



The CONNECTOR

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

www.agsny.org

Recipient of the AMA Presidents Award for 50
years of Service to AMA and Aeromodeling

Volume #55 Issue # 6 June 2010

Summer Meetings of the AGS are held the 1st Tuesday of every month at AGS Field at 7:00 P.M.
Changes to time or location will be noted in this newsletter .

The Prez Sez

Frank Gioffredo

Wow, summer is really going by. Here we are the end of June already. I have managed to now attend two of the three, or is it four pylon races but things should be getting better. I think work will slow up sometime. Being a motorcycle mechanic and a modeler are a bit conflicting this time of the year, making it tough to get time for flying.

I want to thank Mark Lecher and Jeff Hatton for getting our website and Mailing List back in action and our important info secured. Good job guys..

Our program this month will be a mini Pattern contest; Jeff Hatton will be presenting and will have more info in this issue. I'll leave the details for Jeff to tell you.

Also don't forget we will have a club night before the meeting as well so bring something to fly and enjoy a hotdog and some friendship too.

We will be hosting a Pattern Primer with Jim Quinn as CD coming up on the 10th and 11th of July. If you think you might be interested bring a plane and give it a try.

The next big thing will be our 55th Annual Precision Aerobatics Contest on August 7th and 8th. There are many changes this year to the contest the most prominent is the change to our field for the event. This should help curb the overall expenses immensely and put a little more revenue into our treasury. The field will be closed to general flying the 6th, 7th, and 8th, but will be open to general flying Sunday after the contest is over, usually after 4:00 pm. Our contest is the longest

Wow, summer is really going by. Here we are the end of June already. I have managed to now attend two of the three, or is it four pylon races but things should be getting better. I think work will slow up sometime. Being a motorcycle mechanic and a modeler are a bit conflicting this time of the year, making it tough to get time for flying. I want to thank Mark Lecher and Jeff Hatton for getting our website and Mailing List back in action and our important info secured. Good job guys.. Our program this month will be a mini Pattern contest; Jeff Hatton will be presenting and will have more info in this issue. I'll leave the details for Jeff to tell you.

Also don't forget we will have a club night before the meeting as well so bring something to fly and enjoy a hotdog and some friendship too.

We will be hosting a Pattern Primer with Jim Quinn as CD coming up on the 10th and 11th of July. If you think you might be interested bring a plane and give it a try.

The next big thing will be our 55th Annual Precision Aerobatics Contest on August 7th and 8th. There are many changes this year to the contest the most prominent is the change to our field for the event. This should help curb the overall expenses immensely and put a little more revenue into our treasury. The field will be closed to general flying the 6th, 7th, and 8th, but will be open to general flying Sunday after the contest is over, usually after 4:00 pm. Our contest is the longest running pattern contest in the country and although attendance at contests has shrank over the past several years I still hope to keep it as one of the more desired contests to attend. I will have sign ups at our next meeting. The neat thing is we shouldn't need as many helpers

Subscriptions to
"THE CONNECTOR"
can be obtained free via e-mail or at
a minimal cost of \$8.00 annually

Coming Events

Club Night

July 6th Before the Meeting

AGS Meeting

July 6th

7:00 PM AGS Field

STRC Race Night

July 13th, July 27th, Aug 10th, Aug
24th, Sept 12, Sept 19th

REMINDER
THE NEXT MEETING
IS AT THE
AGS Field
July 6th @ 7:00 pm

**The Aeroguidance
Society, INC.
P.O. Box 39
Vestal, NY 13850-0039**

President: Frank Gioffredo
(A-C)

748-9858

Vice President: Terry Terrinore
(D-H)

Secretary: Paul Slocum
(I-L)

Treasurer: Don Shugard
(M-R)

732-687-7970

BD. Members at Large:

John Seitz (S-Z)

Jeff Hatton

330-4782

Committee Chairmen

Membership: , Paul Slocum

Program:

Activities:

Field:

Historian

Public Relations

Sound:

Safety:

Librarian:

Editor

Jeff Hatton

jeff@priusonline.com

Wow, summer is really going by. Here we are the end of June already. I have managed to now attend two of the three, or is it four pylon races but things should be getting better. I think work will slow up sometime. Being a motorcycle mechanic and a modeler are a bit conflicting this time of the year, making it tough to get time for flying.

I want to thank Mark Lecher and Jeff Hatton for getting our website and Mailing List back in action and our important info secured. Good job guys..

