

"The Connector"



Chartered Club

OFFICIAL NEWSLETTER

- Our Thirtieth Year

ENDWELL, NEW YORK

RON GAUTHIER, President .. GORDON GOTTLIEB, Vice - President.. GROVER ELLIS, Treasurer.. ..
TERRY TERRENOIRE, Secretary .. BILL TOMSA, Board Member at Large.. JERRY SKRECKOWSKI, Board
Member.. BILL SEBESTA, Past President. DON GODFREY, Newsletter Editor

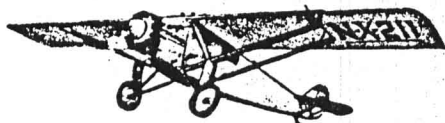
Volume 18 Issue V May 1985



Our *PREZ* sez : Flying Season Begins !

I can say that the flying season is upon us! Although we haven't had our official field opening, the field is in great

shape to fly. I've been up there myself with a new plane (a hip pocket pattern ship). We should be announcing plans for the "official" field opening at the next meeting.



As we all start flying again, let's think SAFETY at the flying field. Remember, propellers pose a real danger, not only to the engine operator, but also to those nearby standing in line with the prop.

PLEASE! never hold a plane up at eyeball level while revving up the engine. You should consider that a blade can fly off at anytime, and should never be pointed at your friends.

Even though we have private insurance as well as AMA coverage, the best insurance is an attitude of prevention...."An ounce of will result in a pound of cure".

BOARD *Report*

2nd Annual AGS Giant Scale Fall-In will be Sept 21 & 22. Further details at May 14th AGS meeting.

The purchase of 100 AGS logo transier emblems was approved. Fedo Sign Co. to make them.

A new Club field out-house will be erected, the "old" jon will be moved to a location more convenient to flight line, and to the north over by the woods line.

Progress as a tax-exempt, non-profit organization is being made. Bd approved legal action to date.

Instead of a club field picnic this summer, a COVERED DISH POOL PARTY will be held on sat Aug 17th. Fun! (Eat, swim, raise cane, talk planes)

Intra Club FUN FLY will be the next day, Aug 18th, club field, with or without hangovers. Mark your R/C calendars now. This will be a weekend to remember, just for you!

* * * A REMINDER * * * *

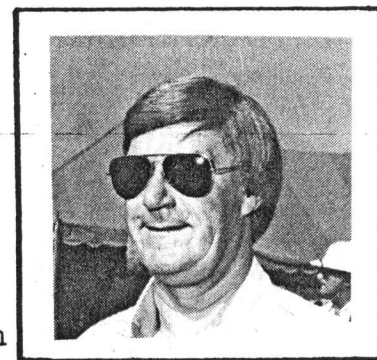
BOB NOLL's GROUND SCHOOL has been a huge success. No matter what your experience has been in R/C, you're bound to learn something at this monthly one-hr session prior to every AGS meeting. Ron G.

NEXT meeting

Tues, May 14th, NYSEG - 7:30PM **BE THERE!**

editorial

by DON GODFREY



VANS are fun! You can do a lot more with a Van than most station wagons. You can haul lots kids, lotsa airplanes, especially giant scale. You can sleep in 'em, eat in 'em, repair broken wings in 'em too. Camping with a Van is very popular, especially if you travel to fun flys and contests on a regular basis. A Van will save you thousands of \$'s in the long run.

RALPH JACKSON just received his new GM "Astro" Van, all decked out with just about every conceivable option. Now he can take a few giant scale aircraft AND a female to some of the better events around the USA.

BOB NOLL was one of the very first AGS club members to purchase a new Chevy Van years ago. He still has it and wouldn't part with it. (His Van even has a bar!)....and a bed, and all the goodies anyone would desire.

The GM "Astro" Van is smaller than

the normal GM and Dodge Vans that we've seen for years, and yet LARGER than the new Dodge Caravan and Plymouth Voyager vans. This new "inbetween" size van seems just perfect for the average modeler with a few airplanes and a few kids to haul around.

You'll find a complete list of events to go to this year in this issue, including a list of Giant scale events. If you are into giant scale, or are interested in seeing more about giant scale, the two main events to catch are:

The S.T.A.R.S. Rally. July 6th-7th, Olean, NY. An average of 135 giant scale models show up for this one.

