



ESTABLISHED 1954

# The CONNECTOR

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

Volume #48 ..... Issue #4

April 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*



After walking the entire road to the field; the good news is that the road is in very good condition and the bad news is that Warrick road is in terrible condition. 2 soft spots have deep ruts and there is the potential for more. The "ditch" that the town put across the road is about 4-5 inches deep and about a foot wide. It is lined with gravel and is very passable. You will just have to drive slow, which you should be doing anyway.

I spent some time talking to our new neighbors, Dan and Tina. They have 3 kids in college. They are 18-19-20 years old. Dan was VERY interested in helping us by keeping an eye on the road, and letting me know of any unusual activity. He will also be watching for cars traveling at an excessive speed up or down the hill.

*(Continued on page 8)*

## Spring Cleaning!

by Frank Gioffredo  
Field Committee Chairman

Spring is here and it is getting to that time of year again where we need to be getting ready for the flying season ahead. I hope to be at the next meeting to begin discussions on field opening and to get the mowing list started.

The field is open year-round but we will clean it up and bring things out of storage on April 26th, with the morning of the 27th as a rain date in case of inclement weather.

At the April and May meetings I will be passing around a sign up sheet for mowing times. If the list is not filled by the end of the May Meeting, I will use the roster to fill any open spots; you will be notified of your time to mow and maintenance of the outhouse.

I will be doing another training session to get people checked out so they can mow with the tractor; also we will discuss the use of the push mower and trimmer at the field. Be aware that at least two people should be present while mowing and maintaining the field for safety and a flying buddy after the work is done.

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*And much more!!!!*

## Coming Events

<b>April 15</b> - - - - -	<b>7:30 PM</b>
Monthly Meeting Vestal American Legion	
<b>April 26</b> - - - - -	<b>9 AM</b>
Field Clean-up Day	
<b>April 27</b> - - - - -	<b>9 AM</b>
Field Clean-up Day Rain date	
<b>April 27</b> - - - - -	<b>2 PM</b>
Busch Development Day	
<b>May 6</b> - - - - -	<b>6 PM</b>
STRC Race #1	
<b>May 7</b> - - - - -	<b>6 PM</b>
Primary Flight School begins	
<b>May 10</b> - - - - -	<b>10 AM</b>
Aerobatics Primer	

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

**PRESIDENT:**  
Terry Terrenoire 748-8146  
**VICE PRESIDENT:**  
Scott Blazicek 757-0148  
(A-B)  
**SECRETARY:**  
Bob Balsie 748-1074  
(C-G)  
**TREASURER:**  
Paul Cushing 748-9033  
(H-K)  
**BD. MEMBERS AT LARGE:**  
Bob Noll 754-5279  
(L-P)  
Charlie Lecher 687-3366  
(Q-Z)

**Committee Chairmen**

**MEMBERSHIP**  
Tony Cammarata 754-0209  
**PROGRAM**  
Rick Allabaugh 648-7983  
**ACTIVITIES**  
Bob Noll 754-5279  
**FIELD**  
Frank Gioffredo 748-9858  
**HISTORIAN**  
Jerry Roscoe 754-1550  
**PUBLIC RELATIONS**  
Terry Terrenoire 748-8146  
**SOUND**  
Tom Kopl 748-2933  
**SAFETY**  
Art Riegall 785-2055  
**LIBRARIAN**  
Bob Nestoryak 748-2080  
**EDITOR**  
Peter Brayman [pete@v-fib.net](mailto: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*

Since I didn't hear any complaints or comments from anyone, I'm going to assume that I had everyone's name, address, etc... listed correctly in the Roster which was published in the January edition of The Connector. Next time, we may make some changes in what information is listed, to better protect the privacy of the members.

Now that the dust has settled, I am very happy to report that our membership has settled at 82 fully-paid members. Now we know how much money is in the coffers for the rest of the 2003 fiscal year. Next year will see some "challenges" (don't you just love that word?) like the projected increase of the Tioga County Property Taxes, but nothing that we cannot handle as a club.

