

The CONNECTOR

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

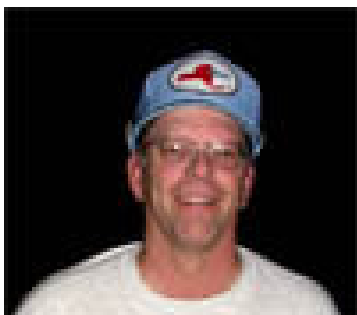
www.aeroguidancesociety.org

Volume #49 Issue #9

September 2004

Meetings of the AGS are held the 1st Tuesday of every month at the Maine-Endwell High School, Changes to time or location will be noted in this newsletter. Business meeting at 7:30 P.M., program to follow.

Terry Terrenoire
The Prez Sez



OK gentlemen; Two years have passed and it is time for me to step aside and welcome in some new blood and new ideas. While Frank is not exactly "new blood," I am sure he will have some new ideas and will bring a renewed zest to the Presidency. For those of you who may not be familiar with Frank, let me give you a little background.

Frank was born on a cold and rainy night.....no, let's not go that far back.

Frank was a member of the AGS many years ago, and left the club for a few years to fly at a field somewhat closer to his house. When that group disbanded about 10 years ago, Frank came back to the fold. Several years ago he got his AMA CD license and has been Bob's second in command ever since. For a few years he organized the winter fly. When work permits he flies pattern ships and attends as many pattern contests over the summer as his time will permit.

Frank has always been willing to step up to the plate and lend a hand in any club project.

Last year he was instrumental in getting needed repairs done to the flail mower.

That is just a start, but it gives you an idea of his commitment to the hobby and to the AGS. It also tells you that he will not ask any more of you than he contributes himself. Please get behind Frank and help him implement his new ideas and projects.

As my parting comments: I would like to thank all who have helped get the tasks done that have been necessary for the past 2 years. A special thanks goes out to Paul Cushing for his patience and frequent bugging. To Bob Balsie for the note taking and Connector reminders. To Scott for filling in for me when I could not make meetings, and a special thanks to Brent for stepping up last year, as a relatively new member, to fill the BMAL position then moving up to VP for this year. Thanks to Bob Noll for his continued running of our one major event, the Pattern contest, and to all the rest of you who have helped me get through these past 2 years by mowing the runways, painting pavilions and outhouses, maintaining the tractor and the mower, repairing the road, cutting weeds, teaching new students to build and fly, conducting club programs, providing show and tell projects, and participating in club events.

Thanks again to everyone who played even the smallest role in the club operations over the past 2 years.

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And much more!!!!

Coming Events

Sep 25 **9:00 AM**
AGS Field
Combat Contest

Sep 26 **4:00 PM**
AGS Field
STRC Race #10

Oct 5 - - - - - **7:30 PM**
Monthly Meeting
Maine-Endwell High School

Nov 2 **7:30 PM**
Monthly Meeting
Maine-Endwell High School

Nov 6 **9:00 AM**
AGS Field
Field Winterizing

**The Aeroguidance
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PROGRAM
Bob Balsie 748-1074
ACTIVITIES
Brent Bryson 785-8253
FIELD
Open
HISTORIAN
Jerry Roscoe 754-1550
PUBLIC RELATIONS
Terry Terrenoire 748-8146
SOUND
Tom Kopl 748-2933
SAFETY
Art Riegal 785-2055
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Bob Nestoryak 748-2080
EDITOR
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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.

Activities Report

Brent Bryson, Activities Chairman

The next activity is the Combat Contest on September 25th, at 9AM. This is a wild event; with contestants' aircraft chasing each other trying to cut a trailing streamer and trying not to collide in the process.

STRC race # 10 will be held on Sunday, September 26th, at 4:00PM. Helpers and pilots should show at 3:30PM.

Field:

Helpers needed for roofing of the pavilions. Roll roof the lower pavilion, and shingle the western-half of the upper pavilion. This project will be done September 26th, starting at 11:00AM. There are things to help with even if you can't climb ladders or walk around on the roof, so please show up if you can. The more people who show up, the easier and quicker it will be. If you have any questions or need further information, please contact Terry at amad2terry@juno.com. He will be measuring and ordering the materials to be ready by that day.