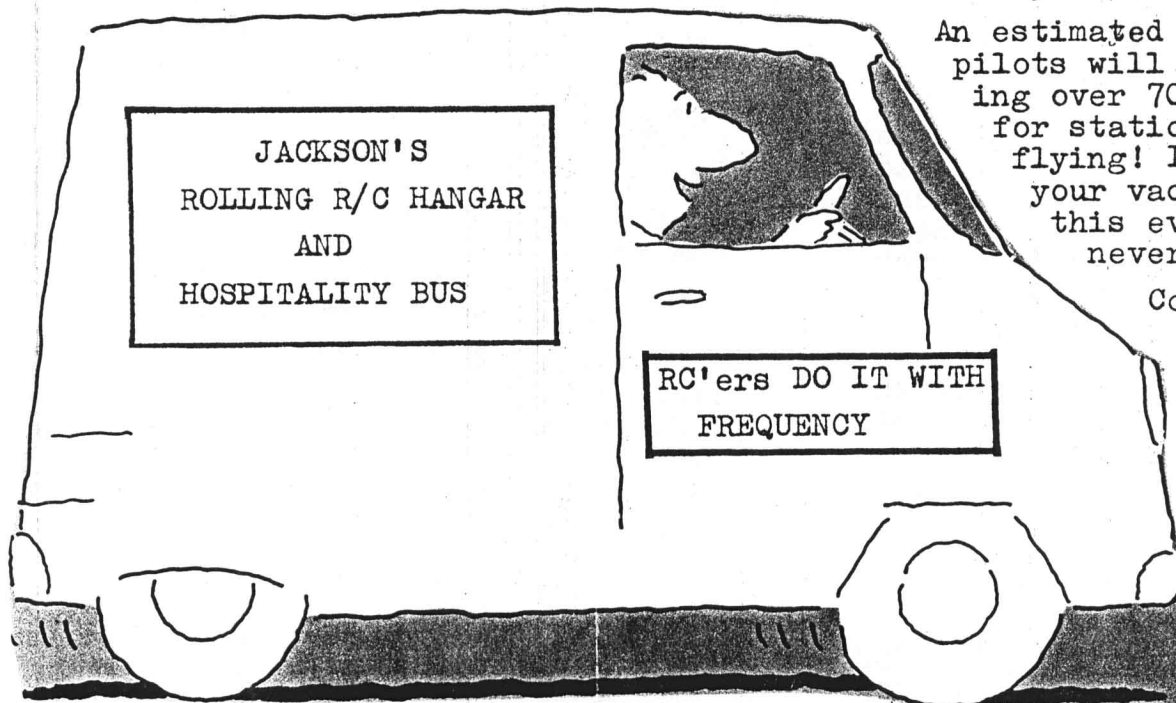
The I.M.A.A. 5th annual Giant scale Festival, Mobile, Alabama, July 18-19-20-21, a full 4-day event! This huge event is considered the PREMIER event of the year for giant scalers.

An estimated 300 or more RC pilots will attend, bringing over 700 aircraft, both for static display and flying! If you can plan your vacation around this event, you'll never regret it.

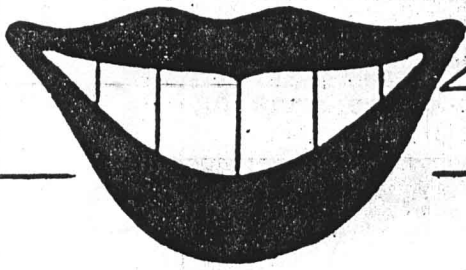
Contact your Editor for more information and festival brochure.

May brings
MOTHER'S DAY
— and —
MEMORIAL DAY
— AND —
GREAT FLYING.
— ENJOY! —

...Don Godfrey



★ Flying Season Begins Soon



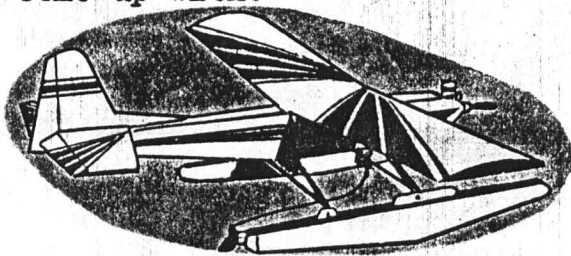
BOY, OH BOY!

An Editorial
re-hash of
past phrases

As much as I enjoy eggs, I don't care for egg on my face. Tis far better to eat crow than to drink glow fuel!

Not knowing much about FLOAT FLYING, I prefer to leave that subject up to the club experts, but if you'll bear with me, I'd like to bring about a few classic goofs that us human beings can come up with:

**



Several months ago, while looking at a QUICKEE 500, I said to myself,.... "Gosh, that looks like it would make a great float plane!". High wing, clean lines, fast, light, and a real tiger with a 40-size engine. WRONG!

There is not enough lateral area on the Quickee aft of the CG to overcome the added lateral area of the floats. Some modelers have added dorsal fins to partially overcome the problem. (Thanks to Bob Noll for helping to prevent any of you from turning your Quickees into submarines!).

Because many of you are social, sport flyers, and relatively new to R/C flying, I am sure that you have not been aware that the AGS has had, for many years, a..... PERPETUAL PATTERN TROPHY. At the annual AGS 30th anniversary dinner-dance, It came to my attention that Chris Engler won that trophy for 1984. WRONG AGAIN! More egg-on-face!

