

THE CONNECTOR

The Official Newsletter of the Aeroguidance Society, Inc.

Endicott, New York



Editor: **TONY CAMMARATA**



THE CONNECTOR is the monthly newsletter of the Aeroguidance Society, Inc., Radio Control Model Club. The club owns and maintains its flying field in Endicott, N.Y. Anyone interested in joining the club should contact any of the officers listed below.

President: **Jerry Bernhardt** Vice President: **Tim Roger**
Secretary: **Michael Pelliccotti** Treasurer: **Chris Engler**
Board Member: **Bob Johnson** Board Member: **Robert Punker**
Past President: **Joe Felice**

VOLUME 23

ISSUE 4

April, 1990

NEXT MEETING: April 17, 1990 @ 7:30pm

Place: NYSEG

		<u>AGS</u>	<u>CALENDAR</u>	<u>OF</u>	<u>EVENTS</u>
DATE		TIME	PLACE		EVENT
April	17	7:00pm	NYSEG		Ground school (heyp for y'all)
April	17	7:30pm	NYSEG		AGS project night
May	5	9:00am	AGS Field		AGS club field opening; Pancake Breakfast
May	12	TBD	AGS Field		Pylon racing day
May	15	7:30pm	NYSEG		AGS regular meeting
June	9-10	8:00-5:00pm	Blue Swan Airport		AGS 35th Annual Pattern Contest
June	19	7:30pm	AGS Field		AGS regular meeting
July	17	7:30pm	AGS Field		AGS regular meeting
August	4-5	TBD	Blue Swan Airport		Annual Southern Tier Scale Contest
August	21	7:30pm	AGS Field		AGS regular meeting

NOTICE

As you may have noted, the regular AGS meetings for the months of June, July and August are at the AGS Field. Conducting the meeting at the AGS Field allows us to fly after the business meeting. So bring a plane to fly prior to the meeting.

NEXT CONNECTOR PUBLISHING DEADLINE IS April 27, 1990

PREZ SAYS-----by Jerry Bernhardt

Here are a few announcements which all members should be aware of:

- We have two new dues categories: family member 18 or older and full-time student. These categories are effective this year.
- Updated bylaws are now available. You can get a copy at the regular monthly meeting.
- The June, July and August meetings, which are held at the club field, will begin at 8:00 rather than the regular time of 7:30PM.

We received a guest flier policy from the AMA. It is included in the newsletter. Please read it over since we are obligated to begin following this policy immediately.

Thanks to the generosity of Bob Johnson, we now have an official club camera. It will be used primarily by the club Historian. The camera is a 35mm SLR model and includes extra lenses, a flash unit and carrying case. Please extend your thanks to Bob for this donation.

Beginning in May, we will be offering a six week flight training program to new members. If you have not already signed up and wish to do so, please contact Dick Allen or see him at the next meeting.

As you're probably aware, our April meeting is Project Night. All members are invited to bring and display their winter projects, whether finished or not. I'm sure this will prove to be a fun and interesting meeting. Tony Cammarata will be running the ground school starting at 7:00 for any member who has questions or needs some assistance. New members should feel free to bring their planes if they need help.

April Program.

April is traditionally project night, so bring in those projects you have been working on all winter or otherwise for all to see and admire. No project is too small.

Flight School.....by Dick Allen

The 1990 flight school scheduled appears elsewhere in this issue. Wednesday and Friday evenings were preferred by the majority of members. I was able to give most people the date they preferred. If anyone has a problem, let me know.

Students may come both nights if they desire, but in the rare case of a conflict, scheduled students will have priority. I don't expect to see everyone on every scheduled day. Come when you can.

I would appreciate it if instructors would try to arrange for a substitute when they can not make their scheduled session. I also appreciate the really outstanding turnout of helpers and instructors.

SAFETY CORNER.....by Tony Cammarata, Editor

AMA's Instructor/Student Relationship For Chartered Clubs. As I ponder this month's column I am reminded of the sage utterance of my revered English mentor when one can't seem to "get it done....punt". So I have in place of preaching safety, substituted a formidable piece of copy that comes straight from your and my "protector". I refer you to the AMA's instruction on the aforementioned subject, which appears elsewhere in this issue of the Connector. Listen up (or read on, if you will. The letter was received by our President Jerry Bernhardt, and passed on to me for publishing, so blame him.