If you can bring a ladder, let Terry know.

Also, Pizza and Soda will be provided at 1:00PM for those who are working on the pavilion.

Thank You!

by Doug Breneman

The AGS would like to thank Todd Lantzy for his generous donation of an IBM Thinkpad. It is currently being used for the pylon race statistics. As a token of our appreciation, we gave to Todd an AGS hat and an AGS mug. He displays them on his desk at work.



AGS is an AMA chartered club; to fly at AGS's field you must be covered under AMA insurance.

You can signup or renew your membership online at

<http://modelaircraft.org>.

For 2004, the rates are:

Regular Members—\$58

Seniors (proof of age required) - \$48

Junior Members (< 19yrs old)

\$15 w/magazine

\$1 w/o magazine

**REMINDER
THE NEXT MEETING
IS AT THE
MAINE-ENDWELL HS
OCTOBER 5 @ 7:30 pm**

The CONNECTOR is prepared on a Personal Computer. Submissions are happily accepted by E-mail at ags@v-fib.net or on 3 1/2" diskette as ASCII or text files.

AGS On-Line

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

AGS WEB SITE

<http://www.aeroguidancesociety.org>

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AGS Field Damage

These photos were taken on Monday (9/20). Vandals broke the SAFETY BARRIERS and made TIRE MARKS on the runways. They also rolled the PORT-A-JOHN from the top of the hill down across the runway into the woods. It ended up into the trees opposite the lower pylon flag.



AGS Meeting #686 September 7, 2004

The meeting was held at the Maine-Endwell High School and was called to order at 7:30 p.m. by president Terry Terrenoire. Present at the meeting were approximately 30 members and no guests.

Meeting Minutes

Approved as published in the Connector.

Officer Reports

VP's report:

Nothing to report.

Secretary's report:

The board meeting minutes from August were read.

Treasurer's report:

The financial report was given and accepted.

Committee Reports

Membership

One new associate member was present at the meeting. There were no guests.

Librarian Report

The librarian was not present.

Field

Brent Bryson has obtained a new gear shift knob for the tractor. We need to find a means to install it, since the screw threads on the knob do not match the shift lever.

Bill Hinrichsen has finished brush-hogging the field.

Program

The program will be given by Bob Balsie and will concern the A-10 and its GAU-8A cannon.

Old Business

Road Condition

It was acknowledged by all that the condition of the access road to our field has deteriorated considerably due to the large amount of rain that we have had. Terry Terrenoire stated that he had spoken to a company that specializes in road resurfacing and they stated that the cost of applying road oil and gravel to parts of the road which consistently experience damage would be about \$2000. At the least, we will need to install the blade on the tractor and scrape and level the road before the end of the season.

Next Board Meeting

The next board meeting will be held at Charlie Lecher's house on September 13th.

New Business

Officer Nominations

Terry presented the current list of nominees for officers and board members at large for the 2004-2005 term and stated that we still needed at least one candidate to fill the post of president, and that we also needed a newsletter editor to replace Pete Brayman who has done an excellent job in this capacity, but will be unable to continue in this post for the next term. The floor was then opened for further nominations.

Frank Gioffredo, who had been the candidate for secretary, stated that he would accept the nomination for the position of president if other members could be found to fill the positions of secretary and newsletter editor. At this point, Scott Wallace volunteered to accept the nomination to the secretary's position, and Jeff Hatton stated that he would assume the position as newsletter editor.

We now have a full slate of officers for the election in October.

A motion to close the nominations was made and carried.

Show-N-Tell

Bob Frey showed his GWS A-10 electric model which uses a three cell Li-Poly battery pack and EDF-55 ducted fan motors. He also showed his Alpha MIG-15.

Doug Breneman displayed an IBM Thinkpad laptop computer which has been donated to our club by one of his co-workers.

Ed Helinski showed his *Tracer 40* which has adjustable wing dihedral and uses a YS-63 for power.

