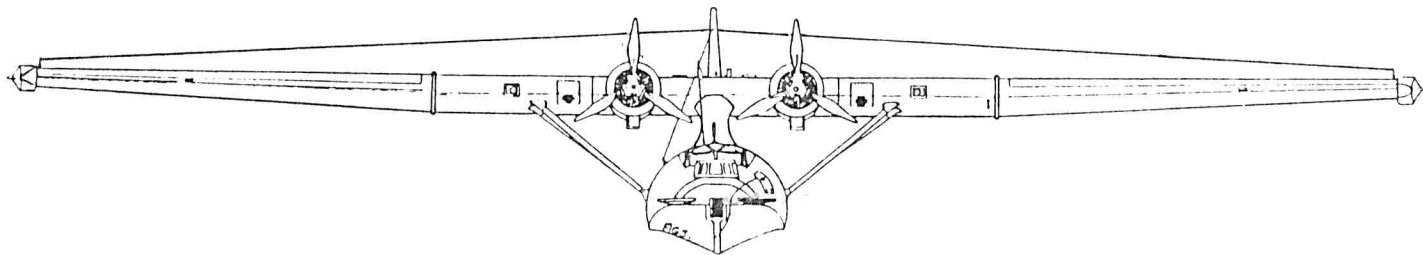
For INFORMATION –

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Aero Guidance Society, Inc
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GJ's SPECIALS

FUTABA SERVOS:

S35 \$28⁰⁰

S30 \$20⁰⁰

S32 \$20⁰⁰

S31 \$25⁰⁰

ROSSI .61

SIDE/REAR EXHAUST

\$100⁰⁰

ADJ. CARB:

\$10⁰⁰