

"The Connector"



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 VI June 1985



Our *PREZ* sez : SPECIAL Meeting....

I'm writing this just before setting out on what I hope to be a true flying vacation!

I'm off with an old friend, wives and all, to Kitty Hawk, N.C. to fly sailplanes off the sand dunes where the Wright Bros. got their start. No noisy engines! Of course, after a week of flying aircraft with a rate of climb measured in feet per minute instead of feet per second, I'm sure to be craving the sweet aroma of castor oil.

On the first weekend in June I'll be off to Washington, D.C. for a 2-day pattern meet. Inbetween times I'll be starting construction on a 0.20 powered single channel (ACE pulse) old timer called a "Quaker Flash". Ahhh...Variety!

Back at the AGS, I have some notes from the AGS Board of Directors:

First, DICK ALLEN reminds all of our students that the FLIGHT SCHOOL has started. So far, very few students have taken advantage of the hundred odd years of instructor flying experience available to get started right. Come on guys!....let's get it in gear! Call 785-1641 now.

Secondly, the board decided on a Chicken BB-Q, soda & beer party on saturday night of the Pattern contest. Contestants, their wives, and all the AGS membership (Which we hope turn out in good numbers to assist) will be served FREE.

We must therefore know how many of you are coming so that we can order enough food. PLEASE MAKE YOUR RESERVATIONS WITH GROVER ELLIS BEFORE OR AT THE JUNE 11th MEETING. Also, please note: The Pennsylvania drinking age is 21 and will be enforced to avoid problems.

Third, If you have any old club records, please let BILL SEBESTA (724-3599) know so that he can get all to the AGS Club attorney.

Lastly, our Club Logo transfers will be ready and up for sale at the June 11th meeting at NYSEG, just in time for the contest. Please bring some extra \$\$ with you for one or more logo-transfers. I'm sure that you'll all want to look sharp at the anniversary pattern meet.

HAPPY LANDINGS! Ron Gauthier, Pres.

BOB NOLL'S GROUND SCHOOL will be held at 6:30PM, June 11th, NYSEG.

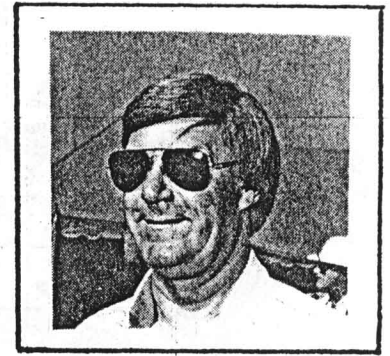
PLEASE NOTE: The June 11th AGS meeting is an important meeting! Please be sure to attend. Also, bring one or more aircraft to the meeting because the.....

Program will be..

Show 'n Tell !

editorial

by DON GODFREY



What a great summer this is going to be! For the next 12 weeks there are many wonderful events to attend, something just about every weekend to go to, to fly at, or to just watch and enjoy.

R/C will give you as much enjoyment as any popular sport providing that you are willing to put in the time required to produce the success and ultimate satisfaction gained from a job well done.

FATHER'S DAY is June 16th. Now that Mother's Day is behind us, we officially declare June as OUR month,... let someone else mow the lawn so that we can fly more, so that we can attend Dick Allen's FLIGHT SCHOOL,... so that we can bone up on what gig to help out with at the AGS pattern meet on June 29th-30th,... so that we can fly for fun, enjoyment, and safely all month.

Speaking of safety and annoyances that often prevail at various R/C club fields all over this great land, let me relay to you a few things that your friendly reporter has overheard recently:

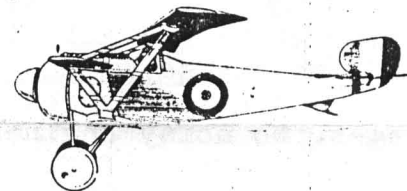
Apparently, a few active AGS members that enjoy flying wednesdays, sat & Sundays have encountered some problems that need resolving or altering at the club field. These people have asked me to make the following plea for the sake of all club members wishing to fly and enjoy the club field and its wonderful facilities, so here goes:

1. When running-up your engine, or tuning the engine, NEVER do this in the ready-pit area. If you need to test a new engine, or tune it, or

do anything that will require creating NOISE at or

near the flight line, PLEASE DO NOT DO SO IN THE PIT AREA. Rather take your plane over by the woods line or behind the old pavilion, run and tune your engine away from the fellows that are already flying.

