



The CONNECTOR

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

www.agsny.org

Volume #63 Issue # 1 Jan 2017

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

**THE NEXT AGS MEETING WILL BE ON
Tuesday Feb 7th 6:45 P.M at the Endicott Library**

Changes to time or location will be noted in this newsletter

The Prez Sez - Submitted by Rick Allabaugh

Whenever I sit down to build, I always need white noise such as music or TV. If you have Netflix, consider checking out a series available through them called "Plane Resurrection". Currently, there are only six shows available, but they focus on private individuals who have taken the time, energy, and financial risk to restore older aircraft. The series looks at aircraft ranging from the Fokker Triplane to the P-51 Mustang and are 1-hr long each. Very interesting the way some of these individuals have taught themselves the trades required to build such as metal fabrication and riveting. One note of caution: If you have it on, it's hard to focus on building...

AGS Roster: I've provided Charlie Brown an updated roster taking into account all of your feedback. I'll make sure to back check it before it goes up on the website to make sure that the information individuals requested to have stricken from public view is gone. During this process, I also received requests from people to list a primary phone number and a secondary phone number. I've asked Charlie to see how difficult this would be to add to the roster.

Activities Chair: A big "Thank You" goes out to Frank Gioffredo who has offered to be our Activity Chair. Frank's plan is to incorporate our planned event schedule with other club's activities. This way, local flying events are captured on one big calendar.

Mid-Winter Fly: Will be hosted by Neil Hunt, Sunday February 12th.

Field Improvements: I've received many good ideas, keep them coming! My plan is to review these with the Board at the February BOD meeting. Just a reminder, the intent IS **NOT** to spend all of the money we have in our reserve. We realize that we still have the need to maintain some monies in the event we have a major failure of the tractor or other equipment/structures we have.

Please note the change to the meeting date! Sorry for the inconvenience... See ya at the next meeting!

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 Feb Meeting

Tues Feb 7th

6:45 PM Endicott Library

AGS Mid-Winter Fly

Sunday Feb 12th

Time TBA

BC United Soccer Field

**For AGS field current
weather info contact:**

**BGM Automated
Terminal Information
System (ATIS)**

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

AGS Officers:

President: Rick Allabaugh (A-C)

Vice President: Charlie Brown (D-H)

Secretary: Ray Phillips (I-L)

Treasurer: Bob Noll (M-R)

Board Members at Large:

Tom Kopl (S-Z)

Bill Green

Past President: Frank Gioffredo

Committee Chairmen:

Membership: Charlie Brown

Program: Tom Kopl

Activities: Frank Gioffredo

Field: Todd Kopl

Historian: Open

Public Relations: Open

Sound: Scott Wallace

Safety: Frank Gioffredo

Librarian: Brent Bryson

Webmaster: Brent Bryson

Newsletter Editor: Scott Wallace

Editorial – submitted by Scott Wallace

Please be sure to read the excellent article submitted by Ray Phillips regarding FAA FAR part 107. Like it or not, the government has our hobby in its crosshairs and as history has shown over and over, once the federal government gets involved red tape and over-regulation become the norm.

What FAA involvement means to each of us individually may differ at this point but rest assured, if there's a major incident or criminal activity involving model aircraft or drones the Feds will clamp down big time. Since 1936 the AMA has done many wonderful things to help the hobby grow but here, in the 'drone era', they are completely over matched both with the pace of technology and in dealing with the Feds. Pandering to the drone segment of the hobby as a way to pad the AMA coffers is short-sighted at best. I used to look forward to the AMA's Model Aviation magazine each month, sadly the past few years I skim through it and toss most of them in the trash as there's very little material of interest for the traditional modeler.

For the past few years, I've been on a hobby spending spree. As electric motors and foam have replaced glow engines and balsa in much of the hobby I found the timing was right to stock up on engines, kits, and various specialty hardware items needed for the models I like to build. It soon became a vicious cycle as every time I found an old kit or engine I wanted I needed to find a corresponding kit or engine to go with it. Makes sense in theory until one has more kits than they'll be able to build in two lifetimes.

