



ESTABLISHED 1954

The CONNECTOR

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

Volume #46 Issue #10

August 2001

Meetings of the AGS are held the 3rd Tuesday of every month at the AGS FIELD,
Changes to time or location will be noted in this newsletter. Program at 7:00 P.M., business meeting to follow.

*Rick
Allabaugh*

The Prez Sez



CHANGE OF MEETING TIME

To better accommodate the Programs held at the field during the summer months, the August meeting will start at 7:00 PM sharp. The Program will go on first, followed by the business meeting and show and tell.

Congratulations Jim Quinn!!!

For those who did not know, our own Jim Quinn competed in the 2001 Nationals last month. Jim flew in the Intermediate Aerobatic class and placed 18th overall.

IMPORTANT NOTICE

At the last meeting, we went over the meeting Ken Maroni and I had with our club lawyer regarding the issues with Mrs. Allen and the Eschenbach's. In general, both counsels agree that our locked gate is illegal in its current location and needs to

be relocated. I've talked with Verizon and they would prefer that we move the gate past the entrance onto their property since the locked gate is not required by them and is somewhat of a nuisance. Several of us have been kicking the location around a bit and there are pro's and con's to each location. At the next meeting, I'll have a map showing the road and we will resolve this issue.

Road repair

If the weather cooperates, by the time you receive this newsletter, the work will have begun on the road. As it stands right now, I'm planning on having the one minus stone delivered the week of 8/20. I'll be off from work that week so I can meet the dump truck at the field and give some directions. By our next meeting, I'll have an exact date and time ironed out for delivery. I have talked with Verizon about our new stone and road repair. Per their request, I'll be documenting the work and the cost to perform it. In this document, I'll be stating that if they damage the road during the winter months while plowing, that we will expect them to repair the road with "in-kind" material and to our satisfaction.

Keep your eyes and ears open....

One of our members, Doug Kerr, recently had his Hirobo ZXX helicopter and Futaba Super 7 radio stolen from his garage in Forest Lake, PA. Doug has contacted GJ's and a couple of hobby shops in PA. If you think someone is trying to pawn it off, contact Doug at dkerr@stny.rr.com.

In This Issue

The Prez Sez

The Trez Sez

From the Editor

Meeting Program

Meeting Minutes

Vintage Fly

Frequency listing....

As stated elsewhere in this newsletter, a club member will be flying channel 17 both at the field and within a 3-mile radius from our field as defined by AMA. It is more important then ever to update the frequency plan posted at the club field. (Or contact Ken Maroni with any updates...) This member referenced this list and made sure that his decision to purchase a frequency would not effect any member flying at our field. (Currently, our listing shows no member flying Channel 17). I will be updating this person with a list of remaining events at the field (pylon racing, combat meets, club fun fly's) so that we can try our best to avoid any problems.

**THE DEADLINE FOR
SUBMITTING
ARTICLES FOR THE
CONNECTOR IS THE
1ST THURSDAY OF
EACH MONTH**

**The Aeroguidance
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Todd Kopl

HISTORIAN
VACANT Try it you'll like it!

PUBLIC RELATIONS 748-8146
Terry Terrenoire

LIBRARIAN 648-9801
Steve Hermanovitch

SOUND 748-2933
Tom Kopl

SAFETY 785-2055
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AGS Board Meetings

Board meetings of the AGS will generally be held monthly on the Monday of the week following the general membership meetings and are open to all members who wish to bring business to the board. Please contact our President prior to the meeting to notify him of your interest and to get the location of the meeting.

THE TREZ SEZ

*Ken
Maroni*



This month, financially has been some what busy. With the contest expenses and other related club expenditures, all reimbursements have been settled. At least with what I have received. If anyone has outstanding expense receipts and has not turned them in, please do so you can be reimbursed.

With this months business out of the way, I would like to tell you a story that I feel needs to be told.

During the construction of my Mini-max, I decided to get my landing gear fabricated, to my specification, from TnT. I sent my information to TnT and was in contact with Mr. Mike Ski (a name I think you should remember). With an acceptable price of \$20 for the gear I had him follow through with the order. Within a week I receive the gear and it was perfect in all respects, dimensions, finish, weight and material.

In the past month I have taxed the plane and just lifted it into the air a couple of times. With each hop I landed somewhat hard. I realize that the gear was starting to bend, but the bend was only in the legs and not at the actual bend line by the fuselage.

Well, I finally flew the plane, which was fantastic, and landed successfully. Still getting familiar with its characteristics, the landing was a little rough. At that point I notice that the gear was starting to bend at the bend line by the fuselage.

I contacted Mike Ski by emailed to let him know my problem. As noted earlier, the gear was to my design and Mike was not responsible for the design flaw. Mike suggested to put a piece of 3/32 music wire under the gear to straighten it (I will not get into details on how the wire was installed). After the installation, I sent Mike a picture of the finished modification and his response was "it should improve the structure of the gear, would you think of using 1/8 stock, which would be stronger". I didn't mention that the original design was 3/32 stock to keep weight down. I emailed Mike back and asked, "well let me know what the price would be to fabricate the gear with 1/8 stock". Now listen carefully. That same day I receive a box (at my place of business) from UPS, signed for it and then realized it was from TnT. As I opened it I was thinking, NO, it can't be, yes it was, the new gear, was I SURPRISED. Mike went ahead and made the gear out of 1/8 stock. Immediately I called him and asked what he was doing..... he said "Merry Christmas....."

