



THE CONNECTOR

Newsletter of the Aero Guidance Society, Inc.

AMA Chartered Club No. 441

www.agsny.org

Recipient of the AMA President's Award for 50 years
of service to AMA and Aeromodeling

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The Following Channels Must Not Be Used At The AGS Field: 02, 04, 13, 27, 36, 42, and 49

THE NEXT AGS MEETING WILL BE ON MONDAY, JULY 1ST AT 6:45 PM AT THE AGS AIRPORT

Changes to time or location will be noted in this newsletter

The Prez Sez...

Jeff Hatton

First, I would like to thank Jim Quinn and Scott Wallace for stepping up to fill in our vacancies on the board. Jim has graciously agreed to be our secretary for the remainder of the term. Bob Johnson has resigned his position as the VP in order to fill the Treasurer position and Scott will be taking over as VP.

This weekend is going to be our Pattern Primer. Jim will have more information on that later in this issue, Hopefully many of you will decide to give it a try and head on up to the field this weekend.

The field is open and the weather has been great for flying this past few weeks. I hope that many of you have gotten up to the field to get in a few flights as time allows.

Model aviation day is also fast approaching so please plan on helping out if you are able.

July Program

A fascinating new flying style for me has been my *Versus* DLG. Throwing an airplane like a discus at a track and field event isn't natural for us, especially if you,

like me, are only familiar with powered aircraft. Trying to do more than an upwind launch followed by a downwind leg to set up for a landing is a challenge. BUT the first time you get lift and start gaining altitude is addicting. You just keep going back for more and more. (...and a couple of *Energy Bars* will keep you "fueled up" all day. Ed.) See you at the AGS airport on Monday for an adventure in Discus Launch Gliders.



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Subscriptions to
"THE CONNECTOR"
may be obtained free via e-mail
or at a minimal cost of \$8.00
annually.
Contact the Editor

Coming Events

Aerobatics Primer
June 29th
AGS AIRPORT

AGS Meeting
July 1st, 6:45 PM
AGS AIRPORT

Pylon Race #3
July 9th
AGS AIRPORT

Pylon Race #4
July 23rd
AGS AIRPORT

The Field is Open.
Remember to keep your
speed under 10 MPH on the
access road.

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

President: Jeff Hatton
(A-C)

Vice President: Scott Wallace
(D-H)

Secretary: Jim Quinn
(I-L)

Treasurer: Bob Johnson
(M-R)

Board Members at Large:

Brent Bryson (S-Z)

Bob Jennings

Committee Chairmen

Membership: John Carril

Program: Jeff Hatton

Activities: Bob Balsie

Field: Jim Quinn

Historian: Don Green

Public Relations: Open

Sound: Ed Lancki

Safety: Frank Gioffredo

Librarian: Open

Editor: Bob Balsie

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AGS Pattern Primer 2013

by Jim Quinn - CD

For the last several years this has been an AMA sanctioned contest. This year along with flying the Sportsman, Intermediate, and Advanced AMA schedules, we will also be flying Classic Pattern Association Novice, Advanced, and Expert. You can find information on either sequence program by Googling NSRCA or CPA.

Let me also say I hope every member of the AGS comes to fly. Bring your favorite airplane, the one you like to fly most often and the one you fly the best. I guarantee you will finish the day a better pilot. You may not come in first place, but you will be a better pilot. We all fly STRAIGHT and LEVEL, or so we think. That is the second maneuver in the Sportsman Sequence, right after TAKE OFF. Flying truly STRAIGHT and LEVEL takes a lot of skill. Come to the contest you will leave a better pilot. OH! Did I mention free food? Actually, it is not free, it is included in the entry fee of \$20.00, which is also paid by AGS members, unlike our big aerobatic contest where AGS members fly for free. It is \$20.00 for AMA or CPA. It is also just \$20.00 if you fly both AMA and CPA. Here is the schedule for the day:

10:00: Gathering and Comments

11:00 Round One with free Lunch to follow.