The last two months I've stocked up on JR receivers and servos as their availability down the road is sketchy at best. Well, I've now concluded I have enough stuff and need to just **finish** the projects that I already have rather than any acquire more, no matter how tempting!

OK that pledge didn't last long, just found a hobby shop on Cape Cod that's closing its doors and I was able to obtain 15 new Hayes fuel tanks in various sizes. If you've ever had a Sullivan tank split (they all do eventually), or have been frustrated bending small diameter brass tubing to build a tank...the Hayes tanks are a Godsend. No tubing to bend due to the clever design, they never split, and the fuel line they supply for the clunk stays pliable for many, many years. They were discontinued a few years ago but I now have a lifetime supply of fuel tanks. **Now** I'm done buying stuff!

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

AGS General Membership Meeting Minutes

Aeroguidance Society Meeting # 829

Date: Jan 3rd, 2016

Place: Endicott Library

President Rick Allabaugh called the meeting to order.

Guests: None

The minutes as published in the Connector were approved.

Bob Noll gave the Treasurer's report. Details are available from Bob.

Ray Phillips read the BOD minutes from 11-16-2016 and 12-14-2016.

Scott Wallace reported on the 2017 NY+1 Fly, 16 pilots, cool but no wind and great smoked chicken soup by Frank Gioffredo.

The next event is our Winter Fly that will be hosted by Neil Hunt on 12 Feb 2017.

Members were reminded of the upcoming AMA Expo East (formerly the WRAM show) Feb 24, 25 and 26.

Scott Wallace reported there is indoor flying at Sayre. You can find the schedule on the AGS calendar.

The membership was asked for suggestions to improve the AGS web site. Ray will send out a note to all members.

The membership was asked to submit ideas for field improvements for 2017. These can be sent either to Ray or Rick.

The AMA has reported the AGS was granted Gold Leader status listing for 2017.

Jim Monaco talked to several people at the NY+1 fly. There is an interest in a club or inter club fun fly event.

Several Projects were on display:

Ray Phillips - 1958 Midwest Esquire RC. This is a vintage single channel design. Construction is balsa with red silk and dope on wings and stab, with a colored dope finish over silk span on fuselage. Power is an Enya 19. The design was modified to add elevator control.

Charlie Brown - WW1 Fokker Tri plane. This model is built entirely from dollar tree foam board. 1/8 scale, 36 inch wing span. Electric power and scratch built from plans available at www.rcgroups.com/forum/showthread.php?t=425387 look for post #4.

Jim Monaco had 2 airplanes. An original design called the Sky Dart with a unique trim design. The second airplane was his Waco Bi-Plane, minus one wing. Both of these airplanes were built with insulation foam board hot wire cut and shaped. These are electric powered and covered with Econo Coat film.

Bob Noll brought a unique flying machine. This aircraft is powered by a 40 size glow engine using elevon controls like a flying wing. Bob built the craft from a kit called Skycutter; Bob called his Tour-O. What is different about this flying machine is that it looks like a lawn mower, but it fly's. I understand it now has a new owner. Many neighbors in Crestview will be surprised to see a lawn mower fly over their houses next summer.

Evening Presentation:

Bob Noll presented a slide show of vintage RC flying. The first group dated from 1953 through 1956 at Selinsgrove Pa. The second group was from 1958 to 1962 at Indiantown Gap military reservation in Pa.

These Labor Day weekend gatherings were a tradition in the RC modeling world for many years. This was a time at the end of the summer to show off the latest equipment and designs. Nearly all manufactures, who were also RC modelers, attended these events. Many RC hobbyists came to wait their turn to fly and to learn about the advancements in the hobby.

I was fortunate to be able to attend two of the last gatherings in Indiantown Gap. There were 7 flight lines, one for each of the RC frequencies, with 20 modelers standing in each line to wait their time in the air. Yes, there were some midair's, but not as many as you would expect with the numbers of airplanes in the air.

This tradition has not been forgotten. Every year, on Labor Day weekend, Bob Noll hosts the VRCS Spirit of Selinsgrove Reunion at the AGS field. You will see many of these old designs take to the air. The VRCS has several other events across the country every year. This is truly the history of model aviation taking flight.

