



ESTABLISHED 1954

The CONNECTOR

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

Volume #48 Issue #1

January 2003

Meetings of the AGS are held the 3rd Tuesday of every month at the Vestal American Legion, Changes to time or location will be noted in this newsletter. Business meeting at 7:30 P.M., program to follow.

*The Prez Sez
Terry Terrenoire*



Happy New Year!

Sure hope you were able to get to Moore Park for the first flights of 2003. We had a great turnout and lots of fun, a swell as some unexpected excitement, and a couple damaged planes. See Bob's recap for more details and mark your calendar for February 8th for the AGS Winter Fly. Looks like we will have snow again; so get those skis mounted.

Don't forget, the 20th annual mall show is scheduled for the 25th & 26th of January. I will have the signup sheet at the January meeting. Sorry I forgot it last month. If you will not be at the meeting but will be participating, please drop me a note, or give me a call so I can get you on the list. For you new members, participation will satisfy one of your 3 club participation projects.

(Continued on page 3)

First Flights of 2003

by Bob Noll, Activities Chairman

Although it wasn't a very dry day, the temperature was mild for January 1. Amidst an almost constant drizzle, fourteen club members and two guests flew their first flights of 2003 and enjoyed the fellowship that this traditional event brings with it. There were at least another fifteen club members and family members who attended but did not have planes with them. This had to be one of our best attended New Year's Day Fun Fly.

The guests were Jim Pecha and Jimmy P. Jimmy wouldn't give me his last name and said that he was famous enough that he could go by the name Jimmy P. After his hair raising low pass over the pits and parking lot, most of us will be never forget him, whatever his last name is.

Club members making their first flights were;

- Frank Gioffredo
- Tony Cammarata
- Bob Noll
- Charlie Pearsall
- Paul Cushing
- Marc Trudeau
- Bob Frey
- Charlie Hatton
- Jeff Hatton
- Jerry Roscoe
- Jim Quinn
- Terry Terrenoire
- Chuck Krapf
- Mike Hill

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And much more!!!!

Coming Events

January 217:30 PM
Monthly Meeting
Vestal American Legion

January 25, 269 AM
Mall Show
Oakdale Mall

February 811 AM
Winter Fly
Moore Park, Vestal

February 187:30 PM
Monthly Meeting
Vestal American Legion

**The Aeroguidance
Society, Inc.
P. O. Box 39
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SECRETARY:
Bob Balsie 748-1074
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(H-K)
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Charlie Lecher 687-3366
(Q-Z)

Committee Chairmen

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PROGRAM
Rick Allabaugh 648-7983
ACTIVITIES
Bob Noll 754-5279
FIELD
Frank Giofreddo 748-9858
HISTORIAN
Jerry Roscoe 754-1550
PUBLIC RELATIONS
Terry Terrenoire 748-8146
SOUND
Tom Kopl 748-2933
SAFETY
Art Riegal 785-2055
LIBRARIAN
*open opportunity
(see a club officer to fill this position)*
EDITOR
Peter Brayman pete@v-fib.net

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
Paul Cushing*

Well, by the time you read this, the New Year will already have begun. Last Tuesday, I mailed out 18 letters to members for overdue dues for the 2003 year. It was not a fun task for me. I do need to apologize to those Associate and/or Student members who either had just been voted into the AGS or were to be voted into AGS at the December meeting (which I missed). I apparently got my wires crossed and sent a couple of you letters that I should not have. I am very sorry about that.

I must also apologize for any errors in my records. If you know that you already mailed your dues, and also got a letter, please contact me so I can make the necessary corrections.

I am still working on the outside Clubs that we mail hardcopies of The Connector to, trying to convert them to the electronic version to save the club some money.

Just for your information, I just received a bill for \$43.00 to print 68 copies of the December Connector. When you then add the postage to mail them, means that it cost your club close to \$80.00 for the hardcopy mailing last month alone. So, if you are getting the hardcopy and don't really need it, please let me know and I will see that you are moved to the distribution list for the electronic version. If you are still receiving both hardcopy and electronic versions and don't have a need for both, please let me know which one that you desire.