Safety is no accident, make it not happen.

Southern Tier Pylon Racers.....by Tim Rogers

Saturday May 12th, the seasons racing begins! Racing starts at 10:00am and this will be a full racing day. In charge of race operations is Wynn Aker, the location will be the A.G.S. club field. Each pilot must bring his own caller (assistant), if possible. Contestants and their callers are advised to bring a lunch. There will be two classes:

1/2 AAMA event 423

Sport Pylon (modified):

Stock engines; .15 - .45 with corresponding
minimum wing areas of 275 sq. in. to 525 sq. in.
Minimum wing section is 12% of cord.

If there is a steady rain on May 12th, the alternate date is Saturday May 19. For further information, call Tim Rogers on weekdays at 786-0413, after 8:00 p.m.

"GO FAST AND TURN LEFT"

Second Annual Southern Tier Scale Contest.....Joe Felice

The Second Annual Southern Tier Scale Contest will be hosted by the A.G.S. at Blue Swan Airport, Sayre Pa. on August 4-5, 1990. The events will be AMA #513 Sport Scale Sportsman/Expert combined and AMA #520 Fun Scale. Contestants can enter both events with separate aircraft required for each event. Club members will be allowed to enter at the cost of \$10.00 for the first event, \$5.00 for the second event. We will be giving trophies to third and merchandise as far down in the placings as is practical. Camping on site is available. There are no hook-ups.

A number of clubs have been asked to help out by inquiring if any of their members would be willing to help with the judging. To date, I've gotten volunteers from the Aeros, A.G.S. and T.C.R.C. With the absence of Scale Contests in our area over the last few years, we have a chance to be leaders in bringing Scale back. So plan to attend and participate, we need your support!

AGS FLIGHT TRAINING PROGRAM MAY '90

Wednesday Evening, 5:30 - 8:00pm*

May 9 - June 13

INSTRUCTORS:	MODE	PHONE
Dick Allen	SS, 2	785-1641
Terry Terrenoire II	1, 2	748-8146
Terry Terrenoire III	1, 2	748-8146
Bill Underkofler	SS, 2	785-3643
Scott Anderson	2	797-3943

HELPERS:	PHONE
Tom Kopl	748-2933
Jim McKeown	754-7204
Tim Rogers	786-0413
Elwin Spencer	722-4496
Tony Cammarata	754-0209

STUDENTS:	PHONE
Bob Daniels	862-9453
Mike Dinardo	785-0057
Mike Lewis	625-3558
Olga Jackson	748-1707
John Raney	754-0579

Friday Evening, 5:30 - 8:00pm*

May 11 - June 15

INSTRUCTORS:	MODE	PHONE
Bob Noll	SS, 1, 2	754-5279
Joe Felice	1	754-2816
Jerry Bernhardt	2	797-3784
Jerry Skreckoski	2	625-4103
Chris Engler	2	687-9221

HELPERS:	PHONE
Mark Lecher	687-3386
Matt Seward	754-4020
Mike Pellicciotti	798-1775

STUDENTS:	PHONE
Matt Struck	687-4860
Charles Lecher	687-3386
Herb Spicer	785-7447
George Kelsey	786-0223
Bob Ayres	754-9826

*Starting time optional - get there when you can

SOUND COMMITTEE REPORT

W. Aker

It's about time to make myself heard as a sound committee, I guess, and since the beginning of the 1990 flying season at our field is soon upon us, it is timely that some discussion take place relative to our club's sound policy, and the direction it is taking.

As most will recall, the club voted about 1 year ago to establish a voluntary guideline for the maximum sound levels which aircraft flying at our field should emit. This level was 98db at 9 feet. As the year progressed, it was decided to firm up the guideline to be a maximum sound level allowed for flying, and a new guideline of 95db at 9 feet was established. It has been proposed by some that we now attempt to move to the 95db maximum as a firm limit for emitted sound.