Our program this month will be a mini Pattern contest; Jeff Hatton will be presenting and will have more info in this issue. I'll leave the details for Jeff to tell you.

Also don't forget we will have a club night before the meeting as well so bring something to fly and enjoy a hotdog and some friendship too.

We will be hosting a Pattern Primer with Jim Quinn as CD coming up on the 10th and 11th of July. If you think you might be interested bring a plane and give it a try.

The next big thing will be our 55th Annual Precision Aerobatics Contest on August 7th and 8th. There are many changes this year to the contest the most prominent is the change to our field for the event. This should help curb the overall expenses immensely and put a little more revenue into our treasury. The field will be closed to general flying the 6th, 7th, and 8th, but will be open to general flying Sunday after the contest is over, usually after 4:00 pm. Our contest is the longest running pattern contest in the country and although attendance at contests has shrank over the past several years I still hope to keep it as one of the more desired contests to attend. I will have sign ups at our next meeting. The neat thing is we shouldn't need as many helpers although I would like to have judge assistants available throughout the weekend.

I have asked Bob Noll to be my nominating Chairman for the coming year and he has graciously accepted, Thank you Bob. I will be looking for two more individuals to assist in the committee if you are interested please contact me. I might be contacting you.

Most have seen the tree work at the field. Don Shugard and myself spent a couple of hours this past week and dropped a large section of trees down to our property line at the end of our new runways 12-30we will be working to clean up the trees as things go along. Anyone wanting fire wood, there will be lots, so come up and help if you can.

Also Thanks to Bob Jennings, He and I got out finally on Sunday the 27th and got the sides of the road mowed down, seems like a simple task until you realize we use an old horsedrawn sickle mower converted to pull behind our tractor. I have done this job for several years with Bob and a few others have tried there hand at it. I am sure they can tell you it is no simple job. I am really glad we don't have to mow the whole field that way.

A final note Wayne Kunsman is planning to get our roadwork started, I have advised him not to rush as he is still recovering from some serious shoulder surgery. Well enough for now thought this was going to be a small article. Ha, I fooled me. See you at the field

Club Night

Mark your calendars for Tuesday July 6th for our first club night. Come out and sport fly, give the fun fly a go or join us for the food before the club meeting. Picnic food is set to arrive around 5:30pm. Fun fly starts at 5:00 pm.

The Event for the fun fly will be a Mini Sportsman pattern Contest, The object is to get through the sportsman sequence with whatever plane you bring, Unless you are an active participant in pattern contests beyond the Sportsman level. Then you have to use a trainer, if you do not have a trainer a club trainer will be available.

Each pilot will fly one round of the sportsman sequence to be judged by everyone else participating

The objective of this is to give everyone a chance to try their hand at the sportsman sequence without the pressure of a real contest and to show that it truly is possible to fly the sequence with the airplane you are most comfortable with, even if that plane is a trainer.

I encourage everyone to get out a plane and give this a try, I guarantee that it will make you a better pilot

Sportsman 401

- 1 Takeoff (U)
ENTER THE BOX
- 2 Straight Flight Out (U)
- 3 Stall Turn without Rolls
- 4 Straight Flight Back (D)
- 5 Half Reverse Cuban Eight
- 6 Two (2) Inside Loops (U)
EXIT THE BOX
ENTER THE BOX
- 7 Two Point Roll (D)
- 8 Half Cuban Eight
- 9 Cobra without Rolls (U)
- 10 Immelmann Turn
- 11 45 degree Down line (D)
EXIT THE BOX
ENTER THE BOX
- 12 Vertical Up line (on Center)
- 13 Split-S
- 14 One Horizontal Roll (D)
- 15 Half Reverse Cuban 8
- 16 Double Immelmann without Rolls (U)
EXIT THE BOX
- 14 Landing

Membership

Paul Slocum

Please extend a warm welcome to Zach Hayward. Zach is 13 years old and joined AGS at our June meeting. Zach stated that Derek Gioffredo got him interested in learning to fly and Frank Gioffredo will be teaching him. Welcome to AGS Zach.

The Deadline for Connector articles is two Fridays before the meeting. Please have submissions to the editor before then. Electronic submissions are preferred, E-mail them to jeff@priusonline.com

Deadline for Next Connector is 7/23/10

Proposed By-Laws Changes
Bob Balsie

(Note: Underlined words denote changes from the version presented at the June meeting)

Proposal #1

This proposal deals with three issues facing the club:

The fact that after a person is voted into full membership, they no longer have to do anything that supports the club.