Respectfully submitted - Ray Phillips AGS 2016-17 Secretary

Proposed Changes to the AGS By-Laws

The AGS Board of Directors is recommending the following changes to Article III – Membership.

The purpose of these changes is to make AGS membership category names and definition consistent with those used by the AMA.

Changes include changing “Regular Member” to “Adult Member”. A new “Youth Member” category has been added. The “Family Member” now requires only residence in the household of an Adult or Senior Member. The age of 19 and above is used to determine Adult or Family member category, this is the same as AMA. The new Youth Member category is limited to 19 years of age and residence of the same household of an Adult or Senior AGS member is not required. The categories of Student and Senior Members remain unchanged. All new members will join AGS as “Associate Member”. These Associate Members will become members in the category that applies after six month and affirming AGS membership vote. The “Member in good standing” section has been simplified by eliminating the detailed list of activities.

These changes will apply to all current AGS members.

Article IX – Dues, Fees and Assessments will be changed to reflect these new names and the addition of Youth Member. All other Articles of the AGS by-laws will be reviewed and changed to reflect these new changes.

CURRENT:

Article III – MEMBERSHIP

A. Regular and Associate Members - All Regular Members shall be actively interested in radio-controlled aircraft. They must be AMA members and FCC Licensed if required. All members are expected to fulfill their obligations to the corporation such as committee assignments and assessments. All members shall agree to abide by the AGS by-laws; the AGS field rules, the by-laws of the AMA, and the AMA national model aircraft safety code.

B. New Members - Prospective new members become Associate Members for six (6) months by paying one half (1/2) of the annual dues. Associate Members have all rights and duties of Regular Members except voting rights. During the seventh month, the membership shall be discussed and voted upon by secret ballot. Upon

notification of having been approved the new Regular Member must pay dues prorated from the month of approval to the end of the current dues year.

C. Student Member - A Regular Member attending school as a full-time student during the dues year.

D. Family Member - A Regular Member who is a dependent of and resides in the home of a Regular Member.

E. Senior Member - A Regular Member who becomes sixty-five (65) years old and shall be a member of the AGS for at least ten (10) years during the next dues year.

F. Former Member - A Regular member in good standing whose resignation has been accepted by the Board of Directors. Former Members applying for membership shall be immediately eligible for membership at any regular meeting. A two-thirds (2/3) vote by secret ballot of a quorum (refer to Article IV Section E) shall be required for Regular Membership. Dues will be prorated from the month of approval to the end of the current dues year.

G. A member in good standing is one who:

1. Maintains membership in the AMA
2. Is current with AGS dues, fees, and assessments
3. Participates in at least one of the activities listed below during the current year:
 - a. Flies at a club-sponsored event
 - b. Assists in running a club-sponsored event
 - c. Serves as an elected officer of the AGS
 - d. Contributes an article to the AGS newsletter
 - e. Participates in mowing the AGS field or other maintenance operations of the AGS property
 - f. Participates in a "show-and-tell" portion of a club meeting
 - g. Participates in any other club activity, as published by the Activities Chairperson, which is not mentioned above.

H. The AGS does not discriminate on the basis of race, color, age, religion, national origin, sexual orientation, sex, marital status, disability, or status as a U.S. Vietnam Era Veteran.

PROPOSED CHANGE:

Article III - MEMBERSHIP CATEGORIES

A. Membership Requirements, Rights and Privileges - All Members shall be interested in radio-controlled aircraft. They must be AMA members and FCC Licensed if required. All members are expected to fulfill their obligations to the corporation such as committee assignments, dues, fees and assessments. All members shall agree to abide by the AGS by-laws; the AGS field rules, the by-laws of the AMA, and the AMA national model aircraft safety code. All members have full rights and privileges of AGS membership. Only Adult and Senior members have voting rights.

B. Associate Member – All prospective new members become Associate Members for six (6) months by paying one half (1/2) of the annual dues. Associate Members have all rights and duties of members except voting rights. During the seventh month, the membership shall be discussed and voted upon by secret ballot. Upon notification of having been approved, the new member must pay dues prorated from the month of approval to the end of the current dues year.