** That's right! Photo is not a Quickee, tis a Seahawk.

Actually, Ron Gauthier, AGS Pres and Terry Terrenoire, AGS Secretary accumulated enough equal points for placing in their first year of pattern competition, therefore Bob Noll awarded the trophy to BOTH fellows, even though Ron Gauthier held it to his chest like a Cabbage Patch Doll. (No pun intended Ron!).

Previous Perpetual Pattern Trophy winners were:

1981 Chris Engler _____

1983 Todd Kopl _____

Chris Engler also won the Dick Allen High Point Trophy for 1984. Who will win the perpetual trophy for 1985?

A LETTER TO THE EDITOR (Fact or ?)

Dear Dandy Don:

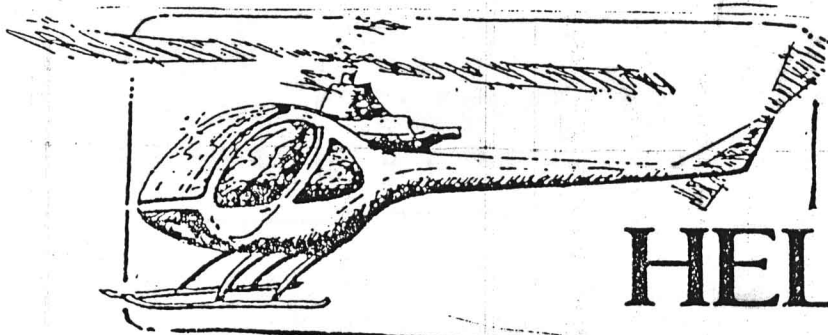
My name is Dork It. I've been into this RC flying thing now bout 2-3 months. As soon as I rebilt my Sig Cadet I'm going to enter those master class competition things. Do I get points off if I need help getting it out of the trees?

One thing I learnt quick is that you never take the top off part A and Part B poxy at the same time. If you put top A on part B, and top B on part A you gotta go back to George's and get some more. Question....

I've got some debonder stuff bout 4 years old, never b'n opened. Is it any good yet? Gotit in case I ever get hand A stuck to leg B. I aint done that yet. Do you know what the life of that stuff is? Thanks in advance. (signed) Dork It.

Answers: No points for treeing. Debonder lasts for years if capped. If you get hand A stuck to leg B, stand by a fire hydrant until help arrives! (Thanks to Ed Haley) Ed.

Reach out and touch someone:



BILL UNDERKOFER....

Talks about
those amazing

HELICOPTERS

ROTOR WING THINGS

** HELI PILOT SKILL LEVELS **

1. Beginner:

Needs help in setting up and flight trimming his machine. Hovers in short hops - just getting the feel of controls. Cannot yet hold continuous stable hover.

2. Novice:

Can do bench set up but needs help in flight trimming. Can hold stable hover and moves around in hover under control.

3. Intermediate:

Sets up machine and flight trims without help. Adept at hover, including nose around and tail-in circles. Does high altitude forward flight, descent and transition back to hover.

4. Expert:

Very adept at fine tuning machine. Hovers superbly, including nose-in hover. Does high speed, hot dog forward flight. Does acrobatics, including loops, rolls, and stall turns.

5. Super Star:

Does auto rotations and inverted flight. Flies all the AMA and FAI expert maneuvers and places in the top ten at the NATS.

Let's all practise and move up at least one skill level this year!

** AGS HELI PILOT NEWS **

JIM McKEOWN:

The club's newest and most enthusiastic pilot! Jim is starting to fly his GMP Cobra with a Fox 45, home-made super-quiet muffler, and home-made Silver Seven Helicopter radio. The Fox 45 has been a pleasant surprise - runs 'n idles well, with lots of power.

• GORDY GOTTLIEB:

Anxiously awaiting delivery of a new scale Helicopter, a Bell 222 with retracting landing gear! Will be painted in NY State Highway Patrol motif. Gordy has photos and some good documentation.

• TOM SOCHA:

Has his Cricket up for sale and has ordered a Hirobo Lama. An excellent choice - the Lama is probably the gentlest, easiest flying Helicopter in existence.

• BOB NOLL:

Has converted a radio to mode II, (only for Helicopter flying). Bob is getting the feel - now only needs practise to master the Cricket.

• BILL UNDERKOFER:

Has lots of flights on a Cobra and getting comfortable. Still working on fine tuning and getting rid of a persistent vibration. Doing rolls and loops, (including a one-foot pullout!). Sneaking up on auto rotation.

KEEP 'EM WHIRLING! Bill U.

LET'S GO - PROVIDED IT BE FORWARD

PROJECT NIGHT REPORT....continued:

Best Sport Plane: 1st place - Proctor Antic w/floats by Don Godfrey
 2nd place - Customized Kaos (.60) by T. Terrenoire
 3rd place - Gee Bee by Ed Hall

Best Technical: 1st place - P-38 by Mike McGuire
 2nd place - Ducted fan (twin) by Jerry Skrekoski
 3rd place - Fokker D-7 by Ralph Jackson

Best Sport Scale: 1st place - P-38 by Mike McGuire
 2nd place - Fokker D-7 by Ralph Jackson
 3rd place - Fockewulf by Joe Felice

Best Novice: 1st place - Sig Cadet by Tom Oakes (Only entry)

Summary: ————— Mike McGuire's large P-38 had everyone spellbound!
it even had working Fowler flaps! Very beautiful model.