Many of you missed the Annual AGS Banquet Sunday March 23rd. Carleen and Scott Blazicek did a fine job organizing it and decorating the tables.

It looks like we are finally getting closer to the nice weather for flying (for those of you who do not fly in the winter). Personally I had a much better winter than usual (most of the time) flying over in West Endicott with Charlie Pearsall on Sunday mornings. It was much better than just sitting in front of the TV or staring out of the window waiting for spring to arrive!

**Membership Report**

by Tony Cammarata, Membership Committee Chairman

**New Regular Members:**

This month we have added one Regular Member to our ranks. Mr. Barton Smith joined us as a Regular Member during our March meeting. Congratulations Barton, and welcome to our ranks. We hope your relationship with the AGS is both rewarding and fun. Happy landings.

**New Associates:**

None this month

**Visitors:**

We had two visitors this month. Mr. Stan Komar and his son Master Tom Komar of Johnson City. Stan has expressed an interest in joining our club. We look forward to seeing , and welcoming them in the future.

Chao for this month.

**REMINDER  
THE NEXT MEETING  
IS AT THE  
VESTAL AMERICAN LEGION  
TUESDAY  
APRIL 15th @ 7:30 pm**

*The CONNECTOR* is prepared on a Personal Computer. Submissions are happily accepted by E-mail at [ags@v-fib.net](mailto: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>

Dick Allen	RCALN@aol.com
Rick Allabaugh	rallabaugh@stny.rr.com
Jamie Arnold	av8r@av8r.org
Bob Balsie	a10_hog@earthlink.net
Steven Bard	sbard@juno.com
Scott Blazicek	sblazice@stny.rr.com
Pete Brayman	pete@v-fib.net
Doug Breneman	dbrenema@stny.rr.com
Brent Bryson	bbryson@stny.rr.com
Tony Cammarata	TCANDEC@aol.com
Scott Campbell	scampbell@stny.rr.com
Dick Chase	rec453@aol.com
Art Claudino	aclaudio@stny.rr.com
Tom Coolbaugh	tcoolbaug@stny.rr.com
Paul Cushing	PaulFCushing@worldnet.att.net
Joe Felice	felicejm@us.ibm.com
Bob Frey	RAFREY637@aol.com
Frank Gioffredo	ProfgioRC@juno.com
Don Green	keebing87@aol.com
Charlie Hatton	chatton@stny.rr.com
Jack Hostetler	jackhostetler@peoplepc.com
Ralph Jackson	ojandrj@stny.rr.com
Bob Jennings	rkjennings@stny.rr.com
Doug Kerr	dkerr@stny.rr.com
Todd Kopl	todd.kopl@lmco.com
Chuck Krapf	cande1@juno.com
Mark Lecher	mlecher@stny.rr.com
Charles Lecher	chas@stny.rr.com
Dave Lewis	dlewis14@stny.rr.com
Bill Markovitz	wdmarko@yahoo.com
Ken Maroni	ossieux@pronetisp.net
Mark Mendelson	mmendelson@stny.rr.com
Bob Nestoryak	rnestory@stny.rr.com
Phil Nestoryak	pnestory@stny.rr.com
Bob Noll	BOBRC@aol.com
Bill Oltmer	owilliam@stny.rr.com
Charlie Pearsall	asailorir@citlink.net
Joe Perrucci	jsperrucci@aol.com
Bob Pinner	rpinner@juno.com
Jim Quinn	JAQFly@prodigy.net
Jerry Roscoe	jerryroscoe@yahoo.com
Jim Rasmussen	jimrazm@charter.net
Red Scholefield	redscho@bellsouth.net
Darrell Sperbeck	dpsper64@hotmail.com
Don Stento	ods@stny.rr.com
Terry Terrenoire	amad2terry@juno.com
Bill Tozer	Wteagle103w@netscape.net
Mark Trudeau	marctrudeau@stny.rr.com
Bill Underkofler	junderk@stny.rr.com
Gib Vandling	gvandlin@stny.rr.com
Scott Wallace	wallaceaero@aol.com

## 2003 AGS Banquet Wrap-up

by Scott Blazicek

Vice President/Banquet Coordinator

I'd like to thank all that attended the Banquet this year. Folks asked that we do something different in 2003, so we had a little humor, a little trivia and a little music. I believe everyone was satisfied with things and had a decent time.

