



The CONNECTOR

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

www.agsny.org

Volume #63 Issue # 3 Mar 2017

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

THE NEXT AGS MEETING WILL BE ON Monday Apr 3rd 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

I have to be honest... I've been so focused on work the past few years, that I haven't spent the time on this hobby. My building came to a standstill and I always felt like I was rushing to get to the field. Does this sound familiar? However, after the New Year I was talking with fellow members and a light bulb turned on. All work and no play make me miserable. Just ask my wife... So this year, I'm making more of an attempt to schedule my work around flying. I really enjoyed flying at the three winter events. I just had a good time, regardless of the flying conditions.

I even kept my work calendar open so that I could go to the AMA Expo East on a Friday. A couple of weeks ago, I went to the swap meet in Lebanon, PA. Here are some of my thoughts on these two events:

AMA Expo East: First of all I now realize that any day out of the office is a good day. I traveled to the Expo with Charlie Brown and Tony Jensen, the President of the Binghamton Aero's. We had a great series of conversations both down to and back from the Expo. In general, I felt the show was okay. I enjoyed the talks by some of the Speakers, especially Hoot Gibson, but there was nothing really at the Expo which sparked my interest. I was however able to get glue and balsa that I can't currently get locally. So all in all, I got what I needed.

Lebanon, PA Swap Meet: One word to describe it... WOW! I was like a kid in a candy store. If you've never been to this event, you should try to go. It's about 3 hours from Binghamton right off of I-81. There were hundreds of swap meet tables, located within 4-5 different structures full of used and new merchandise to buy. Prices ranged from \$0.50 for items to two (2) BVM Electric ducted fan jets selling for about \$2,000 each. The sellers were more than willing to go lower on some of their items. I bought a used OS Max 46 SF engine for \$40 (seller wanted \$70) and a Top Flite P-51 Mustang, NIB, for \$170. Seller even threw in the cockpit kit for free. I got there at 9:00 am and left about 1:30 pm. A lot of the sellers were packing up after noon. I definitely plan on going back next year with more cash and getting there about 8:30 am. What a great time!

[The Prez Sez continues on Page 3](#)

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 Mar Meeting

Mon Apr 3rd
6:45 PM Endicott Library

AGS Field Opening

Sat Apr 29th
9:00 AM AGS Field

For AGS field current weather info contact:

BGM Automated
Terminal Information
System (ATIS)
607- 729-8335

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

AGS Officers:

President: 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

Soon enough we'll be flying at the AGS field - I cannot stress enough how important it is for each of us to continue to fly and operate safely in this new era of federal interest in all things that fly.

I could not maintain my building pace of the prior year but I'm happy enough with my progress. My Bridi Aircruiser is in primer and ready for epoxy paint but I haven't been able to catch a break with the weather so it probably won't be completed in time for project night. The Astro Hog is covered and will be finished within a few months; it too will get an epoxy paint finish. My deBolt Equalizer has wings and tail built but I wasn't happy with the fuselage and will start over and build another one...after this year's flying season.

I'm pleased to see interest within the club for the Classic pattern event. I flew a lot of pre-turnaround pattern contests when I lived in the Carolina's in the 80's-90's and had some of my best RC memories from those contests. The piped 61 rear exhaust 2 cycle engines were my all-time favorites and the airplanes sleek and sexy. Once FAI style turnaround was implemented in the AMA classes my interest in pattern decreased, and the evolution to bigger models with big 4 strokes to now almost entirely 2 Meter electric models ended interest for me. No doubt they are outstanding flying models but they don't excite me in the least.

For our AGS Classic pattern event I believe Bob Noll is allowing any model other than modern 2 Meter pattern models so I'm sure most that enter will fly what they already have. If you're looking for something new, Tower Hobbies offers ARF versions of the venerable Kaos in both 40 and 60 sizes at reasonable prices, and if I'm not mistaken both are already set up for both electric or glow power. If you get one, the added bonus is you would now have a model to fly in the VRCS events over Labor Day weekend.

I would love to see an event filled with the sleek and fast Arrow's, Tiporare's, Aurora's, LA-1's, and Atlanta's and the like but those days are pretty much gone – or are they? There are several cottage industry sources now offering modernized kit versions of many of the classic pattern models...just maybe one will be on my build list for next winter. Interest nationwide in classic pattern prompted YS to make another run of their classic 60 short stroke pattern engine, and Nova Rossi classic 2 stroke pattern engines are selling well at great prices.