Thank you for your patience and have a very good New Year.

MEMBERSHIP REPORT

Tony Cammarata

First, let me welcome all the new associates. A warm and hardy WELCOME to you all:

Peter Brayman
(our Editor)
Richard E. Chase
(proprietor of GJ's)
Artie Claudino
Wayne Kunsman
Master John R. Nestoryak
(son of Robert Nestoryak,
proprietor of GJ's)
Charlie Pearsall

We trust your "stay" with us will be long and fruitful. We wish you many, many happy hours of good fellowship and flying.

Now, on to the new aspirant member:
Mr. Gilbert Alexander Vandling
(grandson of Gibb Vandling)
Young Gilbert is eligible for regular membership during our January 2003 regular meeting.

**REMINDER
THE NEXT MEETING
IS AT THE
VESTAL AMERICAN LEGION
TUESDAY
JANUARY 21st @ 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://pages.prodigy.net/lkaras/AERO/>

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*The Prez Sez
Terry Terrenoire*

(Continued from page 1)

The main topic of discussion at the last board meeting was budget for 2003. At this point we have nearly 30 members who have not paid their dues for 2003. Of these, we can safely count on 9 or 10 to continue their membership. The other 20 are in question. This will leave us with approximately \$600 less to work with than we had last year. Add to that an estimated \$150 increase in property taxes, and we are starting \$750 in the hole. Because of this, we are taking a very hard look at some of the expenses we have incurred as a matter of routine over the past few years. We can do nothing about tax or insurance costs, but most other expenses we can control.

One item the Board decided to do away with is the "show and tell" drawing. At \$5 a month, we save \$60.

A major area of expense, that can be reduced significantly, is the mailing of the monthly newsletter. If you are online and are still getting a hard copy of the *The Connector*, please reconsider and let Paul know you can receive it online. This will save us both printing and mailing costs.

We are going to be more diligent than ever in getting all activities to be "self supporting", or even "profit-making" this year.

This is not to suggest that we are in bad shape, or that things have gotten out of hand in the past; far from it. We are in good shape and want to turn over a financially healthy organization to the next administration. I will try to present the membership with a budget summary in the next issue of *The Connector* and at the February meeting.

Terry T.



AGS MEETING #665-2

December 17th, 2002

The meeting was held at the Vestal American Legion and was called to order by president Terry Terrenoire at 7:30 p.m. Present at the meeting were approximately 37 members and 1 guest.

Minutes:

Approved as published in the Connector.

Officer Reports

President's Report:

(Terry Terrenoire)

The annual Mall Show will take place January 25 & 26, 2003 at the Oakdale Mall. Members are asked to sign up at the next general meeting in January to fill positions on the work teams. The show will be set up on Friday evening, January 24. Members are needed for the setup, and to man the AGS booths from 10:00-2:00, 2:00-6:00, and 6:00-10:00 on Saturday, and 11:00-2:00 and 1:00-4:00 on Sunday. Teardown will be at 4:00 on Sunday. Planes are needed for the displays. Please let Terry know how many models you will be bringing.

Vice President's Report:

(Scott Blazicek)

Still looking for suitable locations for the annual banquet.

Secretary's Report:

(Bob Balsie)

Board meeting minutes were read.

Treasurer's Report:

(Paul Cushing)

The Treasurer's report was given and accepted.

Committee Reports

Membership:

(Tony Cammarata)

Six persons are candidates for membership at this meeting.

Activities:

(Bob Noll)

Please give activities suggestions to Bob. Try to avoid dates which conflict with other clubs

Program:

(Rick Allabaugh)

The January program will be a presentation by Ken Maroni on converting 3-View and CAD drawings to templates.

Field:

(Frank Gioffredo)

Frank proposed building a new out-house closer to the main pavilion.

The tractor has been winterized and will be repaired in the spring.

Frank is also in need of a road chairman.