The difficulty in getting people to assist in mowing operations at the field.

The difficulty in getting people to serve as officers or committee chairpersons.

Current Wording:

Article III - MEMBERSHIP

G. A member in good standing is one who:

1. Maintains membership in the AMA
2. Is current with AGS dues, fees, and assessments
3. Participates in at least one of the activities listed below during the current year:
 1. Flies at a club-sponsored event
 2. Assists in running a club-sponsored event
 3. Serves as an elected officer of the AGS
 4. Contributes an article to the AGS newsletter
 5. Participates in mowing the AGS field or other maintenance operations of the AGS property
 6. Participates in a "show-and-tell" portion of a club meeting
 7. Participates in any other club activity, as published by the Activities Chairperson, which is not mentioned above.

New Wording:

Article III - MEMBERSHIP

G. All AGS members shall be required to participate in at least three activities each year which support the club and its goals. Members are on the honor system to insure that they comply with this requirement. Activities which meet this requirement may be, but are not limited to:

Serving as an officer, Board member, or chairman of a permanent committee.

Setup and/or presentation at the annual Mall Show.

Helping to support one or more of the STRC races.

Assisting in running a club-sponsored event.

Serving on a field mowing team.

Each AGS member is strongly encouraged to work at the annual AMA sanctioned contest if they are able to do so. Working at the contest shall constitute one of the three activities that are required to be

performed each year by all members, as noted above.

Each AGS member shall be required to participate in a field mowing team if they are physically able to do so. Club officers, Board members, and chairpersons of permanent committees shall be exempt from the requirement to participate in field mowing. However, they may choose to participate in this activity if they so desire.

Proposal #2

Our by-laws are a legal document that defines how we operate our corporation. Robert's Rules of Order are a highly structured operating procedure. While we generally follow Robert's Rules, we don't do so to the letter. The following change gives us flexibility in running our meetings.

Current Wording

1) Article IV - MEETINGS

All meetings shall be conducted according to Robert's Rules of Order.

New Wording

1) Article IV - MEETINGS

All meetings shall be conducted using Robert's Rules of Order as a guideline.

Proposal #3

The by-laws specify twelve committees. Some of these committees have very little workload. In addition, it is difficult to find 12 people to serve as chairpersons of these committees. The following changes combine some of the committees to reduce the total number.

Current Wording:

Article VIII - COMMITTEES

A. All committees of the AGS shall be appointed by the President and their term of office shall be for a period of one (1) year or less if sooner terminated by the action of the President. The responsibility of each committee shall be defined and documented by the President. The Permanent committees shall be:

1. Activities
2. Contest
3. Field
4. Historian
5. Librarian
6. Membership

7. Newsletter Editor
8. Nominating
9. Program
10. Public Relations
11. Safety
12. Sound

New Wording:

Article VIII - COMMITTEES

All committees of the AGS shall be appointed by the President and their term of office shall be for a period of one (1) year, or less if sooner terminated by the action of the President. The responsibility of each committee shall be defined and documented by the President. The Permanent committees shall be:

Activities and Public Relations

Contest

3. Field

4. Librarian and Historian

5. Membership

6. Newsletter Editor

7. Nominating

8. Program

9. Safety and Sound

Additional Item

At the present time, we have a library located at G.J.'s Hobby Shop. No one seems to be making use of it. Do we still need to keep the library? If not, why don't we liquidate its contents and delete the position of Librarian from the list of Permanent Committees?

Submitted by Bob Balsie 6/14/2010

AGS General Meeting Minutes – June 1, 2010

Meeting 752 was held at the AGS field and came to order at 7:04 Pm by Frank Gioffredo

Frank G. Went over the operation of the mowing tractor. This was the program for the meeting

Motion was made to pass the minutes of the May 2010 as published in the Connector. Jim Quinn stated that the primer was a 2 day event not 1 day as stated. Minutes pass with the correction.

Guest was Ross Rendell

Jim Q. Jim talked about the Aerobatic Primer to be held on July 10&11. AGS members is no cost, lunch will be served. Will be run like a AMA contest with Doug Breneman keeping the stats

Bob Noll – Talked about the Pylon Racing and of the 2 races one had been rained out. The next race will be June

8. Bob also asked about publishing the activities calendar- answer was soon

Frank G. Talked about the upcoming Contest here at the field August 6&7. He will be calling people for various jobs.

Old Business

Bob Balsie- The mall show will be the first weekend in April and questioned if this was the right time. It was decided to go with the April date.