My observation is that in general, the membership has not yet embraced the 98db maximum as a firm rule. Many, many occurrences of flying aircraft exceeding the 98db maximum took place last year. While it is recognized that this is a difficult issue, and one which impacts the aircraft's appearance, weight, cost, complexity, etc., it is one which the club has voted as being necessary to the long-term viability of our present site. The sound issue is one which affects hundreds of clubs around the country, as well as non-club flying in parks, fields, and so on.

We as a club need to enforce the 98db limit more completely before a new limit is established, since going to a new limit without enforcement will lead to increased levels of abuse of the sound limit. The present proposal of the sound committee is as follows:

- Enforce the 98db at 9 feet limit;
- Determine exceptions (if any) to the 98db limit which are to allowed, such as 1/2-A pylon racers;
- Take extensive data on all models in the club, to determine feasibility of further reducing the limit, perhaps to 95db or lower.

How to enforce? Some clubs in the country require that ALL models undergo a sound level check, and be approved, BEFORE any flying is allowed. A "sticker" might be applied to the model's wing, for example, indicating that it has passed the sound level check. This becomes an obvious symbol for all to see, which differs drastically from the approach which we are now using.

Please be prepared at the May meeting to discuss this controversial issue. Recall that the April meeting is the annual project night, so we don't want to tie up valuable meeting time in April with heated debate on this subject. So, until then, BE QUIET!

Saturday May 5, A.G.S. Annual Field Opening DayBob Punkar

Come prepared to EAT, WORK and FLY. **PANCAKE BREAKFAST is at 9:00 am.** While Gerry and Joe burn eggs and pancakes, the rest of us will get the pavilion ready for summer activities.

AFTER BREAKFAST WE WILL NEED 2 WORK CREWS: A Road Gang and A Field Gang.

Road Gang: fill pot holes/clean ditches etc. Needed are:
Tractor driver - bring own seat cushion or hard butt
Road gang many - bring shovel, rake, wheelbarrow, etc.
Boss man - bring own shotgun

Field Gang: check/repair outhouses - get flightline, flightline pavilion and associated area read for the flying season. Needed are:
Boss man - no shotgun necessary
Field Gang many - bring hand tools

AFTER FIELD PREPARATIONS WILL BE OPEN FLYING AND A SPOT LANDING CONTEST.

OVER THE YEARS AND THROUGH THE WOODS !

To the AGS' 35th we go! Amazing how a deadline can creep up on you, huh? By the time you read this, I should be just about to start my income tax preparation, and depending upon the results, I might even submit it on time! Anyway, it seems like just last month that I did one of these columns; maybe it was. Whatever the case, this author has a few disclaimers to make regarding the column so far: (1) I don't make any claims as to the accuracy of spelling things like Ohlssen engines ... this is merely one of the typos that you will likely see in this column, and (2) I erred seriously when I indicated that there are two remaining charter members in the club (R. Allen and R. Jackson) ... in reality there are three: I neglected to mention George Brooks (yes, THE George Brooks) as a charter member remaining in the club. Boy ... this seriously alters my strategy

Anyway, this month's column focuses on the SECOND of THREE charter members which are still in the club, he who was the club's first Vice President, Ralph Jackson. Ralph was born 29 April, 1923 (coming up soon, eh, Ralph?) and lived in Orono, Maine where he started modeling solid balsa block models at about 12 years old. That led to rubber-powered models, and then on to gas-powered free flight by about 1937. Ralph started flying U-control models after he moved to Staten Island. While living on Staten Island, Ralph attended college at New York University, and graduated (1944) as a Bachelor of Aeronautical Engineering. Ralph joined to Army in 1944, with the Army Air Corps, which eventually became the United States Air Force. He was a radio operator, operating international code (Morse) which was in code, of course, since it was wartime, performing flight scheduling at air bases around the world. Some of the sites at which he was stationed include Mississippi, Illinois, Texas, England, France, Belgium, and Berlin (Tempelhof). He left the Army two years later, in 1946.