It is extremely annoying to be flying with someone tuning a screaming engine a few feet away. It is also very important to be able to hear your engine while you are flying, especially when you are making landing approaches or certain precision maneuvers.



2. NEVER Fly alone! You need a second person with you at all times to be a helper, a spotter, a "gopher", and an assistant in the event of an accident requiring medical urgency.

3. Be Helpful! Oftentimes a new club member or beginner will arrive at the field and some of the club experts will just stand around and wait to be asked for help. It is important to not only assist a new member or beginner, but also very important to look over his model for obvious flaws or improper equipment installation. Newcomers and beginners are almost always bashful. To help them, to assist them, is to enforce what the AGS club is all about.

4. Fly courteously. Don't hog the freq. pin and limit your use of the pin to 15 minutes.

You'll be surprised at how good

it feels to..... **Reach out and touch someone.**

EDITORIAL continued.....

If you need lots of practise and need more time for same, go to the club field on evenings that are known for the least amount of attendance.

5. Be sure that your AMA number is on the exterior or interior of your model! AMA insurance does not apply to aircraft with no numbers on them. AMA offers FREE labels to AMA members. The labels are just perfect for the intended purpose, a place for your name and address, AMA number, phone number etc etc. (You are a current AMA member, aren't you?)

On a final note, if you have a gripe, a suggestion, or an idea that will serve a useful purpose for the club, do not hesitate in calling a club officer. Don't just grumble and WISH that a certain problem will "go away". YOU are the AGS Club and as such deserve full consideration for your ideas and input for the betterment of all.

I happen to know that there are a few AGS members that do not attend club meetings because of ill feelings towards one or more club members. I feel sorry for the persons that elect to remove themselves from minor problems rather than to stand up to the problems. Burying one's head in the sand helps no one.

Flying and building RC models can be as rewarding and as much fun as you allow it to be. It is the desire of your club officers to have well attended meetings, to maintain the kind of club that all of you desire, and to take care of the nit-picky club matters that prevail and leaving the FUN of R/C in your hands. The moral of the preceeding story has been basically:

"BE KIND AND COURTEOUS TO YOUR FELLOW CLUB MEMBER, SHOW RESPECT FOR CLUB AND FIELD RULES, AND BE ACTIVE IN ALL CLUB ACTIVITIES AS MUCH AS POSSIBLE"

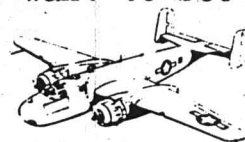
The officers of the AGS Club wish everyone a safe, fun, busy summer enjoying this great sport. See ya 'all on June 11th, NYSEG, 7:30PM. Be there!

plane TALK:

Ron Gauthier has declared the June meeting, "Show 'N Tell" night as far as the basic program goes. Several years ago this "special" program became very popular, and I'll tell you why:

A lot of fellows drag their feet all winter long and just manage to get one or more models completed and ready to fly by Memorial Day. Often, they even have a few "exciting" flights on their models and are anxious to tell everyone of their success and experience. Well, the June 11th meeting is THE time and place for this special showing of new and air-worthy models.

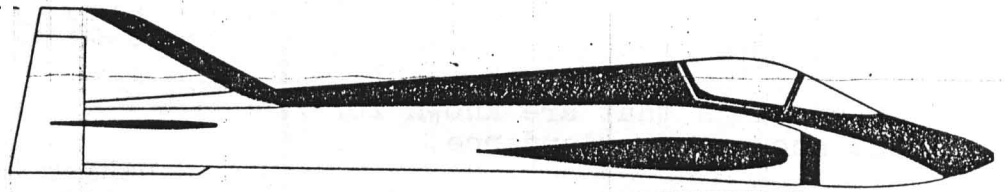
BRING your model(s),...tell everyone all about the aircraft, how it flies, what hair-raising experience you might have had (if any). All of us learn from the experiences of others, and we sure want to see your latest creation.