New Business

Don Shugard – Club Night will be held on the meeting nights for July and August and maybe work in a third night. He is also working on indoor flying with the Vestal School system and a flying demo at Arnold Park sometime in August.

Frank G. Talked about moving the fence to allow more room by the pavilion.

Frank G. Talked about some of the proposed By-Law changes that were in

the Connector. There was some discussion on these but no action taken since not all members had received the Connector.

Bob B. Read his proposed changes to the By-Laws to be included in the next connector.

Jim Q. Stated that our official 911 addresses at the field, per Town of Owego, is 147 Warwick Road.

Joe Perrucci – Tri-Cities Airport told him that AGS is welcome back to the airport. They like what AGS had done.

Bob Noll – Changing the pads at the field will happen next Monday June 7 at 11AM

Show and Tell

Ed Lancki showed a book from AMA about Park Flyers and that it was a good book for beginners.

Meeting adjourned at 8:51 PM
Paul Slocum –Secretary



From the K-Factor

Official publication of the NSRCA

Landing

Here is the other maneuver where we should be scoring all 10's. We do it every flight. So where is the problem? One problem is we are standing on the ground and the airplane is in the air and in a different environment every flight. One flight we have no wind the next flight we have a cross wind blowing 5 to 10, or a 10 to 15 headwind down the runway. The problem on landing is we see the airplane's speed as compared to the surrounding landscape we can't tell the airspeed. We need to know the airspeed to make a good landing. If not, the plane either floats past the touchdown point or it falls out of the sky and we now have retractable landing gear.

What can we do to maximize our scores? First question — what is a perfect landing? In the full size world the definition is when you run out of altitude, airspeed, and power at the same time. In our world it is from two meters high, wings level, straight descent and wheels down on the center line. We can take some keys from the full scale world to help us. On downwind they trim the plane to a given air speed for landing, and use power to control the descent angle. We tend to cut the throttle on the down wind leg and glide through the base leg and the final leg. If the plane is coming in short, goose the power for a second the plane balloons up and then settles down to landing. Or if it is too high we try to force it down only to have it bounce down the runway like a beach ball. Sound familiar? Let's see if we can come up with a better process...

One of our problems is we can't see the airspeed; we see the plane's speed across the ground. If we have a slight head wind or a fairly strong head wind we see the plane relative to the ground. Try this: on a calm day trim, for a speed with about a third to a quarter power or a little less. That gives you a straight and level flight path. The speed should be just above the stall speed, but easily controllable. It should be fast enough so the plane doesn't wallow but slow enough to give you a nice descent when you bring the power down a few notches. Now that you have the speed and power setting on the downwind leg, set a mix on an unused



switch on the transmitter for that trim setting. It doesn't take much up trim to get the right speed. Now when you are on the downwind leg, bring the power down, let the plane start to slow, and activate your new trim setting. You now have a constant air speed no matter what the wind is doing during your flight. When you turn to the base leg reduce power to set up your descent. Then when you turn to final, adjust the power to control the descent. If you are coming in on final in to a strong head wind all you need to do is add power. If you have a slight head wind it will take less power. Then all you have to do is apply a little back pressure on the elevator stick at the last few inches of altitude to flair and slowly bring the power to idle. It takes a little practice to get used to the different approach but once you have a feel for the approach and landing your landings will be more consistent, and your scores will improve.

Let's look at the downgrades:

Model passes behind the judges - Zero points. Control the turn base to final and no problem. When I see this landing the pilot is thinking about where the plane is instead of where he wants it to be and he is late with the turn. Think ahead of the plane.

Model changes track - Watch your cross winds. Learn to crab into the wind with rudder instead of rolling into the wind. Even better is to learn to slip into the landing. Slips take practice but you can keep the plane on a straight track down the runway. If I have to slip due to a cross wind, I call the slip to the judges to let them know what I'm doing, A slip is not supposed to be downgraded due to

the low wing position. If the judges know what you are doing they won't think you are just flying wing low

Model impacts the runway due to the lack of flare.

Model bounces

Model ends on its back

Aircraft porpoises and or wanders during approach and flare

Aircraft lands outside the landing area or runway

These downgrades tend to come from unknown air speed. Too slow and the model falls out of the sky and impacts the runway and the gear retracts. Too fast and it bounces down the runway and ends up on its back or you porpoises trying to get it come down and the flare really looks bad and then it floats way down the runway to what seems like the next county.