I'd like to thank the American Legion and M&M Entertainment for making the evening pleasant. I'd also like to thank everyone that joined us this year and for sharing, having fun and making the evening enjoyable.

Rumor has it, next year maybe a Mystery Night?!

Final accounting information:

Total Attendees = 36 (Planned on 40 folks)

Total monies paid by members = \$910.00

Total expenses for event (including \$100 deposit for American Legion hall) = \$1,037.80

Total cost to the club for the event = \$227.80



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



**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.

## **AGS Meeting #669**

**March 18, 2003**

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 32 members and three guests.

### **Meeting Minutes**

Approved as published in The Connector.

### **Officer Reports**

#### **Vice President's report:**

The annual banquet will be held this Sunday, March 23rd, from 5 p.m. until 8 p.m. at the Vestal American Legion.

We are looking to register AGS.ORG or something similar for our web site. Mike Harris and Scott Blazicek are working on this.

#### **Secretary's report:**

None. The board meeting minutes from February and March will be read at the next general meeting.

#### **Treasurer's report:**

The treasurer's report was given and accepted. The BSB account will be closed as soon as all outstanding checks have cleared.

### **Committee Reports**

#### **Membership:**

There is one candidate for regular membership at this meeting.

#### **Program:**

Next month's program is the annual project night. There will be a brief business meeting followed by an expanded show and tell. There is a drawing for four gallons of fuel. Bring all of your projects.

#### **Historian:**

There are new pictures on the web site.

#### **Activities:**

The Annual Aerobatics Contest will not be held at the Blue Swan airport in Sayre, PA. The Blue Swan airport has been closed. We need to find an alternate site. Some sites that were

mentioned included: Endless Mountain at Zavertron, PA, Greene, Chenango Bridge, Norwich, Oneonta, and Sidney. If you know of a possible site, please contact Bob Noll quickly.

### **Old Business**

Jerry Riegal made a motion to allow the installation of a dirt track course for R/C cars. The track is to be used by AGS members with the same guest policy as for flying. Only ground frequencies should be used. All sound rules must be followed. Membership in the AGS continues to require a primary interest in R/C aircraft. The motion was seconded. The motion was passed with one opposing vote.

More information was provided by Terry Terrenoire about the field tax assessment. We own 95.6 acres. It has been assessed at \$49,800 approximately \$520 per acre. This appears to be a very reasonable assessment. It is possible that the tax bill will be \$1654 in 2003 versus \$1162 in 2002.

Ed Helinski talked about the magazine distribution program. We need both persons to donate magazines and to distribute them. Paul Cushing can make generic labels with a way to contact the AGS.

There is no additional information about the ditch across the road at the field. The field opening is coming soon. The Board will discuss what needs to be done.

### **New Business**

We are still trying to get the name and address of the person who purchased the former Allen's property. We would like to invite them to some of the AGS activities.

### **Frequency Sharing**

This was discussed at the last board meeting. We are still putting together the frequency list with the number and type of transmitters and receivers. If you have not yet done so, please provide this information to Bob Jennings

as soon as possible. The AGS may try to help with the cost of changing frequencies. The AMA members at Faber's field are negotiating in good faith. The flyers who are not AMA members may not be as cooperative. If you are flying and believe you have been shot down, it is suggested that you determine if someone is flying at the Faber field on the same frequency. It was also suggested that we look into the cost of an umbrella policy with our club insurance.

