



# The CONNECTOR

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

[www.agsny.org](http://www.agsny.org)

Volume #65 .... Issue # 11 November 2019

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

## THE NEXT AGS MEETING WILL BE ON

**Monday December 2<sup>nd</sup> - 6:30 P.M at the Vestal Library- Annual Holiday Party!**

**Reminder: Club Dues and AMA dues if you haven't paid yet**

Changes to time or location will be noted in this newsletter

## *The Prez Sez – Open Position*

### *Vice Prez Sez – Jeff Hatton*

As you can see from the header, we elected a board at our meeting with a vacant seat, as VP I am serving as acting president. We are looking to fill the open seat in the board, if anyone is interested in serving as either president or VP please let the board know. I will continue as acting president until then then either officially become the president or resume the VP position.

The December meeting will be our annual party, please let Rick know if you plan on attending so he can get an accurate count. Dues are also due and can be paid at the meeting or mailed in.

I am still looking for a plane that can be used for a program idea for the next several meetings. I would like something similar to an extramarital flight arf that can be assembled and tested over a series of meetings and videos made for our web presence.

<use link for photos>

<https://extremeflightrc.com/74-Laser-EXP-V2-Printed-RedWhiteBlue- p 5281.html>

## **Cancellation of AGS Meetings:**

In the event of poor weather, listen to the radio or television for local closings and cancellations. If the Library is closed the meeting is cancelled and a notice will be sent via the AGS mailing list.

## **Coming Events**

### **AGS Oct Meeting**

Monday Nov 4  
6:30 PM  
Vestal Library

### **New Year's Fly**

Wednesday Jan 1  
Time TBA  
Location TBA

**For AGS field current  
weather info contact:  
BGM Automated  
Terminal Information  
System (ATIS)  
607-729-8335**

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

**AGS Officers:**

**President:** Open (A-C)

**Vice President:** Jeff Hatton (D-H)

**Secretary:** Rick Allabaugh (I-L)

**Treasurer:** Bob Jennings (M-R)

**Board Members at Large:**

1) Jim Monaco (S-Z)

2) Dave A. Smith

**Past President:** Rick Allabaugh

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**Committee Chairmen:**

**Membership:** Bob Noll

**Program:** Tom Kopl

**Field:** Bill Green

**Historian:** Bob Hoag

**Safety:** Chris Goffa

**Webmaster:** Don Shugard

**Newsletter Editor:** Todd Kopl

**NOTE: 72 MHz Channel #42 Must  
Not Be Used at the AGS Field**

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**Editorial – submitted by Todd Kopl**

Thank you for the Connector inputs...keep them coming! Thank you.

**AGS General Membership Meeting Minutes**

**Aeroguidance Society Meeting #863**

Date: November 4, 2019

Place: Vestal Library

Vice President Jeff Hatton called the meeting to order at 6:35 PM

Guests: None.

**Meeting Minutes:**

Minutes of September meeting (#861) needed to be approved since there was not a quorum at the October meeting (#862). Bob Jennings made a correction to these minutes in the wording of a statement regarding the FAA from “testing requirement that may be eventually imposed” to “testing requirement that will be eventually imposed”. Rick Allabaugh made a motion to accept those minutes as corrected. Bob Noll seconded the motion. Motion carried.

**Election of officers:**

The slate of candidates for offices as presented in the Connector was announced. There is no candidate for President, Jeff Hatton for Vice President, no candidate

for Secretary, Bob Jennings for Treasurer, David A. Smith for Board Member at Large (2-year term) and Jim Monaco Smith for Board Member at Large (2-year term). Bob Noll nominated Rick Allabaugh for Secretary. With no further nominations the nominations were closed. Rick Allabaugh moved that the Secretary cast one ballot for the slate of officers as nominated. Bill Green seconded the motion. Motion carried.

### **Treasurer Report:**

Bob Jennings gave the financial report. If any member has any questions regarding our account contact Bob.

### **2018 Financial Audit Update:**

In analyzing a \$50 discrepancy carried throughout the 2018 fiscal year Bob Jennings reviewed the Quicken records and found a check that was written for \$50 in April 2017 but never cashed. With the removal of this transaction from the Quicken data the 2018 fiscal yearend (Aug. 31, 2019) balance matches the bank records and the 2018 audit is complete.

### **Field – Bill Green:**

Bill announced that Field Winterizing will be performed at 9:30 AM on November 16.

Bill requested that when mowing with the zero turn if you notice that grass is not being distributed well please let Bill know. The problem is grass buildup under the deck and Bill will correct that situation but needs to be alerted to the problem.

Bill requested permission to cut some trees on the approach to runway 30. Since it was determined that the trees in question are on AGS property permission was approved.

Bill suggested that we need to investigate replacing the picnic tables. Bill will get an estimate and present it to the Board.

### **Christmas Party:**

Rick Allabaugh announced that he will be running the Christmas Party at the December meeting. Rick said that he would be sending an email to the membership asking for input on who will be attending and what they will be bringing.

### **New Year's Day Fly:**

Rick Allabaugh announced that he will be running the New Year's Day Fly.