Rainbow Pattern Model by Hobby King

The V.P. Soap Box

by Scott Wallace – Vice President

I've agreed to fill in as interim VP for the duration of this term. We have some important club events coming up soon - Model Aviation Day and the annual Pattern Contest. I'm sure the respective event directors will have reports so I won't dwell on the details, but I do sincerely hope everyone can support these events, particularly Model Aviation Day as we don't hold this event every year and it's a great opportunity to showcase our club to the general public. I know the first Model Aviation Day back in 2007 was a big hit and I hope we can draw a similar turnout.

As have many of you, I've been involved with RC modeling for many years, and it's occurred to me lately that the hobby has evolved at an exponential rate the past 10 years. For years, modelers were a group that built aircraft from kits or plans, and flying fields were busy places where one would often have to wait their turn to use a particular frequency. Guys would bring out a new model with pride and everyone at field would be interested in the design, construction, the engine, and how well it flew. Because of the time needed to build the model, and the very high cost of equipment, few modelers had a fleet of more than 2-3 aircraft at a given time.

Today, though there are still some builders in the club, for the most part we purchase ARFs or RTF models, primarily power them with electric motors, and equipment costs are far less. I paid over \$200 dollars for a basic 4 channel radio 35 years ago that didn't even have servo reversing. Now that same money buys a 2.4 GHz, 7 channel, computerized system with all the bells & whistles, and you never have to wait on your frequency being available. An extra receiver was an expensive luxury years ago. Now one can outfit every model with its own receiver and servos for very little money. In many respects, these are the 'good old days'.

Choices in modeling items have never been better, and costs are quite low...yet our club field is not all that active. Is there anything we can do to cultivate more flying activity within our club? We've gone from over 100 members when I joined, to less than half that in the past 13 years. I'm as guilty as anyone in that I haven't gotten out to fly as much as I would like to, but when I have gone to the field on a weekend it's rare to see anyone, or at most one or two others. The AGS has a long and distinguished list of members, both past and present, who have excelled in competition, but do we inadvertently discourage those members that have no interest in competing from just coming out to sport fly? What can we do to encourage folks to come out and fly, take an interest in each other's models, and generally improve club morale? Just some things to think about...and while you're thinking, dust off that old plane in the corner and come out and fly!

AGS Pylon Racing 2013

by Todd Kopl

After being rained out for two consecutive races, Mother Nature finally cooperated on the night of June 25th and we got another race in the books. Unfortunately, in heat #2, Brent and Frank tangled shortly after take-off, sidelining them for the rest of the evening. Many thanks once again for all the helpers that come out to participate...without you we don't race. A big thank you to Mark Lecher for picking up the job of statistician and to Frank for the delicious post-race BBQ.

Unfortunately, after racing had concluded for the evening, Matthew was flying his trainer (big white/orange/blue Midwest Aerostar) when it lost link and flew off circling the valley towards Walker Road on a full load of fuel. It was not recovered so please keep your eyes and ears open.

PYLON RACING POINTS STANDINGS				
NAME	CLASS	BEST 6	RACE 1	RACE 2
Bob Noll	Sprint	17	9	8
Todd Kopl	Sprint	15	7	8
Frank Gioffredo	Sprint	5	5	0
Bill Markovitz	Sprint	7	3	4
Brent Bryson	Sprint	0	0	0
Jeff Hatton	Nationwide	11	6	5



AGS General Meeting Minutes (Part 1)

Meeting Date: May 6, 2013

Meeting Number: 786

The meeting was called to order by president Jeff Hatton at approximately 6:45 PM.

April Meeting Minutes: A motion was made to approve the minutes from the April meeting as published in the Connector. The motion carried and the minutes were approved.

Old Business: None.

New Business:

Frank Gioffredo began to review the Field Rules, as required by the AGS Bylaws, including changes to the rules that had been proposed by the Board. A considerable amount of discussion followed concerning the changes. Finally, Doug Breneman pointed out that the changes had not been voted on and approved by the membership as yet, and therefore could not be included in the Field Rules at this time. This fact was acknowledged by all present and Frank changed his focus to review only the existing rules. It was decided to bring the rules changes for a vote at the June meeting.