### **New Regular member**

Barton Davis was voted into regular membership.

### **April Meeting**

The next meeting will be held at the Vestal American Legion on April 15th at 7:30 p.m. It will be our annual Project Night.

### **Show & Tell**

Jeff Hatton showed a Sig Hog bipe kit almost finished.

George Brooks showed a 1956 1/3rd scale Topsy Nipper.

Bob Frey showed a Graupner JU 152 triplane kit. It is 56oz with 3 speed 400 motors and covered with LiteSpan with BalsaRite.

Charlie Pearsall showed a TopFlite Contender from 1969. It is the first plane he has built in 20 years. It weighs about 6 lbs without a covering.

Bill Oltmer showed an Ultimate Bipe profile kit. It is 5 lbs with a .46 FX engine.

Bob Noll showed an Intimidator V-tail pylon racer.

Terry Terrenoire showed a Dominator pylon racer finished with the Tide Nas-car colors. (winner)

Jerry Roscoe showed a Quickie 500 pylon racer, a Tufflite Predator X kit with lots of wing area, and a miniature R/C car which gets about 10 minutes per charge.

*(Continued on page 5)*

## Meeting Minutes

*(Continued from page 4)*

Tony Cammarata showed a 1/4 scale clip wing Sig Cub. He had one awhile ago and is reusing some of the parts, including the dashboard from the original. He may put this one on floats.

Dave Merithew showed a modified LT 40. It weighs just 66oz. It is a taildragger with sliced ribs for the wings.

Jim McKeown showed an escapement for controlling a rudder.

Doug Breneman showed a battery cooler made from a computer power supply.

### Program

Balsa Laminating by Terry Terrenoire

## Antenna Keeper

What do you do to keep the end of your antenna in place?

A 1/2 inch piece of fuel tube does the job nicely - cut two slots in it about 1/2 way through. Squeeze the tubing to open up the slots, and thread the antenna through the slots as shown. The tubing can then be slid up the antenna as desired.

The tubing will not beat your aircraft to death as the antenna whips around in flight, will hold the antenna securely, and yet in case of (ugh!) a crash, the tubing will slide right off instead of breaking the antenna.

-Clay Ramskill

7 Towers RCC, Arlington, Tx.



## Silent Flight

By Peter Brayman

Electric power isn't my power plant of choice because it's quiet; it is also because I am deaf. I have a rare genetic disorder called Neurofibromatosis type II that took my hearing in 1998 and I can't hear when a glow engine is out of tune/too loud.

A little history, I have always dreamed of flying a model plane, my first exposure came in 4<sup>th</sup> grade when my school library started carrying Model Airplane News. The planes were fascinating but beyond my reach financially. Fast forward a bunch of years and in the spring of 1996, a colleague and friend of mine who was involved in RC Aircraft encouraged me to purchase an Electra kit and 4-channel transmitter. I spent many evenings assembling the kit (and using way too much CA!), but my friend was in Findlay, Ohio and I was in Buffalo, NY so most of the guidance I received was over the phone or email. Since I didn't have anyone to help me full time, when I reached an obstacle I couldn't overcome and the plane was permanently shelved. I purchased an ARF Electric Glider; which I attempted to learn to fly by myself and like most others who take that route, soon gave up.

In 2002 I discovered AGS through their website, by this time I was completely deaf but still determined. I attended my first meeting and enrolled in flight school with the aid of a friend who can hear and wrote out what is going on. At the initial flight school meeting, I was introduced to Bob Frey, AGS's resident all-electric flyer. After some initial work on my plane, as my self-taught flight school had damaged some unnoticeable things, we set out to fly. Bob and I communicated by writing, but of course this was not practical when we have transmitters in our hands and planes in the air.