Terry Terrenoire displayed his electric *Formosa* model which he has mounted on floats, and his *Tiger Moth* which also has floats. He displayed a plastic fishing tackle box which he uses for his electric R/C supplies, along with a miniature sized screwdriver purchased from G.J.'s for use on small electric servos. In addition he displayed an economy clamp-on volt and current meter.

Ken Maroni showed a +12V power supply for use in charging model batteries. It supplies 12 amps and costs about \$35.00.

Mark Lecher displayed a calendar that he is working on for our 50th anniversary celebration.

Tony Cammarata showed a large Dave Brown spinner which he would like to sell. Please contact Tony if you are interested.


Program

The A-10 Warthog and its GAU-8A Cannon by Bob Balsie.

You Might Be An RC Modeler If..

Credits: *Bill Atkins, Dixie Aeromasters, Byron, Ga. (BATkins@aol.com)*

- ...You have ever glued both hands together with CA and had to use an exacto knife in your teeth to cut them apart.
- ...You have taken your plane off and panic on the third lap, realizing that you haven't extended the transmitter antenna.
- ...You have built two right wings for a single wing plane.
- ...You get to the field and realize your transmitter is still on charge at home.
- ...You have switched your retracts up while you taxi your plane out to take off.
- ...You lean over your just-finished new plane to brush off a bug and drop a screwdriver out of your shirt pocket that rips through the wing monokote.
- ...You are making an inverted low pass and then pull "UP" on the elevator.
- ...You have taken your plane off with the igniter still clipped to the engine's glow plug.
-You ever had to jump over your plane as you were landing it.
- ...You have more than one scar on your "cranking" hand.
- ...You have fuel stains on your new sneakers.
- ...You are shopping for land to build your dream home on, and would rather have flat, open pasture land than rolling wooded hills.
- ...You spend more time browsing Tower Hobbies catalogs than the TV guide.
- ...You will go flying when it's 104 but won't cut the grass for your wife 'cause "it's too hot out there".
- ...You have 47 miscellaneous NiCad batteries and can't find a pair of D cells for your flashlight.



Attention!
Field Speed Limit: 10 mph

Now that flying season is in session, watch your **SPEED** on the road to the field. Keep it around 10 mph or less.

STRC Race #8 Report

By Bob Noll, Race Coordinator

We decided to move the start time for this race up one half hour in order to avoid having to run final heats without adequate light. Well, it was a beautiful sunny evening and so we did not have a problem. My thanks to our race crew who arrived early and we were able to start racing before 6:15 PM. There were three Busch Grand national pilots and four Nextel cup pilots.

The Busch pilots started the evening and the Lowe's Special of Jerry Riegal and the Valvoline Special of Mike Harris made contact midway through the first heat. Mike's racer had minor damage but was able to race again, however the Lowe's Special had its tail removed and Jerry flew big brother's #24 for the final Busch heats.

Nextel results for race #8:	1 st	Art Riegal	8 pts.
	2 nd	Bob Noll	7 pts.
	3 rd	Terry Terrenoire	6pts.
	4 th	Jim Quinn	2 pts.

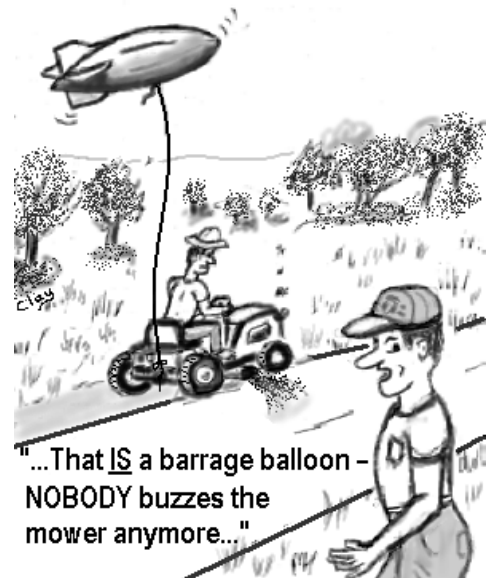
Busch results for race #8:	1 st	Don Shugard	8 pts.
	2 nd	Jerry Riegal	4 pts.
	3 rd	Mike Harris	3 pts.