After the war, Ralph started work with Republic Aviation (which later became Republic Fairchild) designing aircraft. Ever heard of the RC-2 4 engine commercial airliner? No? Well, when this aircraft failed to become successful, Ralph moved on to other companies, and worked designing power plants, performing product tests at an electrical laboratory, and eventually came to our southern New York area to work for IBM. At IBM, Ralph designed electronics packaging for the B-52 bomber, worked on the Saturn V rocket, and the LTV A-7 attack aircraft flight computer. Quite a varied list of talents for an Aero! Ralph recalls his first radio controlled model and system: In 1946, you had to build the system as well as the model, as there just weren't any available Futaba radios then. After 2 years of construction, leading to a first flight in 1948, he had to teach himself how to fly, since he was the first to fly R/C on Staten Island. There were no instructors available, and the learning process was very long. Before long, the Aeronautical Engineer and creative modeler in him begged to design his own airplane, an original design with a 7 foot wingspan. This plane was new to the time, in that it was a 2-channel. Get it? That means that you had to have 2 complete receivers, 2 airborne packs, 2 ground-based transmitters with 2 antennas, and, yes, 2 pilots! 1 pilot each was required to operate a transmitter, since being forced to remember the position of your escapement meant that it would be impossible to do that for both channels. The result?.... yep, it crashed miserably on its first flight, with Ralph on the rudder and his buddy Jim on the elevator!

After that humble fate, Ralph ran away to the Binghamton area to work for IBM. Ralph met Dick Allen in 1953, and the two of them started modeling together, such as designing a model called the "Lancer" which was very successful in radio control rudder-only competition. He got ahold of the new WAG (Walter A. Good) radio system in 1954, and started to really "take off." Sorry. The WAG system was revolutionary, in that it was a 2-channel proportional plus 1-channel trimmable (throttle) system. It was a great system for the day, but was still plagued with the standard level of unreliability of the day: every 10 flights would be followed by a radio-related crash!

The terrible reliability of these systems, as well as the lack of availability led Ralph to team with George Brooks to manufacture radios and actuators (servos) in their basements under the name of Valley Electronics in 1958. This lasted for a while, and in 1962 he again teamed with some fellow co-workers at IBM to form Airborne Control Laboratories, which again produced proportional systems, but with improved actuators using feedback. Back then, IBM stood for "I've Been Moved" and the team broke up after a while.

Ralph's first Nationals competition was at Willow Grove NAS, in 1957, and he again attended in 1963 in California. At this one, he flew his 4-engine B-24 bomber in scale to a 4th place finish. This model is believed to be the first 4-engine model flown in the country, and certainly at the NATS. The ground crew for this model required Ralph + 3 others to get all those engines started! Modeling for Ralph continued in the form of both scale and pattern competition, and in 1976 Ralph finally got his first Kraft radio system, the first of the modern radios. Ralph flies a single-stick transmitter today, as a result of having flown proportional radios way back. Apparently, having flown early proportional lended itself more easily to single-stick, and having flown early reeds lended itself more easily to 2 sticks. Anyway, the lure of Giant Scale got Ralph going in about 1980, and in the 1988 Fentress NAS Nats, he flew his big Commanche to 1st place in FAI gian scale, and his small Commanche to 3rd place in FAI scale. He has flown many years at Rhinebeck, and recently started flying electrics with great success. Suprisingly, he only recently (1988) flew with floats and skis for the first time. Ralph plans to attend this year's Nats and compete in Giant Scale with his big Commanche, and his winter project this year is installing retracts in it for the Nats.

Ralph married his wife Olga in 1987, and between the two of them have 5 grown children. Olga has been his copilot all along since then, and according to Ralph, "she's the best copilot there is." Olga teaches Spanish at Owego Free Academy, and is a runner, having competed in 5K and 10K runs. Get ready, though, because Olga is joining the AGS this year and learning to fly R/C! Ralph is resurrecting an old Stark Shark and getting her a new (2-stick) radio, and she will be in this season's flight school. So, whoever is her instructor, just remember that she has quite a standard against which to compare! Is anybody up to it?

Time Traveller

I N M E M O R I U M

On Tuesday, March 27th, Tom Socha's mother passed away at age 75 after a short illness. Our condolences go out to Tom, his father and brothers. The Peace of Christ be with you!



Jerry Bernhardt

ACADEMY OF MODEL AERONAUTICS

1810 Samuel Morse Drive

Reston, VA 22090

(703) 435-0750

AMA'S INSTRUCTOR/STUDENT RELATIONSHIP FOR CHARTERED CLUBS

The continued growth of model aviation has generated an increasing number of inquiries regarding AMA's liability coverage as it pertains to chartered clubs, their guests and flight instruction. This will serve to clarify AMA's position relating to this area.