You guessed it! Your illustrious editor will be bringing a special giant un-scale aircraft, one that none of you are basically familiar with or have yet to see. It is called the "BIG E" and happens to be one of the smoothest flying models that I have yet to build and fly, but oops! I'll tell you no more for now, you'll just have to wait til the June meeting and hear all about it. I'll also be anxious to see YOUR new project, so don't be bashful....bring something to show and tell about, even if it is a RC Car, boat, tank, glider, peanut scale, pattern plane, giant model, you name and you can bring it!

Special announcement: Your editor is going to take a well-needed vacation, therefore you may see a slightly smaller "Connector" for the next few months. I'm going flying! D. Godfrey

" A WELL-GROOMED R/C FLYING FIELD HAS MANY MODELERS GROWING FROM IT...."



Action Area by Bob Noll

MONOKOTE vs. PAINT

How many times have you wondered whether you should Monokote or another of the iron-on mylar coverings OR spend the time and effort to finish off your new bird with paint, be it dope or epoxy? Having talked with most of you during our "ground schools" or at the field, I am quite aware that this problem plagues most of you, including myself.

There are certainly many advantages to MONOKOTE, which has gained the reputation as the best mylar covering. It is certainly the fastest way to achieve a colorful finish and it is the lightest finish commonly used for R/C. I have used it on many planes and believe that it is the right way to go for many applications.

WHY...then would anyone want to spend the added time required to obtain a painted finish that will undoubtedly weigh more? The answer is for durability and virtually no maintenance. Having had Monokote on my Tiporari wing for the past two years, I decided that I was tired of the continual fussing around with the old iron to keep it looking good. Granted that I got carried away with my five-color design and it may not be as significant a problem for you. However, continual transportation and hangar rash after two years led me to the decision that it was time to recover the wing. I decided on the following technique which added 3 ounces but gave me a very durable and maintenance-free finish:

Here is how I did it in outline form starting with a fully balsa sheeted foam wing with ailerons already hinged.....

* — Cover top and bottom surfaces with LIGHT WEIGHT SILKSPAN (tissue) using Aerogloss or a nitrate dope. (I used AEROGLOSS). Place the paper directly over the bare wood and brush dope thru the paper. Use your fingers as a squeegee to smooth out the paper.

* — Sand overlapping paper edges.

* — Brush on two coats of clear EPOXY PAINT using satin hardener. Sand well after each coat.

* — Spray or brush on one coat of EPOXY PRIMER and sand until it is almost completely removed leaving only that primer needed to fill the paper or depressions.

* — SPRAY a final coat of primer and sand lightly. After sanding, the surface should be a uniform white which will provide a good base and allow a vivid color finish with a minimum of colored paint.

— Spray on your favorite color(s) of Epoxy paint. Plan your color scheme ahead of time so you don't have to put one color on top of another. Use only enough paint to get an even color distribution. Don't get carried away here if you are interested in keeping the weight at a minimum.

..... Continued next page

Success Assured

COME TO BOB NOLL'S MONTHLY GROUND SCHOOL, ONE HOUR PRIOR TO MEETINGS

ACTION AREA continued.....

For those of you who do not have spray equipment, you can take a hint from Ron Gauthier who is brushing the colored epoxy paint and getting very nice results by heating the paint prior to brushing.

PYLON RACES INFORMATION:

This season the club racing schedule will be as follows:

We will run 1/2A races separate from the 40 and under races in the interest of time. All races will be the 1st and 3rd Tuesdays of the month EXCEPT for the first 1/2A race which will be JUNE 10th, one day prior to the June AGS meeting. Race time will be 6:00PM.

1/2A: JUNE 10, JULY 2, AUG 6, SEPT 3
40 and under:

JUNE 18, JULY 16, AUG 20, SEPT 17

As usual, the races are open to other members of the STR/CA.

ANNUAL PATTERN CONTEST (Our 30th)

Just a reminder about the AGS 30th Annual Pattern Contest to be held June 29 & 30 at the BLUE SWAN AIRPORT in Sayre, Pa. If you can help but still have not been contacted about an assignment, call our contest manager, Roy Weidman or myself, our contest director.

I am handling all of the competition related areas and Roy is handling everything else. We still need a PRIZE CHAIRMAN to replace Don Godfrey. Don has most of the work done but we still need someone to help with the organization and distribution of the prizes and trophies.