Bob Noll thanked Mark Lecher for updating the AGS web site with the latest club roster.

Program: Bob Balsie presented a Power Point and video program on the subject of Controline Flying.

The meeting adjourned at 8:45 PM.

Submitted by Bob Balsie

AGS General Meeting Minutes (Part 2)

Meeting Date: June 3, 2013

Meeting Number: 787

The meeting was called to order by President Jeff Hatton at approximately 7:00 PM.

Program: The meeting began with the Program for the evening which was on the subject of aircraft sound generation and abatement. The Program was presented by Jeff Hatton, with the assistance of Jim Quinn. Jeff demonstrated how to set up the sound measuring station and how to use the acoustic meter to take measurements. Several demonstrations were done using models supplied by Jeff and Jim. The equipment to measure sound is located in a box in the Flight

Control Center.

Business Meeting: The business meeting began with the announcement of two resignations. Doug Breneman has resigned from the office of Treasurer and also from his membership in the AGS. Frank Cease has resigned from his office of Secretary due to family conflicts. Jeff Hatton is currently looking for members who would be willing to fill these two positions.

May Board Meeting Minutes: Bob Jennings reviewed the minutes from the May Board meeting.

Activities: A short rundown of the upcoming activities was given. These were:

Club Night: The monthly club nights have resumed for the summer meetings. Hot dogs and snacks are served, starting at about 5:00 PM, to encourage members to come to the field and fly before the meetings begin. Mark Lecher served as the “chef” at the June meeting, and Tom Kopl has volunteered to serve as the chef at the meeting in July.

Pylon Racing: Two additional Pylon Races will be held in June on the 11th and 25th. All members are encouraged to come out and enjoy the races and to assist in their operation.

Aerobatics Primer: Jim Quinn gave a preview of the Aerobatics Primer that is scheduled to take place at our field on June 29th. In addition to providing instruction on the current AMA pattern, the Primer will also host Classic Pattern competition. The three categories that will be offered in Classic are Novice, Advanced, and Expert. The fee to enter each class is \$20.00, but if anyone registers for both classes, they will receive the second registration free. Classic Pattern is less challenging than the current AMA pattern in that maneuvers are all “centered” and each maneuver is flown separately, rather than having one maneuver flow into the next.

Flight School: Jeff Hatton, Bob Noll, and Don Shugard have volunteered to serve as flight instructors this year. If you would like either basic or advanced instruction, please call one of them to set up a date and time to meet.

Model Aviation Day: Model Aviation Day is scheduled for August 10th from 10:00 AM to 2:00 PM. Rick Allabaugh, chairman for the event, gave a short report on progress and some of the things that need to be accomplished to make this event a success.

Old Business: None

New Business: The following New Business was discussed:

Field Rules Update: Jeff Hatton reported that the Board of Directors had composed some changes to the club's Field Safety Rules. These changes were summarized on a type of ballot, which was given to all members. The changes were then individually reviewed and each change was voted upon by the membership. Frank Gioffredo, the club's Safety Officer, collected the ballots and will tabulate the results to determine which of the proposed changes passed. The Board will continue to investigate means of handling the

situation of people who are not AMA members but who want to try flying at the club field.

GPS Guided Lawn Mower: Don Shugard reported on an advertisement that he had seen for a lawn mower that is guided by GPS.

Show and Tell:

Jim Quinn showed his new *Versus Discus Launch Glider* which he recently purchased from Hobby King. It is a very lightweight design and is supposed to be capable of attaining an altitude of 100 feet on launch.

Scott Wallace displayed his scratch-build Keil-Kraft *Super 60* vintage model, that he plans to fly in VR/CS events. It was originally a rudder-only design, but Scott built his with elevators for better control.

Ed Lancki had a box of modeling supplies that were donated to the club by Dick Allen and he told everyone to help themselves. Some useful items were distributed to the membership.

The meeting adjourned at 8:30 PM.

Submitted by: Bob Balsie



Pete-N-Poke .40 by Great Planes

Club Activities for 2013

by Bob Balsie – Activities Chairman

Our next activities will be Pylon Races 3 & 4, and the Aerobatics Primer. Hope to see all of you guys at the field this summer.