(Continued on page 4)

**Subscriptions to
"THE CONNECTOR"
can be obtained at a minimal
cost of \$8.00 annually by
contacting the editor.**

The CONNECTOR is prepared on a Personal Computer. Submissions are happily accepted by E-mail at agsnewsletter@stny.rr.com or on 3 1/2" diskette as ASCII or text files. Please send material to the editor Bill Oltmer, phone 785-4631.

AGS On-Line

* **Bold type** indicates additions or changes to e-mail address

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<http://pages.prodigy.net/lkaras/AERO/>

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If your name does not appear or is incorrect on the AGS ON-LINE please contact the editor and it will be updated for the next issue.

AGS ACTIVITIES

By Darrell Sperbeck

- Aug 11 AGS Intra-Club Contest 12:00 noon at AGS Field
- Aug 14 AGS Race #4 6:30PM AGS Field
- Aug 18 AGS Family Picnic 12:00 noon AGS Field
- Aug 28 AGS Race #5 6:30PM AGS Field
- Sept 1&2 Vintage Fly Blue Swan Airport Sayre PA
- Sept 4 AGS Race #6 6:30PM AGS Field
- Sept 8 AGS Fly In Breakfast 9:00AM AGS Field
- Sept 9 STRC Race #5 6:30 PM AGS Field
- Sept 22&23 Fall Float Fly Greenwood Park
- Sept 29 AGS Combat Contest AGS Field

Note: Location of AGS Fall Float Fly has been changed. This year it will be held at Greenwood Park on September 22 & 23.

THIS MONTHS RAFFLE
PRIZE IS A

SIG FOUR STAR 40

REMINDER!
The August
meeting is at the
AGS field
7:00 P.M.

(Continued from page 2)

I just wanted to do it'..... We talked for a while and after that I thanked him very much and was definitely going to let him know how the gear worked. Now, mind you, he was never asked to do this, and for someone I have never met, it was great surprise.

For anyone wanting to have custom made gear or even gear for a kit (which they have) I would HIGHLY recommend TnT. Their web address is "www.tntlandinggear.com" and by phone at (419) 868-5408. Mike Ski is a one of two owners and has a mechanical engineering back round. Great man to talk to and very knowledgeable and helpful with any question you may have. If anyone wants a reference, just call me.....

That's it for this month, remember keep in the blue and out of the trees.....

A Few Notes on Mowing (for Everyone...)

1. When it is your turn to mow the field, please do not mow a walking path from the edge of runway 3-3 to the circle being used for control line flying. We don't want people crossing a potentially active runway in order to gain access to the circle. Instead, mow a walking path parallel to the runway and connect it to the road we use to drive up to the upper pavilion.
2. We purposely maintain a portion of un-mowed grass between the end of runway 3-3 and the access road up to the upper pavilion. When mowing, please be careful not to cut or eliminate this barrier.
3. Besides being responsible for general mowing, (runways, pits, parking area, path down to the outhouse, etc.) the "mowing crew" will also be responsible for cleaning the outhouse and making sure there are supplies.

STRC Race #3

By Bob Noll

Another great evening of racing took place on Tuesday, July 10 at the AGS field. Three Bush Grand National and nine Winston Cup pilots arrived to gain season points. Since there were three Bush pilots, they got to fly among themselves, leaving the Winston Cup pilots to battle among themselves.

Coming into the evening, Bob Eilenberger lead the Bush gang by 5 points over Don Stento in second place. Only 6 points separated the top six racers in the season points standing in the Winston Cup class with Terry Terrenoire leading the pack.

Don Stento moved one point closer to Bob Eilenberger with a seven-point outing. Steve Luchaco was the big winner in Winston Cup with a perfect evening of three wins and this performance moved Steve into first place, one point ahead of Terry Terrenoire and Bob Noll who are tied for second. Five pilots gathered six points for the evening as further proof that the Winston Cup class is very competitive.

More than the normal number of spectators attended this race and I had the opportunity to explain the racing rules and format to several that asked questions. While explaining what the lap counters were doing during a Bush race, I was surprised to see all three lap counters raise their fists at about the same time. A raised fist signals that his racer is on the final lap. Why was I surprised? Well, the Bush pilots were flying all at different altitudes and size of flight course. It looked to me to be rather chaotic but to my surprise the three planes crossed the finish line within ten feet of each other. This is proof that the Bush class is becoming very competitive as these newer pilots gain experience and familiarity with their planes.

Here are the Race 3 results and season points standings.

RACE 3

BUSH GRAND NATIONAL

Don Stento	7
Bob Eilenberger	6
Ken Maroni	4

WINSTON CUP

Steve Luchaco	9
Bob Noll	8
Terry Terrenoire	6
Dan Luchaco	6
Jim Champion	6
Todd Kopl	6
Art Riegal	6
Vinny Quartararo	4
Jim Quinn	3

SEASON STANDINGS

BUSH GRAND NATIONAL

Bob Eilenberger	15
Don Stento	11
Ken Maroni	5

WINSTON CUP

Steve Luchaco	24
Terry Terrenoire	23
Bob Noll	23
Jim Champion	18
Dan Luchaco	17
Jim Quinn	15
Art Riegal	15
Vinny Quartararo	11
Todd Kopl	10
Rick Allabaugh	6
Brian Tyler	5

Four Stroke Warning
 If you are flying with a four stroke engine read your owners manual on adjusting valve clearance, it just might save your plane !!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Aeroguidance Society Inc.