————— Next most popular models were the giant scale and/or large models, a 7' span Proctor Antic w/floats, Jackson's 88" span D-7, Ed Hall's 1/3 size Gee Bee, followed by a fantastic Monokote job on a streamlined, customized 60-size Kaos with wheel pants by Terry Terrenoire.

————— Jerry Skrekoski is going to give his ducted fan twin another try this season after having some bad luck with his first one. Good luck Jerry! Second tries are usually winners.

————— Joe Felice's Fockewulf was beautiful in every respect, ought to be a fine flying machine. Some of youse guys build 'em so beautiful that I wonder how you have the nerve or guts to fly 'em!

————— All in all, from Tom Oakes Sig Cadet to Mike McGuire's fantastic P-38, a good showing for Project Nite '85 and everyone had a great time. The AGS is truly a social club that intertwines all facets of this great sport. A great year/season is just ahead. Are you ready?

Isn't It Time You Saw The Light?

A sobering event occurred at a San Diego field recently. One of the members who is retired is an instructor and was teaching a student during the week. His name is Ed Jackson and he was instructing landings.



There was a crosswind, the student had a left hand approach from the right side and became disoriented. He ducked, but Ed didn't. The plane

Because May is SAFETY MONTH, the following reprint from an AMA headquarter safety newsletter may enlighten you as to the potential dangers of flying R/C models if and when equipment or pilot failure may occur. AMA insurance is a life saver.

hit Ed with enough force between the eye and ear to BREAK THE ENGINE AWAY.

The club was lucky enough to have a phone on the field and paramedics were called. Ed will live even though pieces of the skull were pushed nearly an inch into his brain.

Ed had no private insurance. You'll be glad to know that here is a case of AMA picking up a huge tab.

(Above article written by Al Williamson)

Safety Comes First



Action Area by Bob Noll

The old red Quicke 500 is flying again and is good as new complete with a new K & B 40. The throttle response is not very linear at all. HAS ANYONE HAD THE SAME EXPERIENCE WITH ONE OF K & B's NEW CARBURATORS?

JIM MCKEOWN and I went flying on Good Friday at Moore Park. The weather was great at 9:00AM and we both flew until about 11:30AM. I got a chance to fly Jim's new Kaos and it does an excellent job. We spent some time working on the flight trim and concluded that the plane is well built with no apparent misalignments or warps. Jim plans on hitting a few pattern contests this year and it looks like he has the machine to do it.

I got a few flights on my Jr Falcon which now has ailerons. It flew well and the addition of ailerons should make for a bit faster times on the race course. Speaking of racing, the AGS will be hosting an STRCA RACE DAY on May 19th, so get ready to join the fun! I'm sure that editor, Don Godfrey will have details of this upcoming activity elsewhere in this issue.

Prez Ron Gauthier called the other evening and was all excited about his new pattern bird, the HIP POCKET. He put it up for the first time and it performed very well complete with retracts and pipe. As you know, Ron got bitten by the pattern bug last year and he too will be making it to some of the nearby contests this year. In fact, he will undoubtedly be the first club member to fly in a pattern contest this season since he plans to attend the Warminster Contest, the end of April.

While I'm mentioning pattern planes, let me not forget to mention two other planes that are being built for this year's contest season:

Terry Terrenoire, Jr. is putting together a HANSON TIPPORARI 750 and Chris Engler just started a HANSON TIPPORARO 825.

ITS TIME TO FLY FOR BREAKFAST.....

MAY 11th has been set as the day for our 3rd annual cross-country flight. Once again we will start from IBM Owego and fly to Barnaby's restaurant in Nichols, NY where we will indulge in a great breakfast as our reward. Last year we had 26 people make the trip and I am looking forward to an equal number this year.

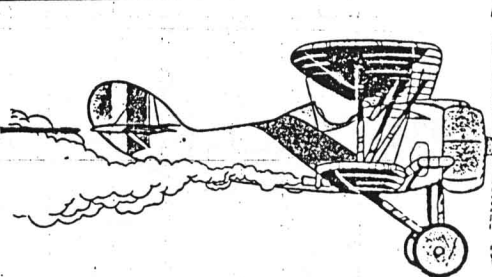
The event is very simple: We leave from IBM Owego with flight crews consisting of a pilot, driver, and two observers/helpers in a pickup truck. Mandatory pit stops are made at the first Rt 17 rest stop and the Lounsberry truck stop. No one leaves a pit stop until all planes have arrived. It's not a race, just a lot of fun and everyone who completes the race is a winner.