Check out the calendar below to see what other fun events will be available for you to participate in this year. There should be something for everyone.

* ACTIVITIES CALENDAR FOR 2013 *		
Activity	Date	Chairman
New Year's Day Fly	January 1, 2013	Frank Gioffredo
Winter Fly	March 9, 2013	Don Green
Field Opening	April ??, 2013	Jim Quinn
Pylon Race	May 14, 2013	Todd Kopl
Pylon Race	May 28, 2013	Todd Kopl
Pylon Race	June 11, 2013	Todd Kopl
Pylon Race	June 25, 2013	Todd Kopl
Pattern Primer	June 29, 2013	Jim Quinn (CD)
Pylon Race	July 9, 2013	Todd Kopl
Pylon Race	July 23, 2013	Todd Kopl
Model Aviation Day	August 10, 2013	Rick Allabaugh
Pylon Race	August 13, 2013	Todd Kopl
Pylon Race	August 27, 2013	Todd Kopl
VR/CS Reunion	8/31 – 9/1, 2013	Bob Noll (CD)
Pylon Race	September 8, 2013	Todd Kopl
Fall Float Fly	September 7 & 8, 2013	Bob Balsie (CD)
Pylon Race	September 15, 2013	Todd Kopl
AGS Pattern Contest	September 21 & 22, 2013	Frank Gioffredo (CD)
Field Winterization	TBD	Jim Quinn
Annual Holiday Party	December 2, 2013	Bob Balsie

AGS Mowing List

Date	Tractor Driver	Helper #1	Helper #2
June 29	Quinn, Jim	Cease, Frank	Cease, Ben
July 6	Hatton, Jeff	Hatton, Charlie	Arrington, Ed
July 13	Kopl, Tom	Kopl, Todd	Kopl, Matty
July 20	Gioffredo, Frank	Gioffredo, Derek	Allabaugh, Rick
July 27	Carey, Richard	Seitz, John	Green, Don
August 3	Wallace, Scott	Lancki, Ed	Peeling, Harold
August 10	Shugard, Don	Ziegler, Vern	Ziegler, Bryan
August 17	Hatton, Jeff	Hatton, Charlie	Arrington, Ed
August 24	Quinn, Jim	Cease, Frank	Cease, Ben
August 31	Noll, Bob	Carril, John	Johnson, Bob

Airport Activities

by Jim Quinn – Field Chairman

Thanks to all the volunteers who have been keeping our facility and especially our runways ready for flying. Don Shugard and Frank Gioffredo are faithfully updating and maintaining our equipment. Bob Jennings is out with his trusty chain saw keeping our approaches open and free.

Until recently I always mowed only with the tractor. My most recent mowing, however, saw me on the new mower. It was fabulous!!! Thanks to Frank and Jeff Hatton for their excellent instructions on how to use this great machine. We had considerable rain previous to my scheduled mowing responsibility, but this new mower handled the runways and pits just fine; no ruts or tire tracks. Thanks to all our membership for acquiring this excellent “new” machine. Secondly, having the option of our new mower left the tractor free for maintenance and mowing assignments along our road and other areas. Otherwise the runways would not have been mowed for that weekend.

Regretfully, I feel I must remind our membership that we are all volunteering our time and energy at our facility. Please do NOT call and chastise or complain to individual members about what they have or have not done in your estimation, rightly or wrongly. Just let me know your comment and I will address the situation.

Finally, our runways are open. Please use them regularly.

More on Mowing...

by Bob Noll

Hi Fellow AGS Members,

The flail mower is now back on the tractor thanks to help from Don Shugard, John Carril and Bob Johnson. In my opinion, the flail mower should be used for mowing the runways now that the ground is firm enough that the tractor tires will not make impressions.

There are four advantages to using the tractor with the flail mower;

1. The weight of the flail mower will roll the field each time it is used. The runways have been getting very bumpy because the flail mower has not been utilized.
2. The flail mower will cut the grass shorter than our other mower.
3. The grass is dispersed evenly behind the mower rather than in clumps from the side-discharge mower.
4. Using the tractor for the runways frees up the zero turn mower for the pits, parking area and other smaller areas where the maneuverability of the zero turn mower is a big advantage.