### **Show and Tell / Program:**

Bob Noll gave a talk on "Formula Falcon" and the engines used. Formula Falcon was an AGS club racing program originating in 1971 with rules written to the specifications of a Junior Falcon design kitted by Carl Goldberg Models. Bob talked about the .049 cu. in. engines used and the fact that these engines and parts are still available. Bob Noll showed a GLH and a Minnie Mambo that used the .049 engines. Bob Jennings brought a kit built Junior Falcon set up for the 1971 rules for which a QZ .049 was selected as the standard and a scratch-built version set up for 1972 rules with TD .049 as the standard. Bob had a copy of the Jan. 1972 Connector (can be found on website Connector Archive) which contains the Formula Falcon rules. Bob did get nostalgic when he noticed (and read) an article in that issue regarding the annual dinner party the AGS used to hold.

Meeting was adjourned at 8:05 PM

Bob Jennings - Secretary



Bob Noll makes a point during Formula Falcon presentation.

Left to right – Bob Jennings 1972 Formula Falcon scratch built, Bob Jennings 1971 Formula Falcon from Goldberg kit, Bob Noll GLH, and Bob Noll Minnie Mambo

### **Field Report – by Bill Green**

Field Winterizing was waived off due to weather and Bill confirmed all work has been completed. Thank you Bill! Sounds like we need to shoot for an earlier date next year.

## **DID YOU KNOW - by Bob Noll**

When the AGS was formed in 1954 there were several local fields which could be used for flying. They included what was then IBM Owego property and is now a new building and hanger for Lockheed Martin's helicopter landing area. Another place was an empty field where the Vestal Walmart is located. There was also a good field parallel to Front Street in Binghamton. The first field which the AGS rented and used as the official club field was parallel to Rt. 26 in Maine.

When I came to the area in 1959 the club was flying from a farmer's field in Apalachin. It was at the south end of the farm and had a drop off to the north. I remember that drop-off because I had just finished building an Astro Hog powered with a K&B .35. The radio was a brand new 8 channel reed system by Orbit Electronics in California. The radio was a wedding present from my new wife.

Take-offs were a problem with that 9-pound plane and hand launches were sometimes needed. That drop off on the north came in handy at times. K&B released the new .45 engine in 1960 and the small increase in displacement provide just enough power so hand launches were no longer needed.

In 1960 the club purchased its first field. It was 16 acres in the town of Maine and used for many years. We purchased a large semi-trailer to store our equipment for maintaining the field and allowing Saturday evening parties. There were some difficulties with the neighbors, so we sold that field and purchased our present field in 1975.

The grass on the Maine field was mowed using an interesting method. A removable post was installed in the center of the take-off area and a rope as long as the radius of the take-off area was connected between the post and the mower. The mower engine was started, and the mower traveled by itself in a circular pattern around the post. The rope wound around the post

reducing the rope length each revolution until the take-off area was completely mowed.

The original post was a 4x4 which was great for the 18" mower we owned at the time. When we replaced that mower with a newer 20-inch model we simply attached 1-inch boards to each side of the post. Of course, no one flew when the field was getting mowed but sometimes the mowing was delayed until after dusk. The mower never missed a blade of grass even after dark!



## **Winter Building – by Jim Quinn**

In 1961 I built a lil Esquire. It was a 36" rudder only airplane powered by a Cox .049 engine. In the next two years my brother, Bill, and I had ZERO successful flights. For us, in those days, a "successful flight" meant having a second flight on the same day. In 1963 after joining the AGS and building a Ken Willard Virus, success followed.

At this year's SoS among the fabulous prizes to be auctioned off was an Esquire. My eyes bugged out at this "short kit" of an Esquire. I bought a bunch of tickets, put them into the Esquire hat and waited to learn my ticket was not drawn! I sought out the winner and with a few more dollars (a very kind price by the way from the winner) I became the proud owner of an Esquire kit.

Only after I got my "prize" home did I discover it was not the 36" version, but a 50" regular size Esquire. In 1961 I had a choice of silk or silk span. Today there are so many options for covering. So, my question as I

prepare to build my first Esquire in more than 50 years is to silk or not to silk?

And finally, the answer to another question is, yes it will be electric powered.

A second winter build is a 1.6M Fieseler Storch. A friend from my Clinton based club had a Storch that he flew for years. I always liked the model and when Hobby King offered this 1.6M version I immediately bought the kit. There is no question for the covering or power. It is designed for electric and I'll make it a film covering in olive drab.

I also will have one or more aerobatic ARFs to "build." I'm currently finishing a 48" Vanquish Mark II. The ribs in either the Esquire or the Storch have more parts in each wing panel than the entire kit of the Vanquish, so "building" is not an accurate word for this project. I also have several wing/tail/landing gear parts for the 2M Vanquish. If 3D hobbies gets a new shipment of fuselages a few of these ARFs might also be in the wind for 2020.

Next month I hope to have a progress report with a few pictures.

### ***AGS 2019/2020 ACTIVITIES CALENDAR***

<b>ACTIVITY / LOCATION (AGS Field unless specified)</b>	<b>DATE</b>	<b>CHAIRMAN</b>
December Club Meeting/Holiday Party Vestal Library	Mon Dec 2	Rick Allabaugh
New Year's Fly	Wed Jan 1	Rick Allabaugh
January Club Meeting	January 6	NA

### ***Other nearby RC events of interest***

<b>Event / Location</b>	<b>Date</b>	<b>Contact / Info</b>



**DECEMBER PROGRAM**



*Annual Holiday Party!*



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