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

The CONNECTOR is prepared on a Personal Computer. Submissions are happily accepted via email to: wallaceaero1@aol.com

The “Prez Sez” continued:

Field Improvements: Based on the ideas presented to the Board, we decided to spend about \$500 for the following field improvements: 1) A new AGS sign/logo for the lower pavilion; 2) Two new flight stands (FYI – Two members have offered to provide the funding for 2 more new flight stands; so we’ll have 4 new ones); 3) A new cabinet/enclosure to be located at the lower pavilion to replace the old, metal rusted cabinet. Thanks again to all who offered ideas.

As always, I hope to see ya at the next meeting!

AGS General Membership Meeting Minutes

Aeroguidance Society Meeting # 831

Date: Mar 6, 2017

Place: Endicott Library

President Rick Allabaugh called the meeting to order.

Guests: None

The minutes as published in the Connector were approved.

BOD minutes were read.

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

The April AGS general membership meeting will be our annual project night.

AGS meeting through May 2017 will be held on the regular schedule for the first Monday of the month.

The Spring Fly is scheduled for Sunday Mar 11, 2017, 9:00 am to 2:00 PM.

Bob Noll reported the Classic Pattern Contest is set for Saturday 22 July, 2017. We expect 18 entries, the cost is \$18 for non AGS members and AGS members are no charge. The first pattern ground school will be at 6:00 PM on 14 Mar, 2017, at Jonathan’s on Hooper Rd in Endwell. Classes will be every other week.

Bob is working on the 2017 Pylon racing at the field. In addition to the normal racers, we will have a new Sport Cub class.

The 2017 AGS Pattern event will be held on 26-27 Aug, 2017.

Indoor flying is continuing at Sayre every other Tuesday evening. The next flying event is set for Tuesday 14 Mar, 2017, at 7:00 PM. You can contact Scott Wallace for more details.

One thing that was noted by some members when we requested ideas for field improvements was the field area needs a general clean up to remove some trees and other debris.

A membership vote was conducted on Jerry Wright.

Several people talked about attending AMA Expo East. Opinions varied based on what each member was looking for. Everyone agreed it was a great opportunity to connect with fellow modelers. This is a good place to see airplanes and equipment that you may have only seen in the magazines. Bob Noll and others talked about the presentation that was given by Hoot Gibson, a Shuttle Astronaut and more importantly a radio control airplane modeler for many years.

Bob Noll displayed a vintage single channel micro radio control system dated 1993. CETO Radio Single Channel, this unit featured an extremely small actuator and receiver. The unit operated on 27 MHz.

Frank Gioffredo gave a presentation on covering with Monokote. Good tools are a must. Frank recommends the 21 first century iron and trim tool. A good supply if new razor blades are a must. The airframe need to be free of any flaws. There is no tripe of covering the will hide poor workmanship. Frank used both an iron and a heat gun to shrink the material.

Respectfully submitted - Ray Phillips AGS 2016-17 Secretary

Reminder to all AGS members...Keep your AMA membership current.

AMA membership is an AGS requirement to remain a member in good standing.

Proposed Changes to the AGS By-Laws

The AGS Board of Directors is recommending the following changes to Articles IV and IX.

Article IV – MEETINGS

E. The presence of the lesser of either ~~fifteen (15)~~ **twelve (12)** voting members or ~~fifty (50) percent~~ **1/3** of the voting members, two (2) of which must be officers, shall constitute a quorum and shall be necessary to conduct the business of the AGS.

Article IX - DUES, FEES, and ASSESSMENTS

~~M. The club newsletter will be made available to the general public for a nominal fee to cover printing and mailing expenses. A subscription to the newsletter costs \$8.00 per year.~~

AGS Pylon Racing Pilots and Helpers - by Bob Noll

It's time to sign up for our 2017 racing season. I will be distributing a sign-up list for both pilots and helpers at our next club meeting.

The list will have the names of last year's pilots and helpers. If you will be able to join the fun again this year just put and "OK" after your name.

Our pylon racing program has continued for several decades and has involved the majority of our members over those years.

CLASSIC PATTERN GROUND SCHOOL - by Bob Noll

By the time you read this, two ground schools will have taken place at Jonathan's Restaurant. The availability of Jonathan's side room is very limited as I found out when I stopped by to schedule a few of our gatherings. What I learned is that the side room is very much in demand and since we are a small group we could get bounced by a larger group.