ONLY AMA members are "allowed" to fly at the chartered club field. If your club is flying on public land and it has not been granted exclusive flying rights by the agency in charge then you are not responsible for other flyer's actions. Should the agency be named as an additional insured they are only protected for the actions of your club, its members or other visiting AMA members that are considered guests.

For non AMA members wishing to experience a model flight the Academy does allow it, on a one time basis per person, with the use of a buddy box system. During this one-time flight the Club's protection will not be voided as long as the non-member's supervised flying is in accordance with the AMA Safety Code. In no situation should the non-members equipment or aircraft be used.

ONLY AMA members are insured under the General Liability Policy. This coverage is never transferable to the non AMA "student" during the one-time trial flight allowed under this program.

Should an accident occur during this one-time flight the person that owns the aircraft (usually the person providing the flight assistance) should file an accident report. The plane is never insured and the non AMA person is never insured. Coverage does apply if the guest flyer is injured by a model airplane flown by an AMA member.

How can a person be insured, other than by a regular membership, during training at a chartered club?

Guest Memberships are available for the NON AMA members (those people who have never held an AMA membership of any type), adult or youth, who may not be ready to commit themselves to the modeling hobby but who wish to acquire a greater level of hands on training. The form is obtained from the club and for \$5.00 this membership category provides liability insurance for a period of 30 days. This will provide the individual with coverage and allow, if needed, a means of continued supervision and training at the club field or, for that matter, anywhere he flies. Compliance with the AMA Safety Code must be maintained for coverage to remain in effect. Coverage begins the day the fee is received at headquarters.

The burden of proof of current AMA membership is on the individual member. Naturally, the AMA card is the club's best guarantee of membership, but the date stamped Membership Form returned to the new member can also be used for verification until the plastic card is received. Sample valid receipts are shown on the reverse side. These are the only valid means clubs may use to verify AMA membership.

The Academy appreciates your interest in implementing training programs and promotion of the sport of modeling to the public. Compliance with the Safety Code is critical for clubs and members; obviously an obligation that you take seriously.

If this document does not answer your questions regarding club insurance, guests or student flying, either call the Special Services Department, 703/435-0750 - Ext 274 or correspond directly.

MEMBERSHIP MATTERS

by Bob Noll, Membership Chairman

New Associate Members: Please join me in welcoming three new members into the club.

Bob Ayres - Bob is originally from Clifford, PA but has lived in the Endicott area for the past 29 years. He now lives in Endwell with his wife Sharon and two daughters Michelle and Heather. Another daughter and a son have been out of the Ayres nest for a few years. Over the years Bob has built many plastic airplane and ship models and has been active in model railroading. At the present time he is working on a Midwest Aerostar 40 which he will be flying this spring on channel 54.

Bob's sponsors are Terry Terrenoire Jr. and Terry Terrenoire III.

Mike Dinardo - Mike hails from Owego where he lives with his two children Debi and Mike. His interest in R/C goes back several years and he is presently finishing up a Trainaire 40 for the coming season. Mike is interested in sport flying and getting into pattern and scale when his flying skills allow.

Mike's sponsors are Joe Felice and Jim McKeown.

John Raney - John was born in Norfolk, VA and spent a lot of time moving around the country as the son of a navy father. After graduating from St Louis University he moved our area 23 years ago. He now lives in Endicott with his wife Catherine and two daughters Julie and Missy. An older daughter Ann is out on her own. John has been interested in model airplanes ever since he saw his first .049 U-control in the school grounds when he was in the 6th grade. His first venture into R/C took place in 1968 when he built two .049 powered escapement planes. Besides his other hobby of computers he has just completed a Sig Kadet Sr. which passed its initial test flight with flying colors. John operates on channel 46.

John's sponsors are Tony Cammarata and Terry Terrenoire Jr.