The most popular planes have been the 29 to 40 powered planes, such as the Sig Cadet, however this year I plan to use an old DeBolt Champ powered by a Veco .19. Let's all get into this year's event, at least as a helper or driver. I'm sure some of the slow flying giant scale airplanes would be perfect for this event. Freq. Control is top priority, therefore please CALL ME and let me know what Freq. you will be on as well as the members of your crew.

PS: Those of you who have a pickup truck or have a friend with one, please let me know so that we can be sure to have enough wheels. So don't forget to join the fun as we FLY FOR BREAKFAST, SAT MAY 11th.

-----BE THERE!----- Bob Noll 754-5279

plane TALK



Before we glide into some new ideas and present you with new things, I'd like to remind you Eagles that May 12th is MOTHER'S DAY. (Be kind to your web-footed friends, a Duck may be somebody's mother?).

She's the lady that gave you the life to enjoy R/C and the many great things that life brings us. Pamper her on this day, and many days to come. Have you ever taken her to the AGS flying field? You'd be surprised at how much interest she has in you!

DID YOU KNOW?.....

That Power Blast and FHS glow fuels are now coming with an additive, sort of an "after run", with every gallon. What does this mean? I'll tell ya:

During long periods of non-use, you will no longer have to be concerned that your expensive glow engine will rust, set up, or be damaged in any way from moisture or dampness. In the old days, we used to spin some 3-in-one oil, or gun stock oil through our engines. All that is now history.

***** IMPORTANT *****

DANGER---LURKS AHEAD! Are you using CARBON FIBER for reinforcement on your planes? BEWARE! THIS STUFF IS DANGEROUS. If you cut or grind it, Don't breath the dust. It can penetrate the lining of your lungs and make you wish you had never heard of Carbon fiber.

Carbon fiber resembles Boron. Boron is a new substance that the aircraft manufacturers use for low weight, high strength. It is layers of carbon and metal threads sandwiched between resin. The Navy has had warnings out on this stuff for the last ten years. Read the March Model Aviation.

BE CLUB ACTIVE..

GET INVOLVED !

Don't stand around waiting to be asked

*** A VERY STRONG RESIN MIXTURE ***

...for wing joiner tubes and any place where super strength is needed in a filler:

Using sissors, cut fiberglass cloth diagonally to create fibers about 1/16 to 1/8" long. BE CAREFUL NOT TO LET THEM GET AROUND. Collect them in a container for later use. This is a great way to get rid of your scraps of glass.

Mix with resin (slow setting epoxy for highest strength), like you would microballoons. App;y the same,...a heatgun can be used to make the mixture flow and reach those deep spots. The resin will also seep into the wood spreading its grip. The small lengths of fibers interlock into a matte weave giving it much strength. This is the type of mixture used to glassbed high power rifle barrels in wood stocks. (Reprint from "Hear Ye" by Walt Rauscher, Valley RC Club, King of Prussia, Pa. March, 1985)

A quick way to figure metrics to inches is to multiply the metric by the #6. Like so:

A 50cc engine X's 6 equals 3, or 3 cubic inches.

A 100cc engine is a 6 cubic inch mill. Metrics are approx. 40% higher in numbers, 40% higher than US standard figures.

Clip 'n Save →

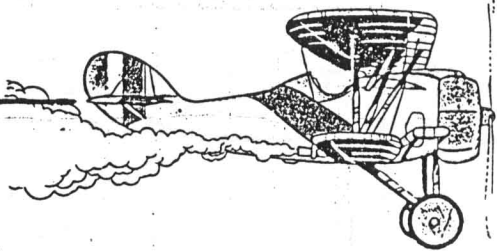
INCH/METRIC EQUIVALENTS

INCH	METRIC
1/64	0.5
1/32	1.0
1/16	1.5
3/32	2.5
1/8	3.0
3/16	5.0
1/4	6.5
3/8	9.5
1/2	13.0
5/8	16.0
3/4	19.0
1	25.0

THIS IS YOUR YEAR!

plane TALK

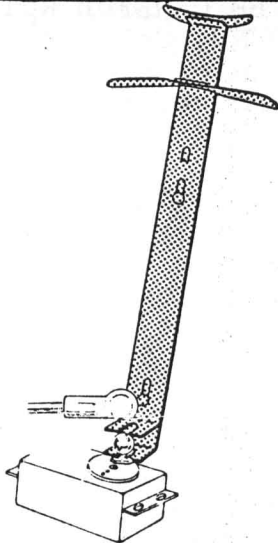
Continued.....



NEW FROM J.C.M

BALL LINK REMOVAL TOOL MARK II \$6.95

Take the hassle out of working with ball links on your airplane, car or boat.



J.C.M. SPECIALTIES
Box 194 Addison, IL 60101

Boy oh boy!!
Necessity is
the mother of
invention and

I just have to crow a little about J.C.M.'s Ball link removal tool, model Mark II.