Old Business

Frequency Sharing: Rick Allabaugh has been working with Dave Matthewson of AMA to get an official interpretation of the rules as they apply in our situation.. Rick was not able to get a direct answer on Mark Trudeau's question about insurance for "Park Flyers" and Rick stated that he did not think that AMA would ever provide a concrete answer on this issue. Marc stated that he intended to attend the District II meeting at the WRAM show to bring up this issue with our District II vice-president.

New Business

The club information flyers have been updated by Bob Noll and are located at G.J.'s Hobby Store.

The monthly raffles will resume in January.

EAA calendars for 2003 are available from Jim Quinn at a cost of \$10.00.

The club is still in need of a librarian. If you can fill this post, please see Terry Terrenoire.

Vote on

Candidates for Membership

Congratulations to the following six people who were successfully voted into full membership with the AGS.

Dick Chase
Peter Brayman
Charlie Pearsall
John Nestoryak
Artie Claudino
Wanye Kunsman

New Years Day Flying Event

The New Year's Day flying event will take place at Moore Park on Wednesday, January 1. Don Stento will be the CD, and he will be assisted by Dave Lewis.

January Program

The January program will be a presentation by Ken Maroni on converting 3-View and CAD drawings to templates.

January Meeting

The next meeting will be held at the Vestal American Legion on January 21st at 7:30 PM.

Show & Tell

Matt Struck shown his *Gladiator*, a discus-launched glider, which weighs in at 13.3 ozs.

Joe Hostetler shown his RTF *Aircruiser* by Hobbico. It has lots of replaceable parts, but does not fly well in wind.

Bob Noll shown a kit of the *Vivat*, a Polish high-tech aerobatic model with a balsa and fiberglass fuselage and wings that are totally hollow with the exception of three ribs in each wing panel.

Program

Building Hints, Tips, and Tricks

Newbie's Corner

by Scott Blazicek

For those new to the hobby of flying, one thing that helped me immensely was getting a good flight simulator. Some may disagree, but I can tell you the first few flights I had with my coach, Bill Oltmer, lasted about 30 seconds before he had to take over to save my plane. To say the least, I was frustrated, and wondering why I spent the money on the plane and decent radio. Fortunately it was fall and I had all winter to figure out how I could enjoy this hobby and learn some basic patterns and sport flying maneuvers.

I decided to buy the G2 simulator because I could use my own radio, and learn all the programmable features of the radio. I haven't learned them all yet, but that's another story. Then I bought the Add on's 1, 2 and 3. One can never have enough planes and airports.

I've been told a few of the 'advanced' flyers use G2 to learn specific stick controls.

After spending the winter on the simulator, it was time for the AGS flight school in the spring. Again, Bill Oltmer was my instructor. He allowed me to take the plane off after convincing him I could taxi the plane where I wanted it to go. My RCM flew smoothly away, I made a fairly level turn, flew around a bit then asked if I could try something. Bill being game said, 'OK'. I got some altitude and did a sloppy roll, my RCM doesn't roll well. Then I said, 'can I try one more thing?' Bill said, 'Sure', I attempted a stall turn, and the motor quit. 'Dead Stick' we yelled. Bill took control. I asked, 'mind if I try to get it down?' Bill said, 'Sure, if you think you can'. I made a nice smooth dead stick landing. This happened a second time and again I was able to land. This says something about having a properly broken in engine and tank in the proper position.

The simulator is a good way to learn the basics of flying. Fly with wind, cross wind, learn to land dead stick, land at a point where you want to land (spot landing). Do things that might actually happen on the field; Kill the motor in mid flight, run it out of gas, land with elevator and rudder only. These are all things that will help when those things actually happen. I managed to get through this season with only one incident of breaking the landing gear off my 3D Magic. That was because I wasn't familiar with the down draft and potential low crosswind at the field when making an East to West landing at our field. Joe Perrucci helped me read the wind, and taught me to land by stalling the plane out just as it touched the ground. Joe and Bill were a tremendous help to a newbie like me. I hope I'm as lucky next season and don't bust up my planes. But we all know, that is part of the hobby, and WILL happen eventually. Bob Noll and Jim Quinn also helped me learn a few basic maneuvers and how to better control my transmitter sticks.