So, I have decided to hold future sessions at Kristofer's Restaurant in Endicott. I think we will be able to get a large table there in the side room most any date we choose.

We will discuss the date preferences at our next club meeting.

Wing In It with Warbird

Hello Pilots,

Well it's been two months since I wrote the last time and to be quite candid I really didn't have much to say and was hoping that other members would fill the gaps in the connector pages with some stories of their own for us to enjoy as I have suggested many times in the past for folks to participate and show their passion for this wonderful sport/hobby. Still hopeful that this is gonna happen as the eternal optimist that I am continues.

Just falling back on some old news from December with some further updates in the industry regarding the advances of the foam ARF invasion. As I am writing this, the pre-order announcement for a 1600mm span, twin 80mm EDF of the A-10 Thunderbolt II alias the Wart Hog tank buster is eminent (Monday 3/27 unofficial projected announcement). The technology on foam fit/finish/scale fidelity and robust strength is where I see the hobby being dominated in the future. I have been putting my clams/shekels aside and this one WILL be part of Warbirds ever growing hangar.

You can look for this here:

<https://www.motionrc.com/?gclid=COn84MKhqsMCFWFp7AodZT8AIw>

Now these birds always flew in pairs on missions and as such I have been a little worried about the violation of military flight protocols for lone sorties but not anymore. As part of the reinvested reach out to other neighboring clubs by Rick A and myself, during a trip to the AMA Expo East that concern has been resolved. The Prez of the Bing Aeros – Tony Jensen made the journey to the NJ meadowlands with Rick and myself and we learned a lot about each other and the many similarities between each club. Because Tony is a huge warbird addict as I am AND he is also getting this Warthog, there IS gonna be quite a few inter-club tank hunting sorties occurring this coming flying season.....

BRRRRRRTTTTTTTT(for those that aren't familiar, that's my interpretive sound in writing of the GAU-8 Avenger rotary cannon in its nose) [GAU-8 Avenger rotary cannon](#)

Was glad to see the AMA stepping up and salvaging the collapse of the WRAM show with EXPO EAST. With relatively short notice to coordinate a venue of this size, the relatively limited number vendors was a little disappointing but totally understandable. I think that next years will be much better because the AMA will have the time to put together something that can model the very successful west coast version.

That's about it for now other than I would like to remind everyone that for this coming flying season the "Training" program will not change from last year's discipline. When Brent B. requested that I take the reins as "lead instructor" it was accepted on the basis that any formal training wanted and or oversight refresher guidance with normal flight activities and or maidens including having me actually do the maiden that this would be done on a scheduled basis with Wednesday evenings and Saturday mornings being the typical times that I would try to accommodate a request. As I have also said in the past.....I am basically open for anytime if I'm avail. The days of sitting at the field and waiting for IF someone will show was curtailed during the hand off transition of responsibilities for that club 'title'. I much prefer no labels as such other than for you to know me as the guy that has the capability and higher probability to rescue your mistakes. I can always be reached at this number 607-727-8733 if you would care to utilize my skill set in an manner.

With warm regards,
Warbird

Spring Fling 2017 – by Frank Gioffredo

Well guys, we held the Spring Fling on March 12, 2017. The conditions were ideal if you are a Polar Bear. Although the day started out with low winds and the temperature was much less than stellar at a balmy 9 degrees, but the day was sunny. Rick (the iron man) Allabaugh put in three full flights. I put one up and my hands told me I was nuts. Fortunately my power switch broke on my field box and prevented me from attempting any more flights (thank God). Even with the weather of the day we had six brave??? souls attend, Kudos to Rick Allabaugh, Don Shugard, Neil Hunt, our friend Doug Breneman, and a personal friend of mine Dr. Rich Stram, and me. We started at 10:00 and gave up just before 1:00. Our bill of fare was loaded baked potato soup, hotdogs, coffee, tea, or hot chocolate. As crazy as we are we had a good time, but hopefully the next flights will occur with better temps. We collected twenty-five dollars for donation to the event. Thanks to the guys who braved the day. Frank

AGS Field Report April 2017 – by Todd Kopl

Happy spring everyone! Well, no snow last year and now we have to wait for this record snow storm to melt and hope things dry out quickly. While I do not have a

crystal ball, historically field opening is end of April and that is my plan again this year.

Field opening/breakfast is planned for Saturday April 29th starting at 9:00am and Rick A. has once again graciously agreed to help with the breakfast!