We have now held seven races and so the following results reflect only the best six races for each pilot. Only six races are used to determine our season points.

NEXTEL CUP	1 st	Bob Noll	53 pts.
	2 nd	Art Riegal	39 pts.
	3 rd	Jim Quinn	34 pts.
	4 th	Terry Terrenoire	31 pts.
	5 th	Frank Gioffredo	26 pts.
	6 th	Don Stento	15 pts.

BUSCH GRAND NATIONAL	1 st	Jerry Reigal	27 pts.
	2 nd	Mike Harris	16 pts.
	3 rd	Jerry Roscoe	14 pts.
	4 th	Don Shugard	14 pts.

**THE NEXT RACE IS SUNDAY,
SEPTEMBER 12 at 4 PM.**



STRC Race #9 Report

By Bob Noll, Race Coordinator

It was a beautiful Sunday afternoon when nine pilots prepared to race in the ninth race of our season. There were five Nextel Cup pilots and four Busch Grand National pilots, all with their colorful planes.

Since most pilots have now flown in more than six races, the countdown to the final season points finish is getting very interesting. While Bob Noll has clinched the Nextel Cup Championship, the runner-up spot is still open and the final two races will definitely see some changes in the standings. All Nextel Cup pilots have entered at least six races except Don Stento, who has only flown in three races.

In the Busch Grand National class, only Jerry Riegal has flown in six races, while Jerry Roscoe has flown in five, Mike Harris has flown in four and Don Shugard attended three races. The race for the Busch Grand National Championship is very close as you can see below.

Nextel results for race #9:

1 st	Terry Terrenoire	8 pts.
2 nd	Bob Noll	8 pts.
3 rd	Art Riegal	5 pts.
4 th	Jim Quinn	5 pts.
5 th	Frank Gioffredo	3 pts.

Busch results for race #9:

1 st	Don Shugard	8 pts.
2 nd	Mike Harris	8 pts.
3 rd	Jerry Roscoe	4 pts.
4 th	Jerry Riegal	3 pts.

The following points tally count only the best six races for each pilot.

NEXTEL CUP			BUSCH GRAND NATIONAL		
1 st	Bob Noll	53 pts.	1 st	Jerry Reigal	28 pts.
2 nd	Art Riegal	39 pts	2 nd	Mike Harris	24 pts. (4 races flown)
3 rd	Terry Terrenoire	38 pts.	3 rd	Don Shugard	22 pts. (3 races flown)
4 th	Jim Quinn	36 pts.	4 th	Jerry Roscoe	18 pts. (5 races flown)
5 th	Frank Gioffredo	29 pts.			
6 th	Don Stento	15 pts. (3 races flown)			

THE NEXT RACE IS SUNDAY, SEPTEMBER 26 at 4 PM.

AGS Field Mowing List—Contact Charlie Pearsall (607) 648-2869 to sign up

Responsibilities:

- 1) **Ensure that all mowing is completed between Thursday and Saturday noon.**
- 2) Use the tractor/flail mower set at low height for runways.
- 3) Use tractor/flail mower set at high for parking area and around small pavilion.
- 4) Use the tractor/flail mower set at high for road to pavilion and around large pavilion.
- 5) Use hand mower for area near fences and around both pavilions.
- 6) Use personal weed whacker if possible around bottom of fence and pavilion posts.
- 7) Clean outhouse with water and detergent, sweep floor and replenish toilet paper.
- 8) Report any problems to the Field Chairman.

WEEK of

	Thur - Sat		LEAD TEAM MEMBER	MEMBER #2	MEMBER #3
Oct	7	9	Bill Oltmer	Rick Curtis	
	14	16	Bob Balsie		
	21	23			
	28	30			

Campaign Statement of

Dave Mathewson
Candidate for AMA President
www.mathewson4pres.com

My name is Dave Mathewson and I'm running for the office of AMA President. I am currently the AMA District 2 Vice President, having held this position for the last four years. Prior to this I was an Associate Vice President for both John Grigg and Wes DeCou.