Remembering...

by Jim Quinn

This article is the result of several most delightful hours reminiscing with Dick Allen about his life-long love of flying, and radio control flying in particular.

“I was always fascinated with airplanes, even as a very young boy. I would hear a model airplane engine running and I would be running myself trying to find the origin of that sound. I spent hours building a Thermic 50. When I watched it fly away, I knew free flight was not going to be my primary interest in model aviation. In those early years there was nothing like R/C, and control line was just coming into its own. So it was a natural for me to focus on control line. I did control line Stunt with a Barnstormer powered by a Fox .35. In combat my plane of choice was a RingMaster. My first glow engine wasn't the Olsen 23, but it was the first one that actually ran and that I could trust on a model. The Springfield Strato Hawks was one of my first model airplane clubs. They were a great group.

While in the Air Force at Wright Field I met Jack Port. He was flying a deBold Live Wire Trainer with a Mills .09 diesel engine. It was 1952. He was using his own designed radio which had one tube and one transistor powering this ground based transmitter that was on or off. Of course, it was a rudder only with a simple escapement giving control to the rudder. You had to remember if your last command was right or left. Jack told me, “As soon as you can get your plane up and down successfully, start entering contests.” To my amazement I did start entering contests and I was winning as well.

Early contests were challenging, even though the maneuvers were simple by today's standards. Remember, our equipment was challenging enough just to fly the airplane. We started out with Straight Flight Out, a Procedure Turn, a loop, and a figure eight over the transmitter. That figure eight would soon be eliminated. We ended with a spot landing into a 50' circle.

The 1953 Nationals were at the Willow Grove Naval Air Station. Howard Bonner and his California group came with a “secret weapon.” They had elevator! I was flying a “Hot Wire” (a modified wide body Live Wire) with an English ED .15 diesel. Jack Port was flying a High Q. One of our friends, “Miserable John C,” would come in high and give full down elevator to crash into that circle. This time, however, he was 3' beyond the spot and he had a pile of balsa for an airplane! Jack Port won the Nationals that year, which was the last time a rudder only airplane won the Nats. Howard Bonner was second. Walt Good and I tied for third. Walt decided I should have that third place trophy. I've won a lot of hardware in my time, but that trophy is one of my most treasured. Walt Good and I became great friends. It was Walt who taught me to fly gliders and “sniff” out thermals.

It wasn't long before I was putting all my energy into radio control. There was so much more potential in R/C that it just seemed natural to me to leave free flight and control line in favor of R/C. I met Don Lowe in those early years. One of my fondest memories in all my years of flying R/C was when Don and I were selected to represent the Air Force at the Nationals. In those years, MATS was flying contestants for an international competition at the Dallas, TX Naval Air Station. That was quite a thrill. A Major from the USA and I were chasing his free flight down a

runway when a B-36 was also flying straight down that runway practicing for the air show. All went well for us and our circling free flight, while that B-36, jet engines and all, treated us to a fly-by.

I joined the AMA 60 years ago this year, in 1953. I have always been a strong supporter of the AMA simply because they are good for the hobby. AMA has brought us through many challenges over the years and they are still doing it as we speak! I would encourage everyone to join and support the AMA.

When I was getting out of the Air Force, IBM was looking for Customer Engineers. My model building experience helped me get that job. After the Korean War, IBM wanted engineers and drew from the Customer Engineers which is how I came to Endicott from Elmira, NY. At IBM, I met Ralph Jackson, another engineer, and we started the Aero Guidance Society in my living room. The 12 or so guys at that meeting decided I should be the first President. One of our initial by-laws was to host an AMA sanctioned contest every year. This past year was the 58th annual AGS contest.

Looking back over all the great years I've enjoyed in modeling, the best part of the hobby is the people you meet along the way.”



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JULY PROGRAM

DISCUS LAUNCHED GLIDERS

Aero Guidance Society, Inc.
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