FIELD RULES

(Revised 04-08-98)

These rules have been developed to ensure the safe and enjoyable use of the AGS flying field and to preserve good relationships with neighbors. Failure to follow these rules may result in restriction or suspension of flying rights by the AGS Board of Directors.

SAFETY:

1. Obey the official AMA Safety Code.
2. Children and unauthorized persons are not allowed in the pit area.
3. Do not fly over the pit area, parking area or, if in use, the pavilion or playground areas.
4. Be certain the runway is clear before takeoff and landing.
5. Do not taxi in the pit area.
6. Engines must be equipped with a spinner or safety prop nut.
7. Warn bystanders not to stand in line with a rotating prop.
8. Avoid flying close in when the field is congested.
9. No more than four powered aircraft may be flown at the same time.
10. Do not operate the tractor or other power equipment alone.
11. Flying is not allowed over the tractor when it is in operation.
12. It is strongly recommended that you do not fly alone.
13. Drive slowly on the access road, especially near houses.
14. Do not fly in a manner that could be hazardous to others.
15. A majority of flyers present at the field must at all times designate which runway is "active" and which is the "alternate" in an ongoing manner dependent upon wind direction. Runways will be referred to according to conventional airport designation which means they are numbered according to their compass heading. The runways are 6 (six) - 24 (two-four) and 15 (one-five) - 33 (three-three).
16. When entering a runway, taking off or landing, pilots must first make a loud and clear announcement of their intention to proceed and then wait for any objections before doing so. Flying dead stick or having radio or flying problems must also be announced to all other pilots.
17. A majority of those flyers using the "active" runway will designate the direction for takeoffs and landings in accordance with the direction of the wind. Suspension of the wind direction rules on the "active" runway may only occur when there is a unanimous consent from all other pilots present prior to each flight.
18. The wind direction rule will not apply to the "alternate" runway. This means that cross-runway take-offs are allowed on the "alternate" runway only.
19. When the "active" runway is in use by multiple fliers, it shall be limited to normal take-off and landing type maneuvers. This rule can be waved if all fliers agree before the flight that close in maneuvers over the "active" runway are OK.
20. Announcement of intention to use the "alternate" runway must be made prior to each take-off and "end of flight" landing.
21. Do not fly or taxi across the "active" runway when using the "alternate" runway. Suspension of this rule may occur when there is unanimous consent from all other pilots present prior to each flight.

FREQUENCY CONTROL:

1. Transmitters and receivers (except 27MHz and 53MHz) must be certified as meeting AMA narrowband requirements for 20KHz channel separation.
2. Do not turn on your transmitter unless you have placed your current AMA card in the correct location on the frequency board and have attached the pin for that frequency to your transmitter.
3. Try to maintain a distance of at least 20 feet from other active transmitters when operating your transmitter, particularly if you have the antenna extended.
4. Retract your transmitter antenna when not in use.
5. Transmitters must display their operating frequency per AMA rules.
6. Idle transmitters must be impounded if any flier so requests.
7. Remove your AMA card and return the frequency pin promptly after each flight.

GENERAL:

1. You must be an AMA member to fly at the AGS field. Non-AMA members are allowed to fly on a one time basis on a buddy box with an AMA member.
2. Do not run aircraft engines before 9 AM or after 9 PM.
3. Do not direct prop wash or exhaust at others or their equipment.
4. Perform any prolonged engine running at the west end of the pit area.
5. Be sure to lock the gate if you are the last to leave the field.
6. Don't leave trash at the field.
7. The maximum sound level allowed is 96 db on the A weighted scale measured at 9'. New engines must be tested and, if necessary, corrected promptly.
8. Please be courteous to others at all times.

AGS 2001 Mowing List

Field Chairman: Todd Kopl (687-7424)

Rules: AGS field rules require the presence of two club members for operation of mowing equipment. At least one member per 'team' must be familiar with operation of the tractor. The members signed up are responsible for finding a suitable replacement if they are unable to maintain their commitment (calling or leaving msg w/field chairman does not alleviate responsibility). The field should be cut between Thursday and Saturday noon.

Date Tractor (18 yrs & over) Helper

Aug. 23-25	Bill Tozer	Joe Felice
Aug. 30-Sept. 1	Terry Terrenoire	Ed Helinski
Sept. 6-8	Jim McKeown	
Sept. 13-15	Jerry Riegal	Ken Maroni
Sept. 20-22	Bill Oltmer	Steve Hermanovitch

V. MOWING PATTERNS

1. DEPRESS AND HOLD CLUTCH PEDAL
2. MOVE POWER TAKE-OFF (P.T.O.) LEVER BACKWARDS TO ENGAGE MOWER LEVER FORWARD DISCONNECTS THE MOWER FROM THE DRIVE THE P.T.O. LEVER IS LOCATED UNDER THE LEFT SIDE OF SEAT AS SEATED ON THE TRACTOR
3. START CUTTING AT THE OUTER EDGE OF THE RUNWAY. AT THE OTHER END REVERSE DIRECTION AND MAKE THE RETURN CUT IN THE CENTER OF THE RUNWAY. THIS PREVENTS SHARP TURNS WHICH MAY CAUSE TIRE RUTS. SEE MOWING ILLUSTRATION POSTED UNDER THE FLIGHT LINE PAVILION IF YOU ARE NOT FAMILIAR WITH THIS TECHNIQUE.