A system of taps, Head for up, back for down, right shoulder for right, left shoulder for left is used. The force and frequency of the taps, determines how much control input I should give. This idea was originally proposed by Jim Pecha in an email exchange when I was considering joining AGS and refined by Bob and I. Whether or not to use a buddy box was debated, with the eventual decision to use one. After each flight, Bob debriefs me by writing out notes on what went right, wrong and how can I improve. We decided to hold our flying lessons at times or locations other than when the flight school meets, as my hearing presented enough of a challenge without other student planes in the air.

To date, I spent last summer flying on a weekly course of flight lessons, I still am unable to solo completely but I am much better at keeping the plane in the air. To my stable of planes, I have added 2 Park flyers that advertise to be slower and allow flight closer in to match my vision.

*(see the construction pictures of my Cessna, on page 7)*

**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.

## **AEROBATIC PRIMER 2003**

by: Jim Quinn

There is more snow in the forecast for Sunday, March 30; there is a ditch across the road to our AGS airport; there are major ruts in the main road leading up to our driveway; there are trees across the road; the field has not been prepared for the new flying season. All of this notwithstanding I know we are all looking forward to our Aerobatic Primer on May 10.

We will begin with a seminar on setups and sequences at 10:00. Lunch for all contestants will be served around 12:00 and the Contest will start immediately after lunch.

If you would like to try your hand at Precision Aerobatics this is a great opportunity. You don't need the most sophisticated equipment to compete. What you need most is a desire to fly your airplane in a more precise way and fly maneuvers "on demand." Remember this event is for beginners, so mark your calendar and start practicing, when we can get to our airport.

Your sequence begins with take off, of course. After a trim pass you enter the aerobatic "Box" for your first set of maneuvers: Straight flight out (Up wind), Half reverse Cuban eight, straight flight back, half Cuban Eight, and two inside loops. There is time for a breath as you now fly out of the box and prepare for your second set of maneuvers. Returning to the Aerobatic Box you begin with a Two Point Roll (down wind) a Stall turn, a Cobra, an Immelmann turn, one Horizontal Roll, a Split "S", a Double Immelmann without rolls and once again you are out of the box. After another deep breath you repeat the entire sequence and then prepare to land.

The Aerobatic "Box" is a rectangular segment of air 150 meters long by 150 meters high by 150 meters deep. All maneuvers are done within that defined space of air, so when you are practicing keep this in mind. All maneuvers are either centered in the middle of the box or turn around maneuvers done near the ends of the box. Any portion of a maneuver done outside the box is not scored. Scores range from 10 to 0 and are multiplied by a "K" factor. (Degree of difficulty)

The maneuvers: Straight flight is exactly that. The airplane does not climb or descend; it does not roll or yaw right or left. It lasts about 100 meters. The Half Reverse Cuban Eight is a pull to the 45 up line  $\frac{1}{2}$  roll and a  $\frac{5}{8}$  loop back to level flight. The Half Cuban Eight is  $\frac{5}{8}$  loop to the 45 down line with  $\frac{1}{2}$  roll back to level flight. The two inside loops should be circular and superimposed on each other. The Two point roll is  $\frac{1}{2}$  roll a pause and another  $\frac{1}{2}$  roll back to level flight. A Stall Turn finds the airplane pulling to the vertical up line having the airplane stall and return down the same line with an equal radius pull out as entrance radius. The Cobra is a pull to the 45 up line and a push to the 45 down line. The apex of this maneuver should be at the center of the aerobatic box. An Immelmann Turn is  $\frac{1}{2}$  loop followed immediately by  $\frac{1}{2}$  roll. The Split "S" is just the opposite of the Immelmann. You begin with  $\frac{1}{2}$  roll followed immediately by  $\frac{1}{2}$  loop. The Double Immelmann is actually  $\frac{1}{2}$  loop, a brief segment of inverted flight, then the other  $\frac{1}{2}$  loop back to level flight.

I will be delighted to help you practice, just give me a call.