Here's a short outline of the activities that weekend:

- 6PM Fri - Set up and prepare site.
- 8AM Sat - registration of contestants
- 9AM Sat - Competition begins
- 7PM Sat - Chicken BB-Q
- 8AM Sun - Competition resumes
- 3-4PM Sun - Awards Ceremony

Be there for the 30th annual and for a weekend of club fellowship and top notch competition.

If you like to camp, bring your tent or trailer and stay right at the airport for the weekend. Many of the contestants do so, and several of the AGS members will be camping there also.

If you need more info, please call me at 754-5279. We need YOU.

Bob Noll, CD

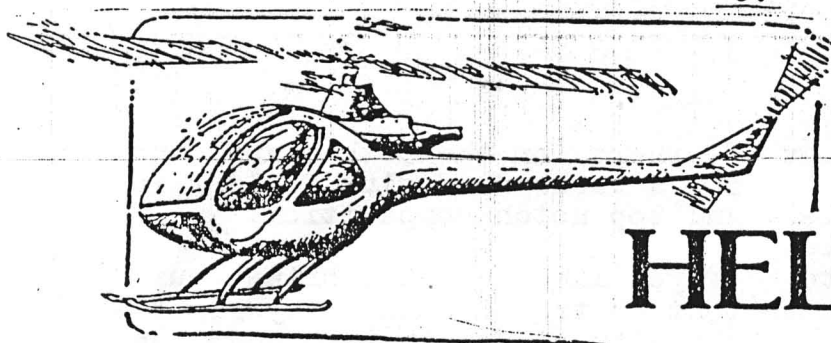
STR/CA Report by Jerry Skrekoski

On Sunday May 19th the AGS hosted the first meet of the year. The Sayre Club brought 5 flyers, 2 from Ithaca and 4 from the AGS. (It is too bad that with a 70-plus member club we can only produce FOUR members to fly at an Intra club event!). CONGRATULATIONS to Bob Noll, Terry Terrenoire, and Jim McKeown for doing something that the AGS has not done in the 5 years that I have been in the club. The AGS WAS FIRST! This was based on the fun fly events of carry-the-mail and timed flight. (Note: These events only require the ability to start engine, take off and land).

The third event was scratched in favor of pylon racing to introduce this event to the STR/CA. Most flyers did compete and appeared to really enjoy it!

The day started cold and windy with flyers huddled in the Pavilion kitchen drinking hot coffee. The weather got pleasant during pylon racing and the Sayre Club accused us of having a "Snow Fly" in May! One thing was sure; the AGS is used to cold, windy conditions and that may have been the secret to our total success. STR/CA in February?

Thanks to Lanny Noll and her crew for putting on a hot dog lunch for all the frozen flyers. Jerry S.



BILL UNDERKOFER....

Talks about
those amazing

HELICOPTERS

This month we have a guest writer, Jim McKeown who discusses his reasons for entering the world of Helicopter flying. I am sure that you will find his "Impressions of a Neophyte" quite interesting. Don Godfrey, Editor

During the past winter I felt that it would be nice to investigate the possibility of building and flying an R/C Helicopter. Our resident expert, Bill Underkofler, wrote an article in the "Connector" recommending the types of machines which were best for the beginner. After several discussions with Bill I chose the Gorham Model Products COBRA. Trusting Bill's experience, I knew that this would be a fine machine. ...a good all-around machine.

I rec'd the Cobra kit in March and went right over to Bill's house with a 40-size engine to see if we could adapt this engine to the Cobra. The Fox 40 ran very well, quite dependable, and we soon reached an agreement as to how to install the engine etc.

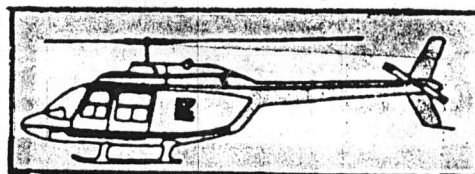


After only 2½ weeks I was ready to go and that included assembling a single stick transmitter that would be used solely for this Helicopter. (I normally fly mode I). Changing modes, to me, was one of the wisest choices I could have made to accelerate my progress.

Choosing the single stick mode, which Bill uses, enabled me to get Bill to set up and trim the Cobra for me and partly for the convenience of setting up an entirely different environment for this type of flying.