AGS TRACTOR OPERATIONS MANUAL

I. PRE-START INSTRUCTIONS

1. OPEN GASCOLATOR VALVE (TURN CCW)
2. CHECK FUEL QUANTITY (TOP ACCESS DOOR)
3. CHECK OIL LEVEL (10W-30)
4. CHECK RADIATOR FOR COOLANT LEVEL: ONLY WHEN COOL!

II. STARTING INSTRUCTIONS

1. TURN IGNITION KEY CW FOR ON POSITION
2. SET GEAR SHIFT LEVER IN NEUTRAL
3. PULL CHOKE OUTWARDS
4. SET THROTTLE LEVER
5. DEPRESS CLUTCH LEVER AND HOLD DOWN
6. PUSH STARTER BUTTON TO START
7. PUSH CHOKE BACK IN AS SOON AS TRACTOR WILL RUN WITHOUT IT

111. DRIVING WITHOUT MOWING

1. DEPRESS CLUTCH PEDAL--SELECT GEAR #2
OR #3 DEPENDING ON CONFORT LEVEL
2. RELEASE CLUTCH PEDAL AND ADVANCE THROTTLE AS NECESSARY *****DO NOT USE GEAR #4 @**

IV. SETTING HEIGHT OF MOWER CUTTER

1. MOW RUNWAY AT LOWEST CUTTING HEIGHT THE ADJUSTABLE LINK BEHIND THE SEAT SHOULD BE ROTATED AGAINST THE STOP
2. FOR OTHER AREAS, INCREASE MOWER HEIGHT TURN ADJUSTING WHEEL CW UNTIL THERE IS ONE INCH OF THREADS SHOWING
3. USE COMMON SENSE. IF MOWER IS STRIKING EARTH, STOP AND RE-ADJUST MOWER HEIGHT FOR CONDI'NONS SHARPENING MOWER KNIVES IS VERY TIME CONSUMING

VI. GOING DOWNHILL: AN EXAMPLE IS MOWING A PATH TO THE OUTHOUSE

1. SELECT LOW GEAR WHILE ON LEVEL GROUND
2. DO NOT DISENGAGE CLUTCH WHILE GOING DOWN HILL. FIRST TURN TO LEVEL GROUND OR CROSS HILL.
3. THE TRACTOR HAS SEPARATE BRAKE PEDALS FOR EACH TIRE. WHILE THEY DO WORK EASILY A SKILLED FOOT IS REQUIRED TO MODULATE EFFECTIVE BRAKING.

VII. AFTER MOWING

1. REMOVE GRASS CLIPPINGS FROM CUTTER. THEY ABSORB MOISTURE AND CAN CAUSE RUSTING.

VIII. SHUTDOWN AND STORAGE

1. TURN IGNITION KEY CCW TO THE OFF POSITION
 2. PLACE GEARSHIFT IN GEAR AFTER SHUTDOWN TO PREVENT ACCIDENTAL ROLLING.
 3. CLOSE GASCOLATOR VALVE CW
 4. IF GAS IS LOW IN THE TANK, CHECK THE 5 GALLON GAS CAN. IF EMPTY, CONTACT THE FIELD CHAIRMAN ASAP.
- 2001 FIELD CHAIRMAN IS TODD KOPL 687-7424

JACKET & SHIRT ORDER FORM

Name: _____

Date: _____

	<u>Size (circle one)</u>	<u>Price Each</u>	<u>Qty</u>	<u>Item Total</u>
JACKET	S M L XL XXL	\$32.00	_____	_____
SHIRT	S M L XL XXL	\$12.00	_____	_____
NAME ON jacket	shirt	\$ 3.23	_____	_____
PATCH (purchase from AGS)		\$10.00	_____	_____
PATCH ON jacket	shirt	\$ 3.23	_____	_____

Name (spelling) wanted on jacket or shirt: _____

Paid by (circle one) check # _____ cash _____ **ORDER TOTAL \$** _____

This is an FYL...

On August 11th at 12:00 noon, I will be running the Intra-club Contest. Prizes will be awarded, food will be provided after the event and I hope to run it as successfully as Jim has run it over the past few years.

A flyer will be posted on our bulletin board at GJ's with a little more detail on it. Hope you can make it...

Rich

LOG BOOKS

By Bill Tozer

I recommend that everyone should try to maintain a log for each of their planes, especially a new airplane. Many of you have noticed me writing information in my logs and have asked me about them. My log book contains date, number of flights (for that day), total flights, a comment section (problems, weather, and etc.), corrective action (changes, fixes, and etc.). There is also an area for weight of plane, engine, prop, RPM's, brand of fuel, and the size of the battery pack. I consider a flight as a takeoff and a landing. I keep this information on all my planes.