No single thing is the answer to learning to fly. The simulator got me to solo my first day of flight school. Human instructors are also so valuable; they can be asked questions, show you little tips and tricks that one can't learn on a simulator. Hanging around the more experienced fliers is like hanging around a racetrack learning the lingo and techniques of taking the best line on a racetrack.

I am including some flight maneuvers in **Newbie's Corner**, one or two per news letter so when someone says, perform an Avalanche, it can make sense to even those of us that just poke holes in the sky.

Takeoff

The model must stand still on the ground with the engine(s) running, without being held. The model then smoothly, not suddenly, accelerates. After the takeoff roll has started, the nose wheel lifts off the ground (tail wheel for a conventional gear airplane), and the aircraft assumes a climb attitude while still rolling on its main wheels. When the aircraft reaches flying speed it should gently lift off the ground and climb at a gradual angle. The aircraft must not deviate in heading during the takeoff. The takeoff is completed when the model is approximately two meters (6-1/2 feet) from the ground. The takeoff should not be downgraded for wing dips caused by air turbulence, unless the wings are not immediately leveled. Center of maneuver is liftoff. Downgrades:

1. Model does not stand still when released.
2. Changes heading during takeoff and climb.
3. Model jumps from the ground.
4. Retouches ground after becoming airborne.
5. Too steep a climb angle.
6. Gallops in elevation during climb.
7. Wings not level at any time.
8. Throttle not accelerated smoothly.



Next Page: Landing
(until then keep circling)

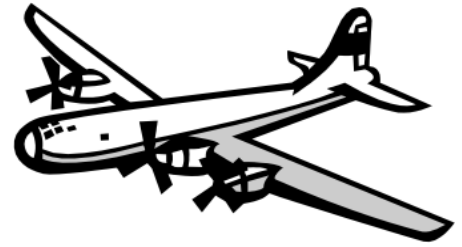
Cancellation of AGS Meetings: In the event of poor weather, listen to the radio or television for local closings and cancellations. If Broome Community College night classes are cancelled, then the AGS meeting is cancelled.

Landing

The landing maneuver will start two (2) meters from the ground. The model flares smoothly to a nose-high attitude, dissipating flying speed, then smoothly touching the ground, within the landing zone, with the main wheels first, with no bouncing or changes in heading after touch down. The nose wheel on a tricycle gear and the tail wheel on a conventional gear (unless a “three (3) point landing” of mains and tail wheel touching simultaneously is executed) should settle gently to the ground after a brief rollout. The maneuver shall be considered complete once the plane has slowed below flying speed and has rolled straight for 15 meters. The landing zone shall be marked by lines placed perpendicular across the runway and spaced 30 meters apart. The width of the landing zone shall be normally the width of the runway, but in no case shall exceed 30 meters. Displacement of the touchdown point left or right from the runway area directly opposite the judges shall not be reason for downgrade as to centering, if the touchdown is within the zone. Downgrade for that is still within the defined runway, but outside the landing zone, will be proportionate to the distance outside the zone. Normally this zone will be placed directly in front of the

Judges’ position; however, should runway conditions or safety considerations dictate, the zone may be displaced at the discretion of the Contest Director to such location as he/she may require. If such displacement is decided upon, it will be thoroughly discussed and defined to both pilots and judges, and no downgrade will be given for any touchdown within the zone but not centered in front of the judging panel. The landing will not be downgraded if:

- 1.Plane rolls straight to a controlled stop in less than 15 meters.
- 2.Wing dips, unless they are not immediately corrected, which are caused by air turbulence.
- 3.The pilot elects to “slip to a landing,” to handle a crosswind condition, in which case the upwind wing will be low.