We've all grown to use and enjoy DuBro ball links, both large and small, on just about every airplane that we build and fly. Naturally, from the very beginning of the now-famous ball link, due to improper use a few ball links were popping off, but once you beautiful buzzards learned how to use them, you practically use them on everything! The natural desire for ball links usually started by "trying" one on the engine throttle. Presto! No binding or crazy angle hook-ups. Then the still-dubious modeler might consider using ball links on rudder function. Ahh! How neat and easy to install.

A few airplanes were lost due to the ball link socket being installed at improper angle to ball, creating a "pop off" stress at maximum servo throw. Correct installation is to have the socket perfectly perpendicular to the steel ball from all angles. Then what happens is, regardless of the amount of stress or tension on the socket and ball, the higher the stress, the tighter the fit!

The only other slight problem with some modelers installing ball links is that they install the

ball on an ordinary light-duty control horn. This is a NO-NO because the thin control will FLEX creating a "mushy" control surface. Heavy duty control horns such as Carl Goldberg, Rocket City, DuBro etc are MANDATORY. Most popular horns are made by C.B. Associates for giant scale models. Hey troops,...many fine R/C manufacturers are working day and night to help make our sport easier to enjoy and SAFER. The common clevis is wonderful, however if you happen to get that rare defective one, the tiny center pin will part company with the clevis tongue and its "bye-bye airplane". Get-on—the BALL!



THREADED LINKS

5-Piece ball link set (No. 181) is excellent for off-set steering, throttle and servo hookups. Includes steel ball assembly with 2-56 thread, washer, nut, threaded coupler and nylon ball link. Easily adjustable.

CAT. No. 181-85c



HEAVY DUTY 4-40 BALL LINK

Perfect for any giant scale application—super strong. 4-40 thread.

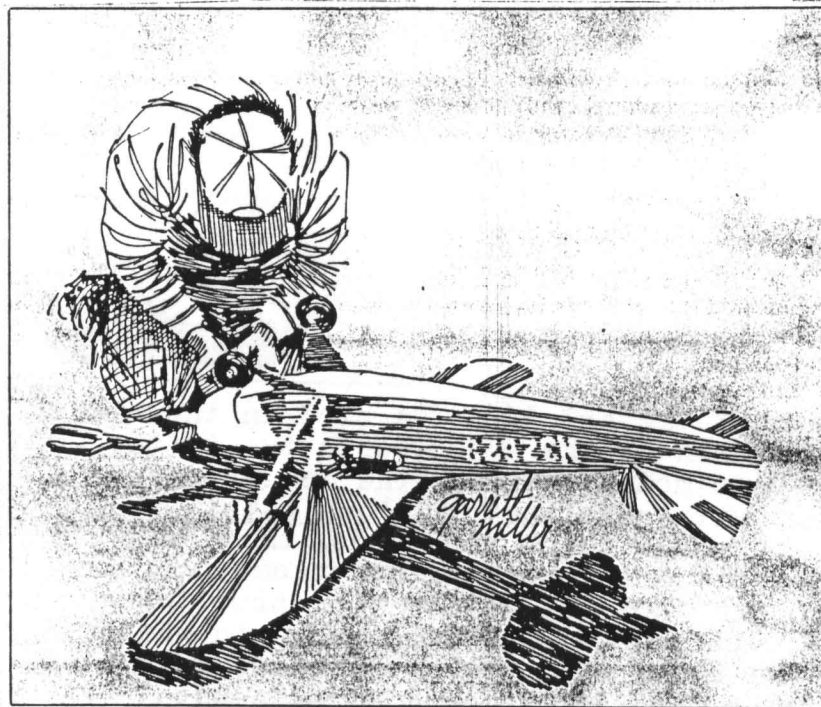
CAT. No. 259- \$1.25

The J.C.M. Mark II Ball Link Removal tool can make your R/C life soooo.. much better! Why hack up your ball sockets with any tool you get your hands on when all you have to do is make a trip to G.J.'s and buy one!

PAMPER YOURSELF - YOU DESERVE IT! - TROUBLE-FREE FLYING CAN BE A BALL!

(This was an educational product review, NOT an advertisement. Ed.)

MODELERS WANTED



DICK ALLEN is the AGS Flight school chairman and has a roster of flight instructors ready and willing to not only teach RC beginners, but will teach the average RC pilot some "trade secrets" and some extra finesse that a lot of us lack.

Whether your RC interest lies with Pattern, or sport flying, Pylon, sailplanes, or Giant scale, Dick has a teacher just for you. For more information and sign-up, call Dick Allen after work at 785-1641.

And don't forget Bob Noll's monthly FLIGHT SCHOOL, just one hour prior to every AGS Club meeting at NYSEG.... more and more of your peers are enjoying learning some

VERY interesting building and flying techniques. Mark your calendar!..... the next AGS meeting will be:

* Tuesday - May 14th - NYSEG - Old Vestal Rd - 7:30 PM - Bring a plane!
Bob Noll's Flight school - 6:30PM - NYSEG - May 14th - Bring questions!