## **STRC Pylon Racing - Busch Development Day**

By Rick Allabaugh

Busch Development Day will be held on Sunday, April 27th at 4:00 PM at the AGS field. This day has been set-up to afford the newer Quickie 500 pilots the opportunity to practice pylon racing with the help/guidance of the Winston Cup pilots.

I'd also like those who are interested in helping at the races to come up for the afternoon. We'll take some time and explain the roles and tasks of the various helpers.

I'll provide hot dogs, so come on up to the field and get more comfortable with racing.

## **STRC Pylon Racing - Schedule**

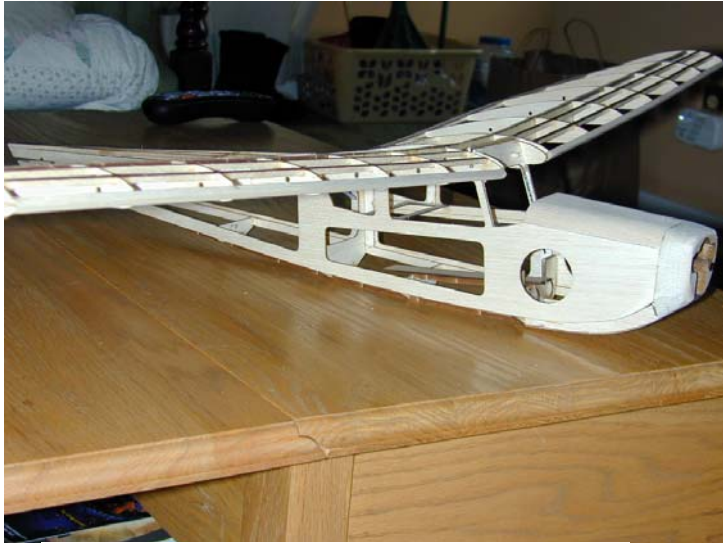
By Rick Allabaugh

This year, all races will be held at the AGS field. Weekday races will start at 6:00 PM and Sunday races will start at 4:00 PM.

For the first time pylon racers in our club, plan on attending the Busch Development Day, Sunday, April 27th. There is additional information on this event in the newsletter. The first Southern Tier Racing Circuit (STRC) race will be Tuesday, May 6th. The second STRC race will be Tuesday, May 27th.

I'll provide the hot dogs for dinner for the fliers and helpers. So come on out to the races and just have fun.





Peter Brayman's Mountain Models Cessna 180



Dick Allen at an IMAC Competition in Punta Gorda, FL

## **Program: Project Night**

By Rick Allabaugh

This month's program is Project Night. For those of you who are newer members of the club, Project Night is the one night that most members anticipate the most. This is the night we get to present and show-off to the rest of the club what we've been working on all winter long. So bring in your winter projects, whether they are 100% complete or still in the bones, and be ready to talk about them.

## **AGS FLIGHT SCHOOL 2003**

By Gib Vandling

Each year the AGS conducts a flight school for members who want to learn to fly. This year flight school will run on eight consecutive Wednesdays and Saturdays beginning on Wednesday May 7 and ending on Saturday July 12. Members who want to attend flight school are asked to sign up at the April meeting and indicate their preference for Wednesday and/or Saturday. If you cannot attend the April meeting you can call the flight school coordinator Gib Vandling [785-6498] with your name, night, email address and phone number. Leave a message on the answering machine if you like.

### **Airworthiness**

Prospective students are required to have their plane inspected for airworthiness and correct any deficiencies BEFORE they start training. Don't wait until the last minute.

In addition it is desirable for those with new engines to break them in and have them adjusted BEFORE taking instruction. Helpers will assist you with this at our flight school.

### **Indoctrination**

Bob Noll has agreed to give a field and flight school introduction starting at 5:30 p. m. on Wednesday May the 7th before flight school that night. It is recommended that Saturday students attend if they can.

### **Student Responsibility**

Flight school students are not assigned a specific instructor and instead are asked to call an instructor and make an appointment for instructions. To balance the instructors load, students are encouraged to not always call the first instructor on the list and instructors are encouraged to suggest a student to try another instructor when they would otherwise have too many students for a particular session.