C. Adult Member – A member who is 19 years old at the start of the dues year.

D. Senior Member - A Member who becomes sixty-five (65) years old and shall be a member of the AGS for at least ten (10) years during the next dues year.

E. Family Member - A Member who is 19 years old at the start of the dues year and resides in the same household, or is attending school full time, of an adult member or senior Member. A Family member may request a change to Adult Member.

F. Student Member – A Member attending school as a full-time student during the dues year.

G. Youth Member – A Member under 19 years old at the start of the dues year. Residence of the same household of an adult member or senior member is not required. Youth member who turns 19 years of age during the dues year will become an adult member or family member at the start of the next dues year.

H. Former Member - A Member in good standing whose resignation has been accepted by the Board of Directors. Former Members applying for membership shall be immediately eligible for membership at any regular

meeting. A two-thirds (2/3) vote by secret ballot of a quorum (refer to Article IV Section E) shall be required for Membership. Dues will be prorated from the month of approval to the end of the current dues year.

- I. A member in good standing is one who:
1. Maintains membership in the AMA
 2. Is current with AGS dues, fees, and assessments
 3. Participates in club activities.

J. The AGS does not discriminate on the basis of race, color, age, religion, national origin, sexual orientation, sex, marital status, disability, or status as a U.S. Vietnam Era Veteran.

FAA FAR Part 107 – submitted by Ray Phillips

Recently I bought a copy of the 2017 Federal Aviation Regulations (FAR). I do this every year for my full scale flying, but this year I was interested to see the final publication for FAR 107, Small Unmanned Aircraft Systems (sUAV). sUAV is defined as an aircraft flown by radio control without a pilot on board and weighs less than 55 lbs. First, let me say Part 107 is not directed towards people flying sUAV as a hobby. Part 107 does contain specific language that could effect sUAV hobby operations now and in the future.

First I will review a little history. This is not the first publication from the FAA directed towards the radio controlled aircraft community. The FAA has a long standing practice of releasing documents that pertain to the safety of the National Air Space system (NAS). These documents take the form of Advisory Circulars (AC) and letters of clarification or interpretation of the FAR's and other related documents.

On June 9, 1981, the FAA released a one page document, AC 91-57 "MODEL AIRCRAFT OPERATION STANDARDS." This advisory circular outlines, and encourages voluntary compliance with, safety standards for model aircraft operations. The FAA stated modelers generally are concerned about safety and do exercise good judgment when flying model aircraft. However, model aircraft can at times pose a hazard to full-scale aircraft in flight and to persons and property on the surface. Compliance with the following standards will help reduce the potential for these hazards and create a good neighbor environment with affected communities and airspace users. "

This AC goes on to outline operating standards that in the most part are just good common sense. There are some very specific limits written into this circular. “Do not fly higher than 400 feet above the surface” and “when flying within 3 miles of an airport, notify the airport operator or control tower.”

AC 91-57 was updated on Sept 2, 2015 to AC-91-57A. This document is now 2 ½ pages long. The expanded AC provides a more detailed definition of model aircraft and references Public Law 112-95 section 336. It also defines the different for sUAV flown as a hobby vs. for non-hobby. AC 91-57A incorporates the term community-based organization (CBO). One of the operational changes was increasing the notification area from 3 miles to 5 miles. The flight limit of 400 feet above ground level still remains.

What are these Public Law 112-95 sections 333 and 336? The official name for PL 112-95 is “FAA Modernization and Reform Act of 2012.” This law recognizes our radio controlled aircraft hobby technology now has commercial applications for photography, package delivery and other uses. By way of this law, Congress instructed the FAA to write the FAR’s to incorporate sUAS’s into the NAS system. This is covered by 112-95 section 333. During the drafting of this law, the AMA got involved to protect our hobby.

This resulted in section 336, “Special Rule for Model Aircraft”. This section is about one page in length. PL 112-95 was signed by the President in Oct of 2012 and gave the FAA 3 years to write the regulations for the entire law, including section 333 and 336. The FAR’s for section 333 have been written, this is now FAR Part 107. The regulations for section 336 have not been written. This will eventually become FAR Part 101.