There's a new R/C Club in town! They call themselves the APALACHIN AIRWOLVES. An AMA chartered club, the pres is Mike Carey of Vestal, Secretary-treasurer is Fritz Vail of Apalachin, Veep is Bill Brown of Maine, NY, and Nick Rossi is field Marshall and safety officer, also of Apalachin, NY.



Their flying field is the Howdy Jones airport, Pennsylvania Ave, Apalachin, NY. Membership is limited/ For more information, call Mike Carey, 748-6833.

* PROGRAM will be a VHS tape of Oshkosh '84 or a special viewing of the VHS tape called "striking back", a very spectacular show last year at Ida Grove, Iowa. Don't miss the May meeting!

PROJECT NIGHT, April meeting, was spectacular! Winners were:

Popular Choice: 1st place - P-38 by Mike McGuire
2nd place - D-7 by Ralph Jackson
3rd place - Gee Bee by Ed Hall

(Continued.....)

Believe in What You are Doing , Be Active !

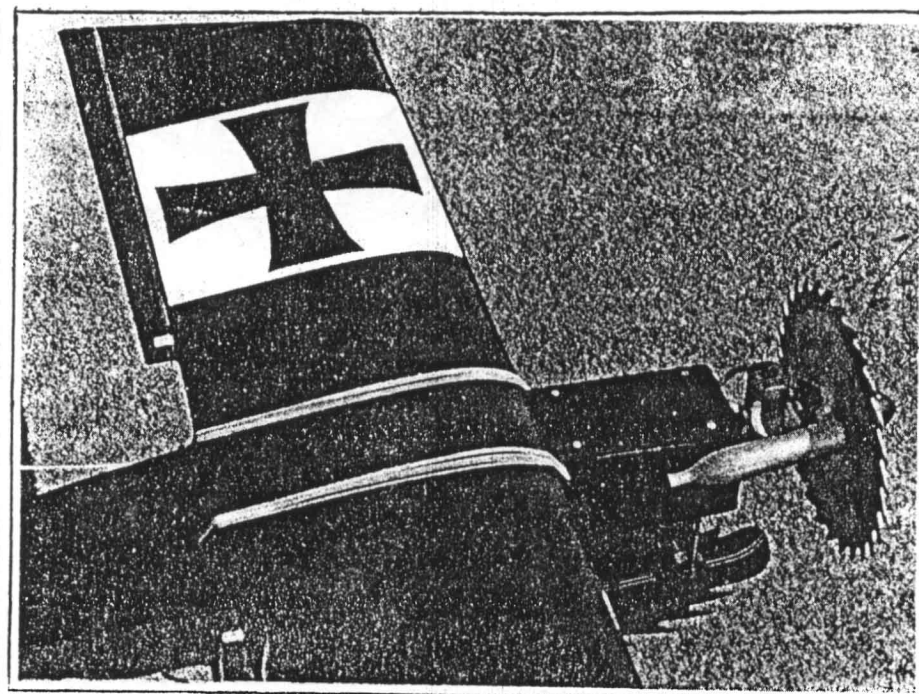
What's Happening

MAY IS NATIONAL SAFETY MONTH...a time to reflect on all matters pertaining to your safety as well as that of your fellow modelers. The "pilot" at the right just cut his fingers because he stupidly put his fingers through the prop, even though he was an EXPERIENCED pilot! (Do you recognize that face?)

Memorize the photo at the bottom left of this page. You'll never realize how much you need your fingers until you lose one or more of them. Let's talk about SAFETY and your responsibility to be a safe modeler at all times:

Inspect your aircraft. Do servos hum? Jitter? Is engine mounted securely? Wing hold-down blocks firm? Do you smoke while fueling your model? Would you ever use an electric fuel pump with gasoline? Are your batteries cycled? Will you range check your model more than once this season? Will you fly over the pit area creating havoc among your fellow pilots? Will you barnstorm and show off rather than practising maneuvers for flight discipline? Will you hog the frequency pin while tuning your engine and doing at the field what you should have done at home? (The AGS field is not a repair shop for damaged airplanes).

If you spot a problem with a fellow's aircraft, will you tell him about it? Are you willing to be helpful to a newcomer-novice at the field? Remember when you were a fledgling, floundering for HELP? Never let your kids, or the children of other modelers run around the pit area or across the flying field landing surface.



A bird in the hand is worth two in the BUSH. The man above was a "Bush pilot" WW II.

Don't be a pack-rat, take your garbage home with you. Obey the AGS field rules, always.

Don't be bashful, if you need help, ASK FOR HELP. By the same token, if you can help, then do so!

Always have a first aid kit in your auto or flight box.

If you are uncomfortable flying with more than two aircraft in the air at one time, then either fly off to one corner by yourself, or get to the field early, or get to the field late.

GET ON THE BALL! THEN, THINGS WILL ROLL !!