INDOOR FLYING

1st Monday of the month

T.J. Watson Elementary

Wednesday, January 15th

8:00 – Vestal Junior High Gym

Wednesday, February 12th

8:00 – Vestal Junior High Gym

Check GJ’s for update dates and times. All AGS members are welcome



Downgrades:

- 1.Model impacts the ground due to lack of flare.
- 2.Model bounces after touchdown.
- 3.Changes in heading.
- 4.If model ends on its back, zero (0) points.
- 5.Model lands outside 30-meter zone.
- 6.If any undercarriage leg retracts on landing, zero (0) points.
- 7.Aircraft “porpoises” and/or wanders during approach and flare.
- 8.Aircraft lands outside landing area or runway, zero points.
- 9.Aircraft touches down while not straight to runway and ground track.

ed note: This is a new monthly feature. This isn’t meant to replace actual flight school under a seasoned instructor but to supplement it. If you’ve got a tip or trick or some instruction to contribute, please submit it to ags@v-fib.net.

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



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://www.modelaircraft.org>

For 2003, the rates are:

Regular Members—\$58

Seniors (proof of age required) - \$48

Junior Members (< 19yrs old)

\$15 w/magazine

\$1 w/o magazine

Coming Activities

By Bob Noll, Activities Chairman

Winter Fly 2003

Every February for many years we gather at Moore Park in Vestal to brave the winter elements, eat some chow and have a warm drink. Charlie Pearsall will be our host for this year's event.

This year we will hold the event on Saturday, rather than Sunday, in the hopes of improving attendance. The way the winter is going it will probably be a day for using skis so go to GJ's and get a pair before it is too late.

Flying will start at 11 AM and Charlie will arrange for some warm food and hot drink at noon. I'm sure Charlie would appreciate some help so give him a call at 648-2869 and offer your services.

Annual Dinner Party

March 22 has been established as the date for this year's Annual Dinner Party so be sure to put it on your family calendar. It is AGS tradition that the Vice President chairs this event and I'm sure that Scott Blazicek will plan an event that you and your spouse won't want to miss. Scott will have more information about the party at our meeting and in the next Connector.

Spring Banquet - Ideas Needed!

Anyone that has any specific ideas on dinner and entertainment for the spring banquet please contact Scott Blazicek at sblazice@stny.rr.com or (607) 757-0148. We are looking at a mid-late March event.

First Flights of 2003

(Continued from page 1)

Thanks to Don Stento and Dave Lewis for providing the food and drink. My first mouthful of Don's chili was alarming as I don't usually like highly seasoned food. However, I was able to cope and even returned for a second bowl. For everyone's information, Don told me that this was the first time he ever made chili. I think he did a great job and certainly much better than I could have done. Dave Lewis provided the much needed hot coffee to top off the menu.