A preliminary list of instructors and their telephone numbers will be passed out at the April meeting. Be sure to provide both your telephone number when you sign up for flight school at the April meeting or when you call the flight school coordinator.

## Where Will It Be?

By Bob Noll

As you may know from last month's meeting, we will not be able to hold our 48<sup>th</sup> Annual aerobatics Contest at the Blue Swan Airport because it is being sold for development. At this time a small group has tried to secure the Greene Airport where we held the event twenty-one years ago or the Sidney Municipal Airport. Tony Cammarata, Vice President of the Binghamton Aeros, has agreed to pursue the use of the Chenango Bridge Airport.

As of this time, I can only report that the Greene Airport is not available. The two other possibilities are still being pursued.

However, we will be proceeding as if we will find a location to hold the contest and will start to fill in our staffing plan at the April meeting.

I have been asked to judge a major aerobatics competition in Greenville, SC the weekend of our contest. The contest is named the F3A Team Selection Contest and it at this event that the United States Precision Aerobatics Team will be chosen to represent the US at the World Championships in Poland later in the year. As many of you know, I have judged many such events over the past ten years and need to judge at Greenville in order to keep my judging resume current in the hopes that I will have the opportunity to be selected as the US judge at a future World Championships.

Frank Gioffredo will be the Contest Director for this year's contest. Frank has been my assistant CD for many years and will have no problem directing this major event, with the help from many of you. I will be helping Frank as much as I can prior to the event and will be passing around the "Staffing Plan" at the April Meeting. Please plan to help Frank so the AGS can again be a good host for one of the major competition events in the country.

## The Prez Sez Terry Terrenoire

(Continued from page 1)

There are a couple trees down in the stretch beyond the gate so we will need a chainsaw or two to remove them before the field opening party. Everything looks good on top of the hill!

Once the snow clears, I'll get out there for another look and will let you know how it is doing. Until then try to avoid using the road as you may get stuck or cause damage to both it and your vehicle.

I would really like for the road to dry out before we start driving on it. Since they are not using the tower any more, the road did not get plowed this winter, therefore: no damage.



## Plan for Distributing Model Airplane Magazines

By Ed Helsinki

The goal is to increase interest in Aeronautics and increase AGS membership levels. A committee composed of magazine donors, distributors and a chairperson should be formed to accomplish this.

Paul Cushing (Secretary) will supply generic AGS labels to be affixed to the magazine stating that "The Aeroguidance Society" distributed the magazine and provide a contact telephone number for further information. The exact design of the label will be a committee mission and suggestions are welcome from all club members.

Initially Bob Nestoryak has agreed to distribute the magazines at GJ's Hobby in Endicott. Additional distribution points include: Schools, The Annual Mall Show, Hospitals and Doctors offices with additional suggestions welcome.

This activity will be reevaluated after several months to determine its effectiveness and ways to improve.



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

You can sign up or renew your membership online at

<http://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



SPORTSMAN 2002-4		
No.	Maneuver	K
1	Take Off (U)	1
Enter Box		
2	Straight Flight Out (U)	1
3	Half Reverse Cuban Eight	1
4	Straight Flight Back (D)	1
5	Half Cuban Eight	1
6	Two Inside Loops (U)	2
Exit Box		
Enter Box		
7	Two Point Roll (D)	2
8	Stall Turn	2
9	Cobra without Rolls (U)	1
10	Immelmann Turn	2
11	One Horizontal Roll (D)	1
12	Split "S"	1
13	Double Immelmann w/o Rolls (U)	2
Exit Box		
14	Landing	1
Total		19

**Newbie's Corner** by Scott Blazicek:

I will try to work through the 2003 Sportsman Class sequence for the next few months.

The following is a brief description of each maneuver. Study them and be sure you understand each maneuver before you start your practice. Also, get the latest copy of the AMA Competition Regulations and study the rules, carefully.