UPCOMING EVENTS & ACTIVITIES

By

TOMSA

1985											
JANUARY				FEBRUARY				MARCH			
S	M	T	W	T	F	S	S	M	T	W	T
1	2	3	4	5	6	1	2	3	4	5	6
7	8	9	10	11	12	3	4	5	6	7	8
13	14	15	16	17	18	10	11	12	13	14	15
20	21	22	23	24	25	17	18	19	20	21	22
27	28	29	30	31		24	25	26	27	28	29
APRIL				MAY				JUNE			
1	2	3	4	5	6	1	2	3	4	5	6
7	8	9	10	11	12	5	6	7	8	9	10
14	15	16	17	18	19	12	13	14	15	16	17
21	22	23	24	25	26	19	20	21	22	23	24
28	29	30	31			26	27	28	29	30	31
JULY				AUGUST				SEPTEMBER			
1	2	3	4	5	6	1	2	3	4	5	6
7	8	9	10	11	12	5	6	7	8	9	10
14	15	16	17	18	19	12	13	14	15	16	17
21	22	23	24	25	26	19	20	21	22	23	24
28	29	30	31			26	27	28	29	30	31
OCTOBER				NOVEMBER				DECEMBER			
1	2	3	4	5	6	1	2	3	4	5	6
7	8	9	10	11	12	3	4	5	6	7	8
14	15	16	17	18	19	10	11	12	13	14	15
21	22	23	24	25	26	17	18	19	20	21	22
27	28	29	30	31		24	25	26	27	28	29

* * * MAY SPECIALS * * *

- MAY 11 AGS Cross country, IBM Owego 8:00AM to Nichols, NY
- MAY 19 Northern Conn. R/C Club soaring meet, Ellington CT
- MAY 26 LVRC Scooter II Race, sport pylon Cl 1, Myerstown, Pa

* * * JUNE SPECIALS * * *

- JUNE 2 Central Conn R/C Pylon racing Championships, FAI Pylon & sport, class I Farmington, Conn.
- JUNE 8-9 Tri-state soaring society Thermal & Standard, Cl 1-2
- JUNE 8-9 Crash Inc. Aeromodelers fun fly, Class A contest, Exp. & Novice, trophies to 4th, Brookville, Pa.
- JUNE 8 Onondaga Model Aircraft club, all scale event, sport-giant-team, ARCS fld. Tully, NY
- JUNE 15-16 US Scale Masters E. Coast regional, Valley Forge, Pa.
- JUNE 23 LVRC Scooter II Pylon race, Myerstown, Pa.
- JUNE 29-30 AGS 30th Annual Pattern Contest, Sayra, Pa.
- JUNE 29-30 Rhinebeck Classic Meet, Rhinebeck, NY

* * * JULY SPECIALS * * *

JULY 27-AUG 4th AMA NATS Westover, MA

* * * STRCA EVENTS * * *

- *MAY 19 AGS Field 11:30AM Carry the mail/timed flight, pylon
- SEPT 15 STRCA Fun Fly, ITHACA, NY



* * GIANT SCALE EVENTS * *

- MAY 18-19 Pappy's Squadron, E. Penn airport, Andreas, Pa.
- JUNE 1-2 RCCR Scale Rally, North-hampton Park, Rochester NY
- JUNE 15-16 LVRCs 4-Cycle Rally Quackertown, Pa.
- JUNE 22-23 Giant Scale Fun Fly Hamburg, Pa.
- JUNE 29-30 Giant Scale Rally Quackertown, Pa.
- JULY 6-7 S.T.A.R.S. Scale Rally Olean, NY
- JULY 13-14 VALLEY R/C International Fun Fly, Sayre, Pa.
- JULY 20-21 Lazy 8 R/C Club Event Tribes Hill, NY
- JULY 27-28 Airshow '85, Phelps, NY
- JULY 27-28 Flying Knights Scale Rally Hamburg, NY
- AUG 31-Sept 1 Capitol City Classic Harrisburg, Pa
- SEPT 7-8 Rhinebeck WW I Jamboree Rhinebeck, NY
- OCT 5-6 Giant Scale Fly In Stratford, Conn.

FOR DETAILED INFORMATION, CALL:

Bill Tomsa 607-- 625-2551
2 Rhinebeck, NY Apalachin, NY

AUG No STRCA Event (Possible AGS picnic, Annual. Will verify)

* May 19th event specifications: Up to .61 engines. Engine-wing area min's: (Sq. Inches) .07-200, .15-275, .25-375, .35-450, .40-500, .50-550, .61-610. Two sections: .049 Racing & Sport Pylon. Discrepancies are superseded by Sport Pylon Rules. Failure to comply will NOT prevent you from flying. More Info? Contact Joe Felice 607 - 754-2816



POSTMASTER: Dated Material -
Prompt delivery requested..



AGS
Aero Guidance Society, Inc.
Post Office Box 39
Vestal, New York 13850-0039



**Count on Us
For Performance**



**YOU'RE THE KEY TO
EVERYTHING WE DO**

**THIRTY YEARS OF
MODELING EXCELLENCE!**