All of these early activities were before the news media was filled with reports of sUAV’s interfering with emergency aircraft operations, close encounters with full scale airplanes, a landing on the lawn of the White House and You Tube exploding with video clips of people doing just dumb things with these high tech flying machines. The unfortunate thing is these people were operating as “hobbyists” as per section 336.

In June of 2014, the FAA released an “Interpretation of the Special Rule for Model Aircraft” (sec 336). This document is 17 pages long. There are references to the AC 91-57A, PL 112-95 and many laws that the FAA used as justification to have authority over radio controlled aircraft.

These include examples of regulations that could apply to model aircraft for enforcement actions against FAR Part 91. This is the FAR that covers full scale manned aircraft operations. This includes many operational restrictions like temporary flight restrictions (TFR).

While this document repeats the wording of AC 91-57A, it goes on to define “flown within visual line of sight” and specifically prohibits any vision-enhancing devices including first person view. The interpretation includes a table defining the differences between “Hobby and Recreation” and “Not Hobby or Recreation” operations. The AMA objected to much of this interpretation language and took the FAA to court.

This has not been resolved, because this action is tied up in the courts, the FAA is prohibited from any enforcement actions. This legal activity is most likely one reason why the FAA has not published FAR Part 101 for model aircraft as a hobby. This is why the AMA was able to claim the rule for model aircraft remained intact when Part 107 was released. One day there will be a Part 101. Part 107.1 states applicability to all sUAV, with the exception of “any aircraft subject to the provisions of Part 101.” The wording of Part 101 should be a very high priority for the AMA.

What is in FAR Part 107? It is 43 paragraphs long and 8 pages of very small print. Part 107 sets the regulatory requirements to operate a sUAV for non-hobby purposes. If someone flying a sUAV as a hobby and violates a section of 107, they can be charged by the FAA, unless the operation is otherwise protected by another section of the FAR’s. I think we should be aware of the scope of this regulation and the sections within. In Part 107, there are the normal general sections on applicability, definition and the like.

The first thing that jumps out under Operating Rules is 107.12 that defines the requirements for a remote pilot certificate with a small UAS rating must operate the controls or be under supervision of an airman with a sUAV certificate. In short, you need a pilot’s license issued by the FAA to operate under Part 107.

Part 107.25 prohibit operations from a moving vehicle or aircraft. Operations are limited to daylight only per 107.29

Part 107.31 defines visual line of sight. Many of the restrictions that were published in the FAA Interpretations of the Special Rule for Model Aircraft are written in this section. They no longer refer to First Person View, but a visual observer must be used to aid

the pilot if he/she is unable to maintain visual contact with the sUAV.

Starting at 107.35 through 107.51 there are many operation limitations. These include aircraft right of way rules and flights over people not involved in the operation of the sUAV are prohibited.

107.41 require operations within Class E to be approved by Air Traffic Control (ATC). This is interesting because Binghamton Class E airspace is located within 3500 feet of the AGS field. There are the expected sections that prohibit flying while under the influence and no flying during TFR's.

107.49 Preflight Actions, weather conditions, people and property hazards, making sure everything works, ensuring you have enough power on board for the flight and verifying nothing can fall off to effect the aircraft operation are all covered.

107.51 are operation limitations. This section has many paragraphs limiting flight to 400 feet above the ground or above a structure. The weather must be more than 3 miles visibility with minimum operating distances from clouds of 500 feet below and 2000 feet from.

Remote Pilot Certificate, starting at 107.53. This covers the areas for eligibility to apply for and hold a Remote Pilot Certificate. This includes past civil offenses involving alcohol and drugs. 107.63 and 107.67 cover knowledge testing. You have to take a written test to obtain a Remote Pilot's Certificate and you are required to have a knowledge review test every 24 months per 107.65, 107.73 and 107.74.

Why should we care about Part 107? After all, we are AMA members, we do this as a hobby and we are not getting paid. The Part 107 regulations apply to everyone, not just those with a Part 107 certificate. If you do something that is prohibited by Part 107, you can be subject to enforcement action by the FAA.