Club Shirt and Jacket: Its time to get your club shirt and jacket out and try them on to see if they still fit. For those newer members who have made the initial purchase here are the details;
SHIRT - light blue long or short sleeved with club patch on the back.
JACKET - dark blue coaches style with club patch on the back.
PATCH - embroidered emblem available from the Membership Chairman at club meetings or by other arrangements for a cost of \$6.00.
Get ready to look sharp for our club activities this season, especially when we host our annual pattern and scale contests in June and August.

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35th ANNUAL PATTERN CONTEST
by Bob Noll, Contest Director

1990 is the year, June 9 and 10 are the dates for this years edition of the largest pattern contest in the Northeast. Put these dates on your calendar and join your fellow club members in continuing a proud AGS tradition for the 35th year.

Prize request letters are out and contestant mailings are almost ready to go into the mail. Staffing is underway and I will be circulating a sign-up list at the next meeting.

Last year 45 club members joined forces to host this event and as a result the workload was very evenly distributed. Besides, it's a great time to get to know fellow AGS members a lot better and to enjoy the fellowship that events like this can bring.

There are jobs for everyone, from those with past experience to the newest of our members. You will see, up close and personal, some of the top pattern pilots in the Northeast and Canada and will have the chance to see the planes and equipment that are being flown by the champions .

A DESIGN and CONSTRUCTION SEMINAR is planned for Friday evening under our Big Top. Competition flying will take place on Saturday and Sunday.

A highlight of this years event will be our Saturday evening banquet which for the first time will be held indoors at the Sayre Elk's Club. Tickets for working club members will be only \$5.00 for this extravaganza which will be a memorable event in itself. A special committee is already at work planning the details.

So mark you calendars for June 8, 9 and 10 and plan to be at the Blue Swan Airport in Sayre, PA for the Annual Pattern Contest!

* * * * *

P R O J E C T N I G H T

For several years now, the April meeting has been dedicated to unveiling our winter creations and discussing the pros and cons of the project with our fellow club members. As an added incentive for you to participate, we will have some door prizes. For each project you show, you will get a "ticket". All the Tickets will be put in a hat, and winners will be drawn. The last 2 years we have given 1 gallon cans of fuel. The more you bring, the more chances you have to win. See you on April 17th.

C L U B R O S T E R

TERRY TERRENOIRE

The roster included in this issue is up to date as of 3-30-90. If you have any corrections, please call me at 748-8146. You will note that there are 2 unlisted numbers. I have cleared the printing of these numbers with the members involved, but please keep this information for your own use only.