On April 3rd the Cobra has its first test flights. It flew very well! Only collective pitch and some control

movement required minor adjustment and the model was ready for my eager hands! I had three significant crashes over the ensuing weeks all of which were minor and very easy to repair. We learn a lot from crashing and repairing.



The Helicopter, by comparison to a fixed-wing model, requires much more attention to transmitter control. Unlike a model airplane, the primary controls are: Engine (Collective pitch), and rudder (Tail rotor). These two functions have to be automatic and reflex controlled before any hovering satisfaction can be obtained. Using a set of training wheels I was able to accomplish getting the Chopper 8" off the turf with the tail rotor pointed to me and the heli heading into the wind.

After 4 weeks and ten tanks of fuel I was able to feel that this portion of my training was successful. Soon I began lifting the model 2 to 4' above the ground and gently(?) setting it down. At times I landed it much like a model plane, nose down, then flaring it to land smoothly. Soon I could hover for up to 60 seconds!

There is nothing in R/C that can make you feel more humble than trying a helicopter. I'm looking forward to more maneuvers soon! Jim

CHOPPER PILOTS NEVER DIE.....THEY JUST WHIRL AWAY!

EDITOR'S FLIGHT-LINE REVIEW

Because our club has grown so large, very few of us know who is building what model. At a recent AGS club meeting, I took a poll and the following is the results of that poll:

DAN FOSTER is building an Eagle 63 by Goldberg. Will be ready by summer.

MIKE MAVERSBERG is working on a Sig Kadet.

RALPH JACKSON has completed a giant scale Fokker D-7. Beautiful!!

CHRIS DASCANO is framing up a 40% Ercoupe! (14' span!) May be ready to fly in a few months.

TOM OAKES has a Sig Cadet MK II that will be ready for spring flying.

FRANK GIOFFREDO is building a Lion model ARF Cap 21. Slow going.

JACK HOSTETLER does not know when he will have his Antares Sailplane ready.

TOM KOPL has a .40 size Sig Cougar on the board. Not sure when ready.



BOB NOLL is finishing up a Little Toni, Formula 1 racer, also a Dilotel, FAI pattern ship. Both will be completed in the very near future.

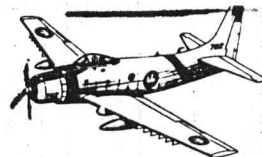
BILL UNDERKOFER will have a 40-size sport plane ready by the time this gets to you, probably his own design.

BILL SEBESTA is building nothing, but has a basement full of aircraft to get ready to fly and trim out. Pattern models to biplanes. He's got 'em!

JOE FELICE will have a Sig Kougear ready by May. (Joe has lots of good looking models to fly. Call him!)

FRED GULEY, JR may have a Super Sportster 40 ready this year(?) (Fred, will this one be a lead sled?)

"The human brain is a wonderful thing. It starts working the moment you are born, and never stops until your first R/C model leaves the ground"--

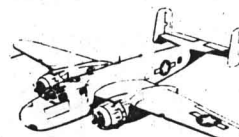


BRIAN WOOD has two models ready to fly this year. One is a biplane.

DICK ALLEN will have a Florio Flyer P-40 ready soon. Dick has a few Giant scale models such as a Byron Cap 21 and a Fokker D-8 that he can press into service most anytime. Fire 'em up Dick!

CHRIS ENGLER will have a Tiporare "825" ready to win contests with this summer.

FRED MILLER Jr will have $\frac{1}{2}$ an airplane ready to fly soon, calls it his "big beast", and figures that it will be completed after it crashes! (You ought to see what some of the other questionnaires had to offer!)



DON GODFREY (That's me!) has his huge B-25 hangared for now, needs new, better retracts. Just completed a Proctor Antic with floats, is now completing a "Big E" with Zenoah gas engine, will be painting a 96" Fokker D-7 soon. Is keeping his 40-size Kaos to test new and old radios with, and to keep in shape with.

A NOTE ABOUT A FEW NON-MEMBERS:

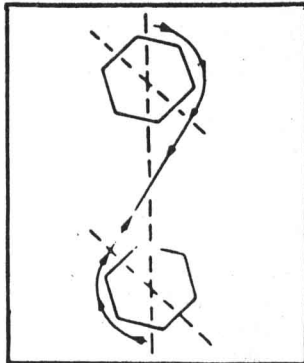
FRITZ VAIL has a $\frac{1}{4}$ scale Rearwin Speedster w/Zenoah engine that goes like a bat out 'o he....!