Program: The Basics of R/C Flight

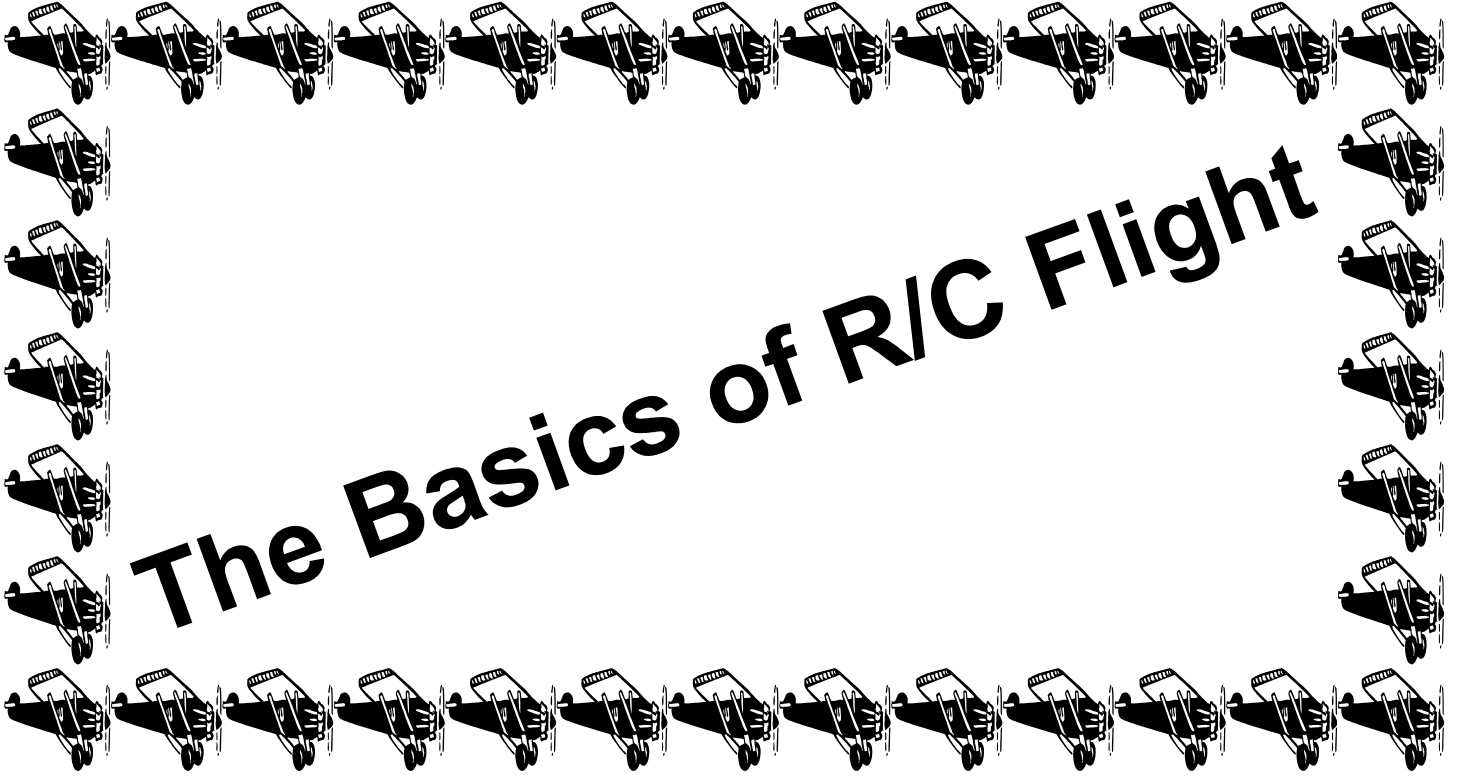
By Rick Allabaugh, Program Chairman

At this month's meeting, Ken Maroni will be giving a talk on the basics of RC flight. Although Ken has only been in this hobby a few short years, he's done a lot of studying on basic flight characteristics and has read countless articles on airfoil design, center of gravity and other items that affect aircraft. The knowledge he has gained from his reading has enabled him to jump right from his first kit, an LT-40, to his first scratch built airplane, the Mini-Max.

Flying Advice (Humorous)

1. Every takeoff is optional. Every landing is mandatory.
2. If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again.
3. Flying isn't dangerous. Crashing is what's dangerous.
4. It's always better to be down here wishing you were up there, than up there wishing you were down here.
5. The ONLY time you have too much fuel is when you're on fire.
6. The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.
7. When in doubt, hold on to your altitude. No one has ever collided with the sky.
8. A 'good' landing is one from which you can walk away. A 'great' landing is one after which they can use the plane again.
9. Learn from the mistakes of others. You won't live long enough to make all of them yourself.
10. You know you've landed with the wheels up if it takes full power to taxi to the ramp.
11. The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival, small probability of survival and vice versa.
12. Never let an aircraft take you somewhere your brain didn't get to five minutes earlier.
13. Stay out of clouds. The silver lining everyone keeps talking about might be another airplane going in the opposite direction. Reliable sources also report that mountains have been known to hide out in clouds.
14. Always try to keep the number of landings you make equal to the number of take offs you've made.
15. There are three simple rules for making a smooth landing. Unfortunately no one knows what they are.
16. You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.
17. If all you can see out of the window is ground that's going round and round and all you can hear is commotion coming from the passenger compartment, things are not at all as they should be.
18. In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.
19. Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.
20. It's always a good idea to keep the pointy end going forward as much as possible.

JANUARY PROGRAM



The Basics of R/C Flight

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