1. Take Off. The model must stand still on the ground with the engine running, without being held. The model must then smoothly accelerate to lift off. When the aircraft reaches take off speed, it should gently lift off the ground at the center line and climb at a gradual angle (10 to 15 deg). The airplane should hold a constant angle of climb without any dips or wing rocking, or deviation in direction until it reaches a height of 2 meters.
2. Enter the aerobatic box discribed as a flight realm of 60 deg.'s either side of the center line.
3. Straight Flight Out. The model must be flown exactly parallel to the flight line, perfectly straight and level, for a distance of about 100 yds, centered on the pilot and judges. There must be no changes in pitch, roll, yaw, or altitude.
4. Half Reverse Cuban Eight. The model smoothly pulls up to a 45 deg climb; hesitates, then does a half roll to inverted, then hesitates the same as before, then executes a 5/8ths loop back to level flight in the exact opposite direction. All radii must be equal. This maneuver must be completed before the model exceeds the 60 deg maneuver boundary.
5. Straight Flight Back. Immediately after the Half Reverse Cuban Eight, the model shall fly back along the same line as the Straight Flight Out. The same rules apply.
6. Half Cuban Eight. At the end of the box, model pulls up and executes a five-eighths (5/8) inside loop, when at 45 deg on top and inverted, model hesitates, half rolls, hesitates, then pulls a one-eighth (1/8) loop back to level flight.
7. Two Inside Loops. At the center, the model pulls up and executes 2 consecutive inside loops, all of the same size and superimposed one on the other.
8. Model exits box. turns around using any maneuver desired and sets up to re-enter box on the same line as it exited.
9. Model enters box
10. Two Point Roll Model performs a half (1/2) roll inverted, hesitates about 1 second, then performs another half (1/2) roll in the same direction to level, upright flight. The inverted portion of the flight must be centered on the pilot and judges.
11. Stall Turn. Model performs a 1/4 loop beginning at the end of the box, following the 2-point roll. The plane then flies straight up, performs a stall turn through 180 deg, dives straight down followed with another 1/4 loop of the same radii and enters straight and level flight in the opposite direction and same altitude in which it entered.

## Newbie's Corner

by Scott Blazicek

(Continued from page 9)

12. Cobra without Rolls Model pulls to a 45 deg. climb, performs a quarter outside loop (90 deg) at the center line and then does a 45 deg dive back to the same altitude as the entry point then pulls to level flight.
13. Immelmann Turn. The maneuver starts near the end of the maneuvering area; flying straight and level, the plane pulls up into a 1/2 inside loop, then rolls 180 deg at top of loop and returns straight and level in the exact opposite direction as entered.
14. One Horizontal Roll. Model performs one horizontal roll, centered on the pilot so that the inverted section is in front of the pilot and judges, then finishes straight and level.
15. Split "S". Model proceeds in level flight to other end of the box where it performs a half roll followed immediately by a half loop, and returns to level flight at a lower altitude going in the opposite direction, straight and level. This maneuver is considered a turnaround maneuver.
16. Double Immelmann w/o Rolls. Model pulls through one-half loop to level, inverted flight, hesitates, then pulls through a second one-half loop to level, upright flight at the same altitude as entry. The horizontal, inverted leg should be equal to the diameter of the half loops.
17. Landing. Landing will start from 2 meters above the ground. The model flares smoothly in a nose-high attitude then smoothly touches down within 15 meters of a point in front of the pilot. The airplane should hold a constant angle of glide without any dips, yaw, wing rocking, or deviation in direction until it touches down, with no bounces. Landing is complete after a roll-out of 15 meters.

## Balsa Laminating Program by Terry Terrenoire

Photos by Paul Cushing



# **Aeroguidance Society Inc.**

## **FIELD RULES**

(Revised 09-24-2001)

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. This does not apply to electric motors.
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.

# APRIL PROGRAM



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