I have outlined a vision and a set of goals that I believe would enhance AMA's ability to serve our members and advance model aviation. Times change, and AMA needs to make a shift in what have been our priorities.

I believe we need to focus more on promoting model aviation as a worthwhile, recreational activity. This positive exposure would pay off primarily in our efforts to acquire and retain flying sites, our top priority in District 2 during my time here. In fact, AMA's opportunity to testify before a Congressional Committee in Washington, D.C. investigating recreational uses of federally owned lands was a direct result of the work of our members in District 2. Our emphasis on acquiring flying sites led to a dialog with the Commissioner of Parks in New York State that resulted in the implementation of a pilot program to determine the compatibility of modeling activities in the New York State Parks System. Other efforts led to a meeting with the Northeast Director of the US Fish & Wildlife Service. These are the types of efforts I would like to see AMA more involved in on a national level.

We need to continue to support our members who fly competitively. They are part of our original foundation that always has been and always will be a part of AMA. Yet we need to focus more on our members who fly for fun; our largest and fastest growing segment. In 2002 I created an annual District 2 Fly In to help promote that concept. It has become a way for our sport members to come together to meet and fly with those from other clubs in a relaxed atmosphere, the ultimate goal being to enhance their modeling experience.

The average age of our members continues to rise. We need to focus more on education and attracting young people into our hobby. Our best resource to realize this goal lies with our members. For you to be able to accomplish this task we need to provide you with as much support as we can. This is why in 2001 I appointed the first AMA District 2 Education Coordinator. We need to recognize and react to the rapidly growing number of new modelers, many of them teenagers and younger, entering the hobby through "park flyer" type models. Our goal should be to help educate these new modelers concerning issues such as interference and safety. We should do this primarily as a benefit to our existing members. But we also need to recognize that these new modelers may represent both model aviation's and AMA's future. Many will soon begin to move towards a more diverse form of model aviation. Our job should then be to make them more aware of AMA, our system of chartered clubs, and invite them to become a part of the world's largest sport aviation organization.

Advancements in technology have taken model aviation to new levels. It's not realistic to expect every member of the Executive Council to be an expert in every discipline. Yet we are still charged with creating guidelines under which our members fly, a difficult task at best. To address this problem we need to include those who participate in a discipline in setting guidelines for that discipline. Seeking the input of our Special Interest Groups is a good first step. Part of AMA's mission is a commitment to scientific/technical development. We need to allow our members the latitude to experiment, to try new things, and not stifle their creative efforts. We need to embrace new technologies and encourage those that offer these new technologies to help find a way to safely incorporate them into model aviation. We need to do this without creating an underlying risk to our members' ability to enjoy model aviation. At times this won't be easy, but an effort needs to be made and solutions need to be found.

A trend has developed over the last few years where liability concerns are driving the direction of our Safety Code. I believe this is a mistake. Most of our members make an effort to fly safely. I believe a better alternative would be to tailor the Safety Code to encourage reasonable, safe flying practices without individually targeting certain styles of flying. Then we need to ask for your help to ensure that we all fly within those guidelines. It's you who can be our biggest source of help in implementing a program to reduce risks.

I believe all of these areas need increased attention, yet not at the expense of some of what we are already doing. Our efforts with regard to frequencies, and cementing relationships with government agencies to ensure your continued right to enjoy our hobby should not be overlooked.

Finally, I am a proponent of term limits. I raised the issue before the Executive Council in 2001. I think we owe a debt to the current president for his quarter century of work on behalf of AMA as a member of the Executive Council. But a member organization like ours regularly needs new people with new visions and new enthusiasm to remain a viable, thriving organization whose mission is to meet the needs of the members. I believe that I possess these qualities and I ask for your vote and the opportunity to lead AMA into the future.

OCTOBER PROGRAM



AEROGUIDANCE SOCIETY, INC.
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