BILL BROWN is finishing up a huge Sweet 'N low stick, also a Proctor Antic with Floats.

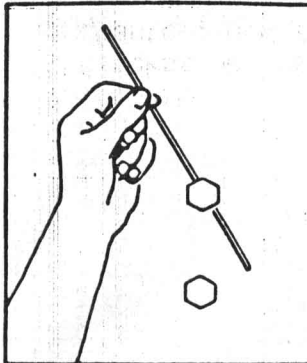
MIKE CAREY is going to fly everyone else's airplanes this year in order to keep his in good condition!

SOME NUTS AND BOLTS INFORMATION

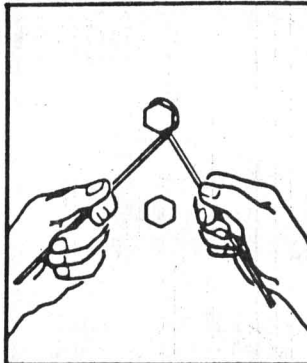
How to Safety Wire



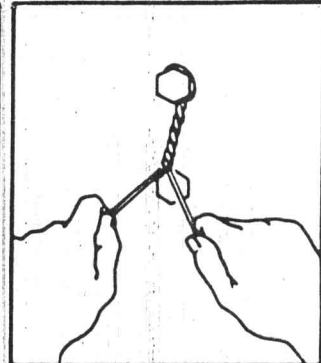
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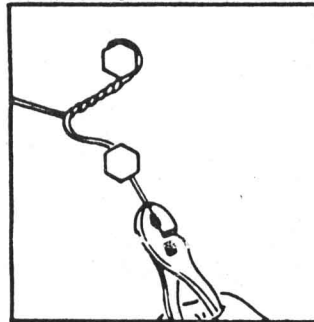
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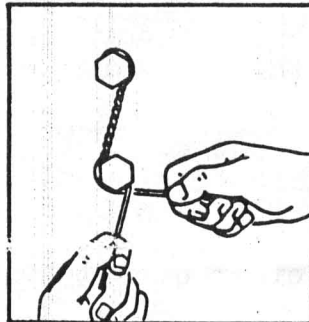
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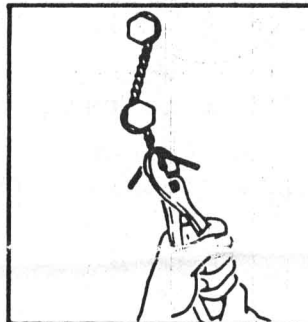
STEP 4



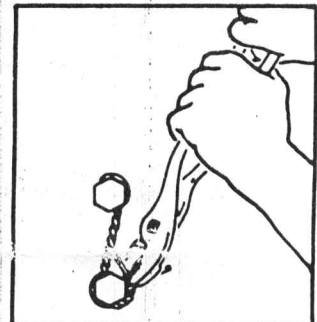
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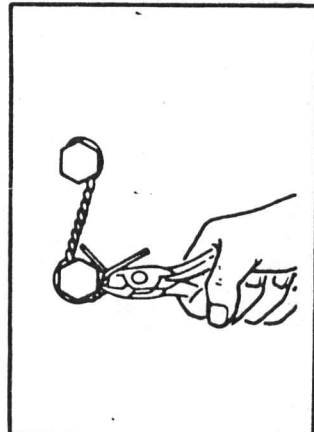
STEP 6