Aircraft touches down while not straight to runway and ground track - If you are fighting the plane during the approach it's hard to hold the track needed for your landing. If you are landing with a strong cross wind you will need to slip the plane to hold a straight track. Slipping takes practice but give it a try.

If we can start and end with 10's we have a good base for the rest of the flight. Practice your takeoffs and landings and bring your scores up to 10's. I start every practice day with the first flight with nothing but takeoffs and landings.

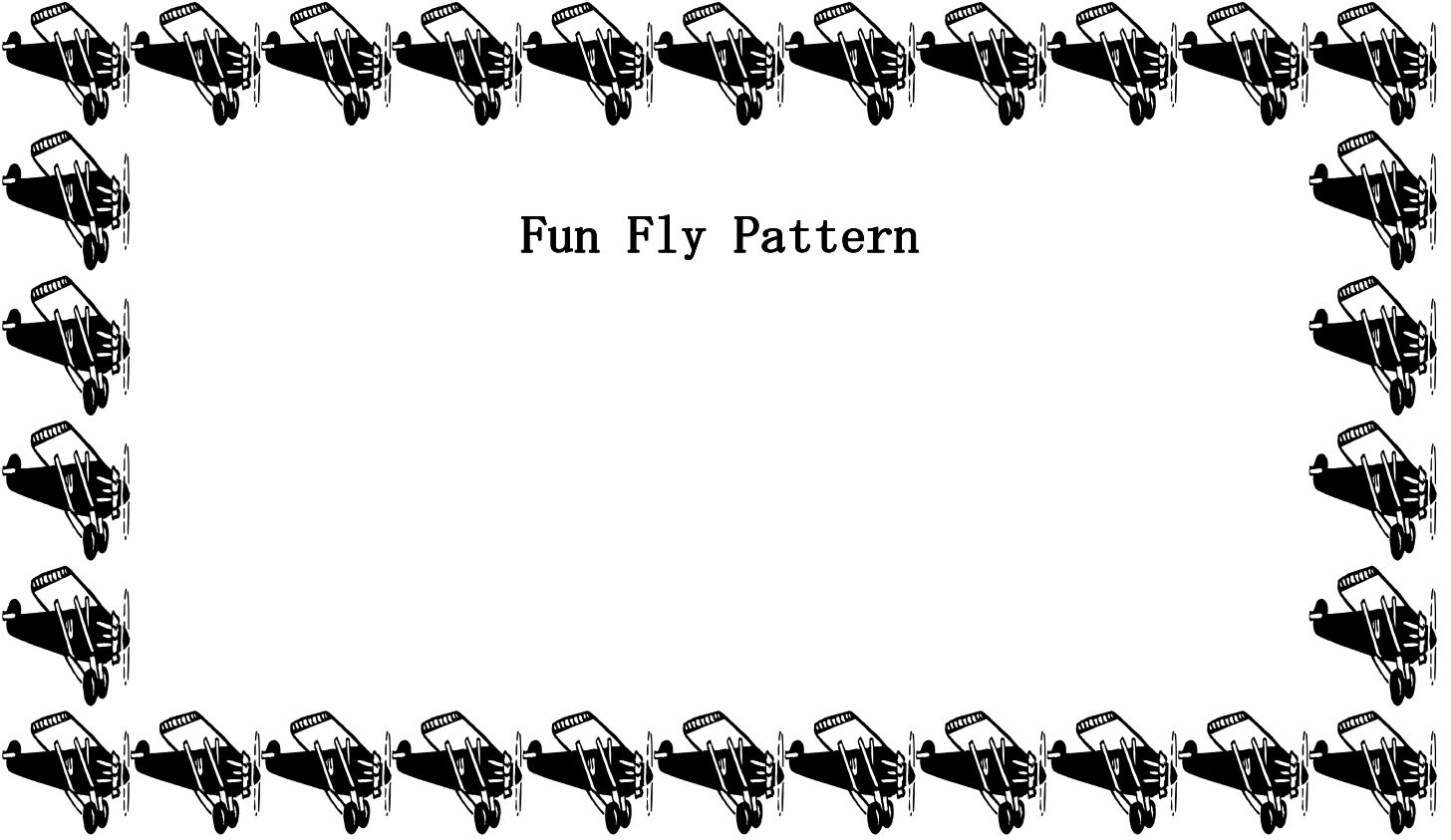
Until next month check wings level and LOCK IT.

Until Next Month

Larry Kauffman

D2 VP

JULY PROGRAM



Fun Fly Pattern

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