Without a Part 107 certificate, if someone asks you to do a flying demonstration for a Boy Scout group and then buys your lunch at McDonalds, you could be in violation. The FAA has a very broad definition and history of operating an aircraft for "compensation and/or for hire."

Now that Part 107 has been published, it could become a guideline for Part 101. If someone acting as a hobbyist and does something that is prohibited by Part 107, like

busting a TRF or operations while drunk, we will be effected. If there is an accident involving a full scale airplane and people are injured or killed, Part 101 could simply become...see Part 107. Until our hobby privileges are defined in Part 101, we are operating in a grey area.

The FAA has told us that over **600,000** people have registered as sUAS operators. With less than 200,000 AMA members, do you think everyone knows the rules and how to operate safely? Do you think they all know about TFR's? Do they have any idea about Class B, C, D, E or G airspace? Are all sUAV operators registered? Remember we have FAA registration over the objections of the AMA. This was because of people doing dumb things.

All RC aircraft operators must act responsibly. Even though we are not regulated by Part 107, we will be judged by it in the national media if something bad happens. All of those FAA AC's and interpretations could come to light very quickly and be used as "we tried to help you."

Continue to fly safe.....

February's Program: Covering Tools and Techniques – presented by Frank Gioffredo

Hey guys, I figured it would be a good time to try the covering program again. I do not profess to be the best at it, but can show you some basic tools and techniques for covering our model aircraft.

I tend to lean towards Monokote, as it tolerates my desire to put a lot of heat to it. I will be bringing an array of covering tools and supplies that help to make covering jobs easier for me. I hope everyone can attend bring your questions and your covering goodies so we can talk about what you like to use as well. See you on the 7th, which is a Tuesday. So mark it on your calendar.

Frank G.

CLASSIC PATTERN CONTEST – submitted by Bob Noll

The club's response to holding a Classic Pattern Contest has exceeded my expectations. I had figured that if I received ten responses to fly at the event it would be a go. Well, I received more than a dozen "Yes" responses

from club members. I have been in contact with pilots from other clubs and that response has also been good.

So, I will be requesting BOD support to apply for a sanction. I will probably select July 22 rather than July 2 since that date will allow a few more weeks for pilots to do some practicing.

Thanks for your responses.

New Year's Day +1 Event Wrap-up – submitted by Scott Wallace

We had an excellent turnout for our New Year's event; I can't recall when the last time was that we've had this great a showing. Weather was cold but tolerable but almost no wind made for excellent flying conditions.

We had 16 pilots take to the air for at least one flight and easily another 8-10 guys stop by to lend their support. Again, one more time let me thank Frank Gioffredo for the great soup and hot coffee!

Our next event is the mid-winter fly, look for details elsewhere in this issue.



Don Shugard's glow powered Florio Flyer



New Year's Fly Command Central

What our AGS Members are building:

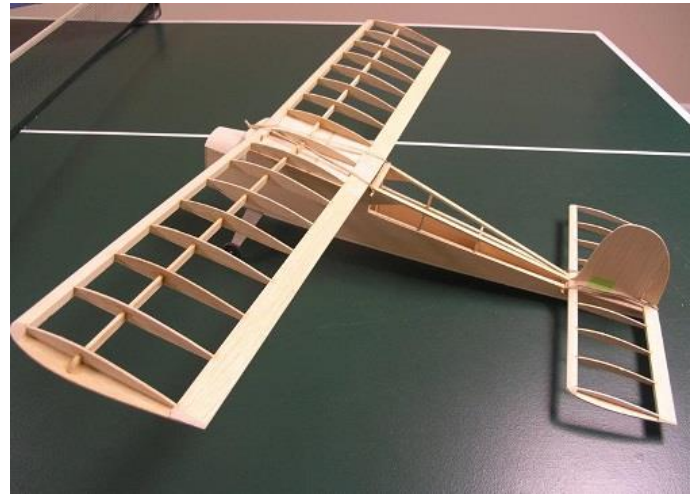
Bob Noll sent in some updates on his winter projects, so I'll spare you more photos of my own builds for this issue.