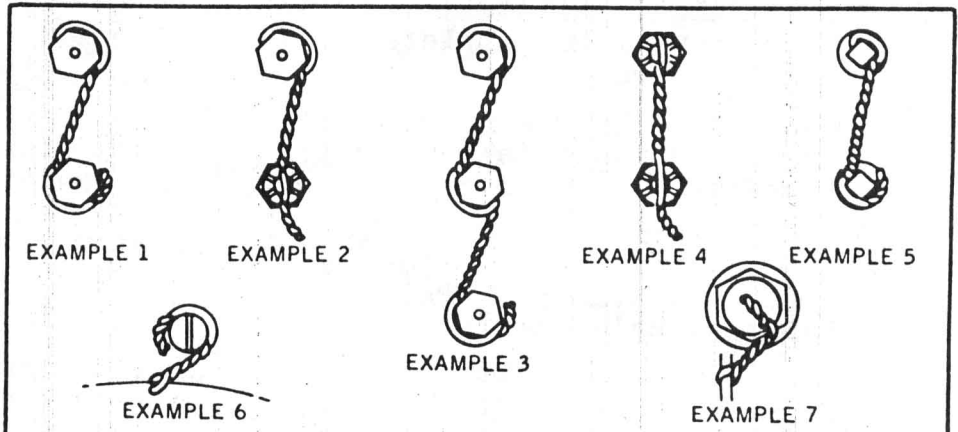
STEP 7



STEP 8



STEP 9



EXAMPLE 1

EXAMPLE 2

EXAMPLE 3

EXAMPLE 4

EXAMPLE 5

EXAMPLE 6

EXAMPLE 7

EXAMPLES

TX30

Most of the guys properly know how to safety wire. This is shown here for those of you that never heard of Safety Wiring. The best wire to use is .032 or .020 stainless steel. Don't use copper or brass, it's too soft and will stretch. Always have the wire pulling to tighten. If you can't come by any .020 or .032 stainless steel wire, see **CHENANGO SUPPLY**, 142 Susquehanna St, Binghamton, NY

FOR SALE: 1/3 Scale Laser, Bob Godfrey design, deluxe kit with pre-built wings, all balsa (very light!), 98" wing span, for Tartan Twin, Zenoah G-38, Webra Bully, Quadra 50, or Sachs-Dolmar 3.1 engines. This design is a world-class winner! Only \$350.00. Dick Allen 785-1641



UPCOMING EVENTS & ACTIVITIES

By

TOMSA

1985																							
JANUARY								FEBRUARY								MARCH							
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* * * JUNE SPECIALS * * * *

- June 15-16 US Scale Masters East coast regional at Valley Forge, Pa.
- June 23 LVRC Scooter II Pylon race, Myerstown, Pa.
- June 29-30 AGS 30th annual pattern meet, Sayre, Pa.
- June 29-30 Rhinebeck Classic Meet, Rhinebeck, New York

* * * JULY SPECIALS * * *

- July 27 - Aug 4th AMA Nats, Mass.
- July 7 Helicopter contest and hot dog event, Rocky Point, New York
- July 13 Formulas I and 500 and FAI combination event, Ellington, Conn.
- July 13-14 Valley R/C 13th annual fun fly, Blue Swan Airport, Sayre, Pa.

* * * AUGUST SPECIAL * * *

- August 24-25 2nd annual AGS Giant scale rally, Chenango Bridge Airport, Chenango Bridge, New York
- August 17 AGS annual family picnic (Possible swim picnic)

* * * STR/CA EVENTS * * *

- August NO STR/CA event scheduled
- Sept 15 At Ithaca, New York



* * GIANT SCALE EVENTS * *

- June 8 All scale event, sport giant and team, Tully, 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. Rally, Olean, New York
- July 13-14 Valley R/C International fun fly, Sayre, Pa.
- July 20-21 Lazy 8 R/C Club Event, Tribes Hill, New York
- 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 World War I Jamboree, Rhinebeck, NY
- Oct 5-6 Giant scale fly-in, Stratford, Conn.

GIANT SCALE EVENTS ARE NON-COMPETITIVE FORMAT WITH IMAA CHAPTERS OFFERING LITTLE OR NO ENTRY FEES AND INCLUDING FREE LUNCHES OR MEALS TO ALL REGISTERED PILOTS. AMA LICENSE IS REQUIRED. NO CHARGE FOR CAMPING.

Note: If you know of an upcoming event, contest, fun-fly, float fly, or event you feel would interest the AGS members, please contact me at 1-625-2551 evenings. Thankyou. Bill Tomsa, Activity Chairman

Believe in What You are Doing, Be Active!



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EVERYONE IS BRINGING AN AIRPLANE,
CAR, OR BOAT TO THE AGS ANNUAL
SHOW 'N TELL MEETING FOR AN
EVENING OF EDUCATIONAL VIEWING.

Tues. June 11th, NYSEG 7:30PM

Be there!