NAME	SPOUSE	HO PHONE	STREET	CITY
AKER, WYNN	TERESA	785-6627	2022 Bernard Blvd.	Endwell.
ALDRIDGE, RAY	LYNETTE	717-888-3898	29 Oak Hill Dr.	Savre.
ALLEN, DICK		785-1641	266 Ridgefield Rd.	Endicott.
ANDERSON, SCOTT		797-3943	4 Mildred Ave.	Binghamton
AYRES, ROBERT	SHARON	754-9826	701 Stonefield Rd.	Endwell.
BERNHARDT, JERRY	JENNIFER	797-3784	2617 Princeton Dr.	Vestal.
BIGELOW, SAMUEL		757-0664	9 Valley ST.	Endwell.
BROOKS, GEORGE	PHOEBE	748-7523	729 Delano Ave.	Vestal.
CAMMARATA, TONY	ELEANOR	754-0209	5 Dover Drive	Endicott.
CAMPBELL, ELWOOD	GERTRUDE	754-0122	RD #1 Box 413A Campville Rd.	Endicott.
CAMPBELL, SCOTT		754-7362	302 Maryland Ave.	Endwell.
CHRISTENSEN, NELS		785-2937	RD #2 Box 80 B Mason Rd.	Vestal.
CRISMAN, PAUL		648-8632	229 1/2 Castle Creek Rd.	Binghamton
DANIELS, ROBERT J.	LINDA	862-9853	RD 2 Lot 36 Edson Trlr Pk	Endicott.
DINARDO, MICHAEL		785-0057	Teeter Rd. RD #1 Box 257	Owego.
DONLON, REID	CAROLYN	797-8747	146 Oakdale Rd.	Johnson C
ELLIS, GROVER	DARLENE	625-3257	RD #4 Box 22 Rhodes Rd.	Apalachin
ENGLER, CHRIS	PAMELA	687-9221	150 B Dayhollow Rd.	Owego.
FELICE, JOSEPH	MARY	754-2816	225 Torrance Ave.	Vestal.
FISHER, MARK	CHRISTINE	625-5520	210 Hall Rd.	Apalachin
FREY, ROBERT	ROSEMARY	748-3851	RD #1 Box 224	Vestal.
HALL, ED	RUTH	748-3915	RD #1 Box 185 C	Endicott.
HENRICHSEN, WILLIAM	ZELIA	754-7332	240 Garden Lane	Vestal.
IACOVAZZI, JOSEPH		729-2113	41 Favette St.	Binghamton
JACKSON, RALPH	OLGA	748-1707	21 Holiday Hill	Endicott.
JENNINGS, ROBERT	ALETA	754-3128	RD #1 Box 403B N. Cafferty	Endicott.
JOHNSON, ROBERT		748-7026	3635 Country Club Rd.	Endwell.
KELSEY, GEORGE	CLAUDIANN	786-0223	208 Glenbrook Ct.	Endicott.
KERR, DOUGLAS	ELIZABETH	797-2867 un1	2632 Ferdue Dr.	Vestal.
KISHPAUGH, HAROLD	ROWEENA	729-4669	47B Andrea Dr.	Vestal.
KOPL, TODD		748-2933	RD #1 Tilbury Hill Rd.	Endicott.
KOPL, TOM	CAROL	748-2933	RD #1 Tilbury Hill RD.	Endicott.
LEAF, DONALD	KAROLE	754-4156	304 Jodie Dr.	Vestal.
LECHER, CHARLES	FLO	687-3386	HC 64 Box 6527	Owego.
LECHER, MARK		687-3386	HC 64 Box 6527	Owego.
LECHER, MATTHEW		687-3386	HC 64 Box 6527	Owego.
LEWIS, MICHAEL	SUSAN	625-3558	23 McFall Rd.	Apalachin.
MCKEOWN, JAMES	JEAN	754-7204	328 Raylene Dr.	Vestal.
MROZINSKI, JOHN	JANIE	748-3017	112 Park Ave.	Vestal.
NOLL, ROBERT	LANNY	754-5279	2317 Acorn Dr.	Vestal.
PELLICCIOTTI, MICHAEL	NANCY	798-1775	201 Evergreen St. Apt. 4-2B	Vestal.
PUNKAR, ROBERT	BONNIE	748-7930	RD #1 Box 173 Grand Ave.	Vestal.
RANEY, JOHN	CATHERINE	754-0579	1137 Simon Rd.	Endicott.
ROGERS, TIM	PATRICIA	786-0413	309 Horseshoe Lane	Vestal.
ROSS, JAMES		648-3251	215 Castle Creek Rd.	Binghamton
SEAMAN, SCOTT		648-6790	RD #3 Box 275 River Rd.	Binghamton
SEWARD, MATTHEW	RUTH	754-4020	3606 Struble Rd.	Endwell.
SKRECKOSKI, JERRY	WINNIE	625-4103	10 Brown Lane	Apalachin.
SOCHA, TOM	VIVENNE	729-2154 un1	84 East Main Rd.	Johnson C
SPENCER, ELWIN	HELEN	722-4496	4852 Marshall Dr. East	Binghamton
STRUCK, MATT		687-4860	Box 530 C Long Creek Rd.	Apalachin.
STRUCK, ROBERT J.	MARY	687-4860	Box 530C Long Creek Rd.	Apalachin.
TERRENOIRE, TERRY	ANN	748-8146	101 Smithfield Dr.	Endicott.
TERRENOIRE, TERRY III		748-8146	101 Smithfield Dr.	Endicott.
UNDERKOFER, WILLIAM	JUDY	785-3643	340 Raylene Dr.	Vestal.
WEICZOREK, LEONARD		625-2535	P.O. Box 561 Pool Rd.	Apalachin.
WHITTINGHAM, MIKE		757-9857	396 Meeker Rd.	Vestal.
YEAGER, RAY	ANN MARIE	772-9857	RD #7 Box 76 Fuller Hollow Rd.	Binghamton

GJ's Specials

FUTABA Servos:

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