Also, what you don't see me keeping track of, is that I have a log at home

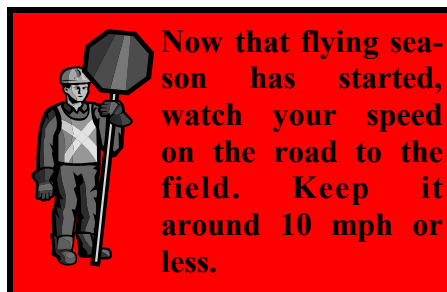
for each of my plane/battery packs. I track each battery pack that I cycle. That log contains date, cycled Mah, discharged time, and comments.

I had started this routine when I first started into giant scale aircraft and I'm glad I did. I can go back though and look at history, keep track of the number of flights on each of my planes, if I had problems, what kind of performance with different props, and etc..

One example that I can share is that I changed from Omega fuel 15% to Red Max 15% and did notice a 500 RPM increase in a Norvel .25bb and a Enya 50CX. I would not have paid any attention if I had not kept any logs.

KEEP THOSE PLANES MAINTAINED AND THEY WILL FLY BETTER AND LONGER !

Good Luck and have fun



The Editor

Bill Oltmer



I've been having such a great time this season with my planes. I hate the thought that the season for outdoor flying is half over.

The Nestoryak brothers and crew put on one heck of a great cookout for this years flight instructors! They could easily be nominated for the Wednesday night grill night chefs.

My daughter Alexis was drawing some cartoons one day (been at it since preschool) when I set my Model Aviation down she noticed the Micro Henrys and said "I could do that" . Her debut is on page 9. Not bad eh?

I met with a potential new member last week who's name is Matt Snow. He has been flying at our field with the help of a few different instructors. In conversing with him he seems like someone who will benefit the club with time and effort, and he has a real passion for flying.

See you all at the field

(continued from page 9)

Rule Change: (Jerry Riegal)

Field rule 2 under General states "Do not run aircraft engines before 9 AM or after 9 PM. Jerry made a motion that the field rules be modified to clearly state that electric motors are not subject to this rule. This motion carried.

Show and Tell:

Dick Allen showed his TR 260 rebuilt by Bill Underkofler. The fuse became 2" longer with larger wings. It flies great. Dick also mentioned that if you need any aluminum welding done, Jake Lord of Lord's Welding does fine work.

Bob Eilenberger showed his Ultra Stick ARF with a 46 FX engine. It weighs 5 ½ lbs. It took just 2 hrs to assemble. Bob also mentioned the he got to fly a full size AT6 at Geneseo. It was a great time. He did some acrobatics. # cameras captured the flight. It cost about \$340.

PROGRAM: Combat Flying with Joe felice and Bill Tozer.

AGS Flight School Thanks

By Jerry Roscoe

This is a special letter of thanks from all the 2001 students who participated in the great flight instructions given by the AGS.

I for one tried flying an RC airplane by myself about 40+ years ago. I had a lot of fun and exercise, chasing the RC plane and looking for it, but not much success. A lot has changed since my single channel 3 vacuum tube Babcock (?) receiver with lots of batteries and rubber band escapement since the plane was last found by a farmer in the spring when cutting hay in his field.

The AGS's formal flight instruction schedule and access to a RC field for flying are the two things that sold me on joining the club. Having tried RC flying when I was about 17, I knew it wasn't as easy as one might think. The two nights set aside for instruction with instructors available are really great. New students are hesitant about asking for help and flying when others are zooming around the sky; the formal class nights really solve this. The classes not only insure the eventual success of the students but the club as well. I as well as all the other students, feel you just cannot learn to fly by yourself successfully. A thousand thanks to all the instructors and helpers who gave up their time and helped out.

I think most students, took a lesson from a variety of the instructors. This was partly due to availability but also to gain something different from each of the instructors. Each instructor teaches a little different and each has something to give the student. A few instructors were willing to teach on non class days and one even let students fly his own slow flying plane (that took a lot of guts but it sure helped allot). The main thing is the Club providing the field time and the instructors providing their time. When a student gets close to solo and breaking free from the buddy box it is a dramatic experience. As most students can say, if it wasn't for the landings (or trees and ground) it wouldn't be to hard to fly. I'm still out there practicing and find the trees come up and seem to grab me more often then I would like - but I persist. My heart still pounds a little faster as I fly and I keep saying this, "Last move was left/right and the plane to me is left/right when I fly".

I never thought I would get it down (and still don't to be honest) and felt frustrated at times as I learned. Eventually the flying part, at least, seems to sink in slowly. The landings get a little closer to the runway each time and you start to gain a lot of rebuild experience for the ones that almost made it. I don't think you can learn this easily with just a simulator but the combination of flying with an instructor then practicing on a simulator help a lot. I learn something each time I fly and look forward to the day I won't learn as much each time.

BTW I use the free FMS simulator and new Cockpit Master simulator that is only about \$89 with a cord to your transmitter. Cockpit Master without a cord (\$59) also lets you use a game controller (Logitech , Vibration Feedback - Wingman Rumble pad works great. It has two joysticks like a transmitter and a separate motor control with buttons you can control mis. things with like restart, zoom and view controls).

A few thoughts for next years flight school:

1. Publish a few recommended trainers and equipment for students who will start next year. I have a Sig Kadet LT-40 ARF and think it's a really good trainer (based on experience of 1 plane only). I think a few other students who tried some other planes could have a few comments here on their experiences. A few recommended 2nd planes to graduate to would also be nice.