Here Bob's rejuvenated Champ ready for covering. "This Champ was built from a DMECO kit for my first daughter who was born in 1964. I think I built the plane in the early 70's. Almost everybody built a Live Wire Champion in those days."

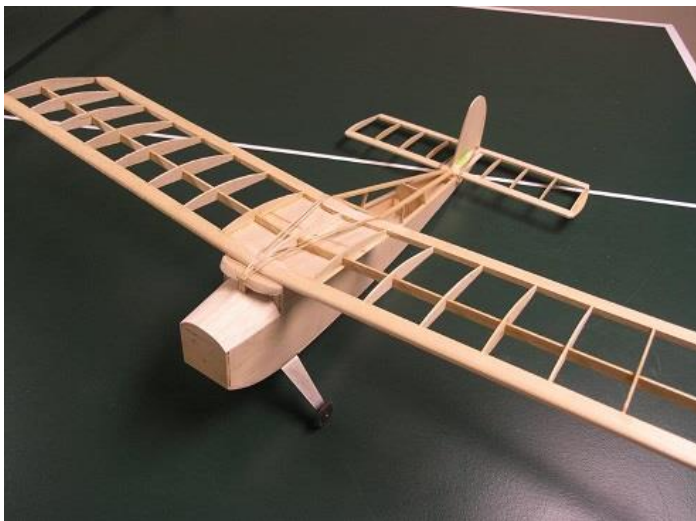


Originally the Champ had silk and dope covering and I later reconditioned the plane and covered it with 21st Century Fabric. Now I will cover it with silk again as the 21st Century Fabric wrinkled when it was exposed to warm temperatures."

Next up is Bob's Live Wire Kitten, built from an original deBolt kit from the early 1950's. 1/2A glow engines were all the rage with control line fliers in the 1950's with many different companies making these small engines. The Kitten was likely the first RC kit intended for 1/2A.



Lastly, here's a photo of deBolt's original Kitten from 1953, a Live Wire Senior is in the background:



AGS CLUB ACTIVITIES FOR 2017

ACTIVITY / LOCATION (AGS Field unless specified)	DATE	CHAIRMAN
AGS Mid-Winter Fly BC United	Feb 12 th	Neil Hunt
AGS Spring Fling BC United	TBD	TBD

Other nearby RC events of interest

Event / Location	Date	Contact / Info
Indoor Flying Sayre, PA	Feb 14 7PM - 9PM	Dan Luchaco pafflyer23@gmail.com
Indoor Flying Sayre, PA	Feb 28 7PM - 9PM	Dan Luchaco pafflyer23@gmail.com
Indoor Flying Sayre, PA	Mar 14 7PM - 9PM	Dan Luchaco pafflyer23@gmail.com
Indoor Flying Sayre, PA	Mar 28 7PM - 9PM	Dan Luchaco pafflyer23@gmail.com
AMA Expo East Secaucus, NJ	Feb 24-26	www.amaexpo.com
Finger Lakes Air Pirates Swap Meet/Auction	April 1 Starts at 9:00AM	Mike Calabrese: flapstics@yahoo.com

Editor's Note: If you know of an event in the area that would be of interest to the general membership please forward that information to me at wallaceaero1@aol.com for inclusion in the next edition of The Connector.

AGS Merchandise – available from Bill Green

Item	Price ea.	Item	Price ea.
AGS Decals (white base)		AGS Patches	
Small	\$0.75	Small (2.25" x 1.75")	\$0.75
Medium	\$1.75	Medium (3" x 2")	\$1.75
Large	\$2.75	Large (4.25" x 3.25")	\$2.75
X-Large	\$3.75	X-Large (5.75" x 4.5")	\$3.75
AGS Decals (clear base)		Embroidered Coat Patches	
Small	\$0.50	Medium (9" x 7")	\$10.00
Medium	\$1.00	Large (12" x 10")	\$15.00
Large	\$1.25		
X-Large	\$1.50	AGS Coffee Mugs	\$10.00
		AMA ID Labels	\$0.25

FEBRUARY PROGRAM



Covering Tools and Techniques



AEROGUIDANCE SOCIETY, INC.
P. O. Box 39
Vestal, NY 13850-0039