2. Intermediate class to learn:

- A. Help flying / landing the next plane built over the winter,
- B. Sportsmen aerobatic pattern
- C. Racing
- D. Better Landings

I would add combat but I'll leave this to my online Cockpit Master simulator with a Zagi which is a lot of fun and much cheaper (I couldn't hit a plane in the sky if I tried but I'm sure I could find the ground real quick).

I'm sure I missed a few things myself and others would like to say but again thanks to all the instructors and people who made the training happen.

(now if the club would only get that "trail / road" up the field fixed - before my shocks and ball joints wear out, I'd be even more thankful!)



This wonderful cake was part of the thank-you party organized by the Nestoryak brothers. The food was the best yet, marinated chicken, steak , and wonderful salads.

Fall Float Fly

By Dave Lewis

The 18th annual Fall Float Fly will be held September 22 & 23 at Greenwood Park. You can reach Greenwood Park by taking Route 26 N out of Endicott and following the brown signs. If you attended last years event you are aware that we had a major conflict with another activity. I have negotiated exclusive use of Greenwood Park so I do not expect a repeat of last year's problems. On site camping and showers will be available. Night flying will be permissible Saturday evening. The landing fee will be \$5 for one day or \$8 for the weekend. The prize drawing will be at 2:00 p.m.. Sunday. Remember, everyone goes home a winner. Terry Terrenoire will be serving up lunch on both days. The RC Gypsies have expressed their intentions to attend. They usually put on a good show. If you don't have a plane with floats come out and watch. If you have any questions call me at (607) 748-2513.

AGS To Host Vintage R/C Society Annual Reunion

by Bob Noll

If you have a plane that was designed prior to 1970, dust it off and join the Vintage R/C Society celebrate its 12th Annual Labor Day Reunion. Many AGS members have these early designs in their collection and the reunion is a great place to fly with RC'ers who cherish the older designs. Only the design has to be old, not the plane and modern radios and engines can be used. Planes like the Goldberg Falcon 56, Sig Kadet, any J3 Cub and many more that have been flying at the AGS field meet the vintage criteria.

The Saturday evening banquet is a great event so fly at the Blue Swan during the day and come to the banquet at the Grand Victorian Inn on Saturday evening for great food and fellowship. See the event flyer elsewhere in this issue for additional details.

For any AGS member purchasing a new radio system

A current member of our club will be flying **CHANNEL 17** at the field as well as off-site within the 3 mile radius of our club field as defined by AMA.

Therefore, if you are looking into purchasing a new radio, it is strongly recommended that you do not buy channel 17 at this time.

According to our latest list of members and frequencies, nobody currently uses this frequency. Every member should check this list (posted at the field) and update it accordingly.

In the event we have a contest at the field with other clubs attending, I will be responsible for making sure that the member does not fly within the 3 mile radius that day.

Thanks for your cooperation in this matter... A similar notice is posted in the Flight Control Center up at the field as well as our bulletin board at GJ's. Also, this same notice will also be listed in the September edition of The Connector.

Rick

SOFTWARE SEARCH

Does anyone have or know where the Quicken 98 Software for the club's computer is ?..... if so, please contact me at 625-3491

Thx.....Ken

Artwork By: Alexis Oltmer



Lets car pool to GJ'S

VINTAGE R/C SOCIETY ANNUAL REUNION

12th Annual

SEPTEMBER 1 & 2, 2001

Blue Swan Airport, Sayre, PA

For RC planes designed before 1970

Open Flying

3 flight lines
Unlimited flights

Pattern Classes

PORT – rudder only
McENTEE – rudder or aileron
and elevator
BROOKE – full house

Note: Throttle control allowed and recommended in all classes

Pattern Flight Judging

One flightline only
NOON to 3 PM Saturday
11 AM to 1 PM Sunday
Best 2 of 3 flights per class

Modified 50's AMA Pattern

1. Unassisted ROG
2. Straight Flight Out
3. Procedure Turn
4. Straight Return
5. Figure 8 (parallel with runway)
6. 3 Inside Loops (1 in PORT)
7. 3 Rolls (axial or barrel, 1 in PORT)
8. Cuban 8
9. Immelman Turn
10. Vertical 8 (inside loop followed by outside loop)
11. Rolling 8
12. Wingover
13. 3 Turn Spin
14. Touch and Go
15. Landing

FLYING SCHEDULE : 9 AM – 5 PM Saturday, 9 AM – 3 PM Sunday

BANQUET SCHEDULE: 6 PM Cocktails, 6:30 PM Dinner

HEADQUARTERS HOTEL: Best Western Grand Victorian Inn (800-627-7972)

Reserve directly with hotel by August 11 for VR/CS rate

CONTEST DIRECTOR: Bob Noll, 2317 Acorn Drive, Vestal, NY 13850 (607) 754-5279

ANNUAL VR/CS REUNION - LABOR DAY WEEKEND - SEPT. 1 & 2

Enclosed is my advance payment "Flyers Fee" of \$10 to provide for reduced rate registration (after August 22th, fee will be \$20)

Name _____ AMA # _____

Address _____

City/State _____ ZIP _____

I plan to enter the Jack Port Memorial Howard McEntee Memorial Ralph Brooke Memorial Event(s)

I plan to attend the Saturday evening gala banquet. Enclosed is \$ _____ to cover the cost of _____ persons @ \$20 each.

Dinners include: Rolls and Butter, Coffee, Tea, Decaf, Milk, Ice Tea

Tossed Salad, Green Beans Almondine, Oven Browned Potatoes

Chocolate Fudge Nut Cake

Choice of: Boneless Marinated Chicken Breast

Roast Top Round of Beef with Burgundy Demi Glaze

PRE-PAID BANQUET RESERVATIONS MUST BE RECEIVED BY AUGUST 22.

RETURN FORM WITH PAYMENT TO: BOB NOLL, 2317 Acorn Drive, Vestal, NY 13850 (checks payable to VR/CS)

The meeting was held at the AGS field and called to order by President Rick Allabaugh at 7:00pm. Present at the meeting were approximately 28 members and 1 guest.

Minutes:

Approved as published in the Connector.

OFFICER REPORTS:

President's Report: (Rich Allabaugh)
Nothing to report.

Vice President's Report: (Jim Pecha)
Jim read the minutes from the June Board meeting.

Secretary's Report: (Doug Breneman)
Nothing reported

Treasurer's Report: (Ken Maroni)
No treasurer's report was given. Please see Ken if you have specific questions..

COMMITTEE REPORTS:

Membership Report: (Jim Quinn)

Rick welcomed all of the visitors in lieu of Jim's absence. Jim was participating at his first NATS. He was the recipient of the \$200 stipend from AGS for first time NATS participants.

Field Report: (Todd Kopl)

Nothing reported. Rick mentioned that a weedwacker was purchased for field maintenance.

Nothing Reported By:

Historian, Public Relations, Librarian, Sound, Safety, and Racing.

Connector Editor Report: (Bill Oltmer)
The Connector is taking too long to print. It is given to the printer by Monday PM to ensure printing by Thursday and delivery to all members by Saturday. All contributors to the Connector need to get all information to Bill no later than the first Thursday of the month. If this deadline is missed, you run the chance of your article being postponed to the next month. Ken will stop by the printers to ask for some information regarding the time needed to print the Connector.

Flight School Report: (Gib Vandling)
The students put on a great Instructor Appreciation picnic. The Treasurer needs to reimburse the expenses. Congratulations to the four pilots who soloed this year. Two of these pilots received their wings at the meeting.

Shirts and Jackets:

An order form for shirts and jackets is in each Connector. There is now a minimum order of 3 jackets. Red Lupold has agreed to collect the order forms. As always, please pay our Treasurer for all ordered items.

Road Repair: (Rick Allabaugh)

The road repair will start soon. The ditches will be cleared and the loose stone on top will be removed. The base will not be disturbed. We have a person who is willing to work ten hours for \$300 with some equipment to do this work. If the work requires more than ten hours, we may be doing some clearing of the ditches manually. The loose stone might go under the flight pavilion.

Online Connector: (Rick Allabaugh)

The purchase price for the Adobe Writer is approximately \$250. Over 25 persons are willing to receive the Connector online and use Adobe Reader to read/print it. The cost of the software will be recouped in less than 18 months due to savings in printing and postage. Other clubs, including the Aeros send their newsletter electronically. The e-mail version will be the same as the hard copy version. You get to choose how you want the Connector delivered. A motion was made to purchase Adobe Writer. This motion was approved. Bill Oltmer will handle this. We should also include a hot button to get Adobe Reader from our web page.

Allen Mishap: (Rick Allabaugh)

Rick and Ken met with our lawyer on 7/3. Ken Helisek will not be able to represent us if things go to litigation. We received a letter citing four things that are wrong: 1) having a locked gate; 2) poor management/improper maintenance of the road; 3) dumping oil on the road; 4) use of alternate right of way. We may need to move the gate. Verizon does not require one. The gate impedes free access to part of the Allen's property. The field is closed in the winter. We are not responsible for any snow removal or water run off from the road. No one knows of anyone dumping oil on the road. This would require more details regarding who did what. We do not need to use the alternate right of way and we will not. Dick Allen gave some old records to Rick to be put with our club records.

They show our property, right of ways, etc. In summary, we may need to move the fence. We will do nothing about the other three problems mentioned in the letter. For more information, please contact Rick.

NEW BUSINESS:

Vote on candidates for membership:
No persons are eligible for membership.

Spring Float Fly: (Dick Allen)

The MOB presented a very nice Spring Float Fly. It was disappointing that more members of AGS were not able to attend. Unfortunately a demo in Montrose was scheduled for the same day. We should try to support other clubs in our area.

Fall Float Fly: (Dave Lewis)

The Fall Float Fly will be held at Greenwood Park on Sept 22nd & 23rd. The commissioner of parks agreed to allow us almost exclusive use of the park i.e., no other events will be scheduled at Greenwood. There are lots of prizes by drawing for all participants. Everyone gets a prize as well as a fun time.

Frequency Sharing: (Rick Allabaugh)

Jerry Roscoe has asked about sharing channel 17. He flies near the field on this frequency. There are at least four options: 1) make Jerry get the pin from the field, 2) make Jerry fly on channel 42 which is not used at the field, 3) remove channel 17 from field use, 4) fly at your own risk on 17. The decision was to put a note in the flight control center that channel 17 may be in use nearby and put a note in the Connector about this. Also, membership packages should include a frequency list with a note about channel 17 and post our frequency use at GJ's.

Visitors: (Joe Perrucci)

Some persons are damaging our property with ATVs. If you see this happening, 2 or 3 members should approach these persons and explain the use of the property as a flying site. This should not be confrontational. A suggestion was made to have a neighborhood picnic so all folks in the area know about the field.

(continued on page 7)

FLYING MY FIRST "NATS"

By Jim Quinn

My first aerobatic sequence at the 2001 R/C Aerobatic Championships in Muncie, Indiana is not where the beginning of this story. It did not begin the day before when I picked up Terry Terrenoire at 3:00PM to begin the 11-hour drive to America's heartland. It didn't even begin the year before when I accepted Bob Noll's invitation to run the aerobatic line for Intermediate and Advanced pilots. Several years of preparation were actually involved in getting ready for that first aerobatic sequence at the diamond anniversary of R/C national competition. In 1937 the third place finisher crashed on takeoff, but he received third place because his airplane actually got into the air. 75 years later almost 150 competitors flew almost 1,000 flights with very few problems. When I think of the complexity of that first flight at Kitty Hawk 98 years ago and the simplicity of R/C aerobatic flight today, I truly marvel.

The drive to Muncie, Indiana with Terry Terrenoire was pleasant and uneventful. The hours passed quickly as we talked of many topics, mostly airplanes, but a few other topics would come into the conversation from time to time. It was a pleasant sight to find our tent all set up and ready for immediate occupancy when we arrived. Bob Noll and Art Riegall arrived the day before and were kind enough to set up our tent for our middle of the night arrival. Sleeping bags, air mattresses, clothes, food, and four aerobatic airplanes all came out of the van in preparation for the week of flying.

Monday morning began on a negative note when Terry and I learned that Bob Noll had withdrawn from the competition because of engine problems. Bob thought all his problems were solved at the AGS field, but dead stick landings were back at Muncie once again. The positive side of Bob's problem was that he was now at my side to help me in any way possible, and a great help he was. His tip to "dry fly" one or two aerobatic rounds before my first flight was a brilliant idea. I would stand about 30 feet behind the pilot currently flying and try to fly his plane with my control movements.

Round One was a good flight. Round two, however, was one of the poorest flights I can remember flying. All the pilots were flying very large maneuvers at a great distance. I was so far away I couldn't be sure where the plane was going. Round two would be one of the rounds I would discard, I was sure. Dinner on Monday was a tasters delight. Art brought Venison and Chicken Speedies and one of the best tossed salads east of the Pacific Ocean. Jim McKewon was processing all the flight scores during the day, so it was good to hear a little from the other side of the competition. Each of us brought one evening meal from home to be used throughout the week. Monday evening ended with a seminar on setting up your aerobatic airplane for competition. Sleep came easily after a very full day.

Tuesday morning Bob and I drove about an hour to a practice site and each flew a few rounds of practice. Oddly, Bob's engine ran much better. We had lunch and were back at the aerobatic site for Rounds three and four. I felt much better about Tuesday's flights. We ended the day with Bob's chicken Parmesan dinner. Jim McKeown treated us all to ice cream down town. Jim did not return to Bob's trailer, however, for the evening game of "UNO." After much laughter and not too much serious card playing it was off to sleep on day two.

Wednesday was my final day for competition. I was delighted to finish 18th in my class. I saw some of the best aerobatic pilots in the country and felt honored to fly with them. Some refer to Intermediate and Advanced as the "lower" classes, but what I saw was anything but a lower class. Even at my level of Intermediate several of the pilots were very smooth. When I watched Masters and FAI finals on Thursday, the flying defied description the skill was so great.

I know I could not have flown at the 75th Nationals without a lot of help. I felt I had the entire AGS behind me and some extra help from a few key members. Without Bob Noll's inspiration and constant encouragement it would have been impossible to fly at the Nats. Terry Terrenoire was my contest partner and traveling companion whose advice was invaluable. Frank Gioffredo and I began this journey together and is my practice partner.

I am already making plans for the 2002 Nats. On the way home Terry and I stopped at the Air Force Museum in Dayton, Ohio. It put a perfect end to an outstanding week. Thanks to Bob, Terry, Art, and Jim for a wonderful week and to all the AGS members for encouraging me to try to fly.

MEMBERSHIP 2001

I have been away for more meetings than I have been present in the last few months. Thanks to everyone who has picked up the slack while I have been away. Several of our Associate Members have achieved first solos and our hats are off to them. Our Associate Members have been very good in supporting club events during the summer months and I would encourage them to continue to do so, not just to get the three activities required for membership, but to become involved in promoting this great sport and our club. A wonderful AGS welcome to our newest Associate Member Matthew Berdein. Matt has moved beyond his training airplane to an Advance-40 that he picked up from GJs. Matt seemed to experience some flutter with his Advance-40. It was probably on the rudder. So, if you are thinking of this airplane, be sure to check all hinge lines.

There are several people who are very interested in the AGS. They are busy getting AMA, equipment, and other support services. Our membership is blossoming over 80, who knows where it will peak out? As our membership swells good flying etiquette becomes more and more important. I am confident our instructors and members at large are instilling all the high standards in our associate members that has made the AGS great and continues to serve us well.

See you at the field.

AUGUST PROGRAM

SCRATCH BUILDING

BY KEN MARONI

AEROGUIDANCE SOCIETY, INC.
P. O. Box 39
Vestal, NY 13850-0039