I have several projects planned for opening day & we'll break into teams:

- Lower pavilion repair/paint
- Picnic table repair/paint
- Clearing brush/brush hogging at runway ends

I'll send out a reminder as we get closer and a list of tools/equipment to bring along.

Bring a plane if you wish...flying starts when the work is done.

Mowing List

Attached is the mowing list for 2017. If anyone feels they are not able to participate this year please contact me and I will adjust the list:

MOWING LIST 2017				
Dates				
5/4-5/6	Bill	Green	Cody	Brown
5/11-5/13	Charlie	Hatton	Jeff	Hatton
5/18-5/20	Frank	Gioffredo	Derek	Gioffredo
5/25-5/27	Bob	Johnson	Ron	Sprague
6/1-6/3	Todd	Kopl	Matt	Kopl
6/8-6/10	Brent	Bryson	Mark	Lecher
6/15-6/17	Charlie	Brown	Ray	Phillips
6/22-6/24	Jim	Quinn	Nick	Orwan
6/29-7/1	Scott	Wallace	Neil	Hunt
7/6-7/8	Harold	Peeling	Stan	Driggs
7/13-7/15	Rick	Allabaugh	Scott	Sinnett
7/20-7/22	Tom	Kopl	John	Carril
7/27-7/29	Bill	Green	Cody	Brown
8/3-8/5	Charlie	Hatton	Jeff	Hatton
8/10-8/12	Frank	Gioffredo	Derek	Gioffredo
8/17-8/19	Bob	Johnson	Ron	Sprague
8/24-8/26	Todd	Kopl	Matt	Kopl
8/31-9/2	Brent	Bryson	Mark	Lecher
9/7-9/9	Charlie	Brown	Ray	Phillips
9/14-9/16	Jim	Quinn	Nick	Orwan
9/21-9/23	Scott	Wallace	Neil	Hunt
9/28-9/30	Harold	Peeling	Stan	Driggs
10/5-10/7	Rick	Allabaugh	Scott	Sinnett
10/12-10/14	Tom	Kopl	John	Carril

- Dates are the Saturday the field should be mowed by (typically mowed on Thursday afternoon/evening to ensure good condition for weekend).
- Please coordinate with your partner.
- If you would like to change partners please let me know who you have changed with so I can update the list.
- If you cannot make your scheduled time please consult the list and recruit a replacement.
- A complete job consists of the following:
 - Runways and pit area mowed
 - Upper & lower pavilion areas mowed & trimmed (Diagram also posted at lower pavilion)
 - Porta potty cleaned
 - Please remember to submit gas receipts to the Treasurer (Bob Noll) for reimbursement so the club can track actual expenses.

Note: you may notice not all active club member names appear on the list- this is not an oversight.

This is also a great time to review the field rules which have been revised for 2017. This can also be found on the AGS website under the “members only” section.

Aero Guidance Society Field Rules (Revision Date: March 27, 2017)



These rules have been developed to ensure the safe and enjoyable use of the AGS flying field and to preserve good relationships with neighbors. They will be enforced as stated in the AGS Bylaws. Note: These rules shall be reviewed with all persons who have not previously flown at the AGS field. The host member shall ensure that the new pilot understands these rules and agrees to abide by them.

AGS Field Rules

General:

1. All persons flying at the AGS field shall observe the Official AMA National Model Aircraft Safety Code which is posted on the Frequency Control Center.
2. All persons who fly at the AGS field shall be members of the AMA or MAAC, and shall have in their possession a current AMA/MAAC membership card. Non-AMA/ MAAC members shall be permitted to fly on a one-time basis. These persons shall be under the supervision of a current AMA member and shall fly using AMA member's equipment with a buddy cord.
3. Only pilots and their helpers shall be allowed in front of the chain link fence. Spectators shall remain behind the chain link fences at all times.
4. All aircraft engines or motors shall have no exposed threaded shafts.
5. The maximum sound level emitted by any model shall be limited to 96 dB on the A weighted scale measured at 9'. New aircraft shall be tested and, if necessary, corrected promptly.
6. Any aircraft may be operated between the hours of 9 AM and 9 PM.
7. Any aircraft, able to operate below 72 dB may be flown at any time.
8. Motors or engines shall be energized or started only on the flight line side of the safety fence.
9. Only aircraft being readied for flight shall have a battery connected to the electric motor(s).
10. Aircraft in the pit area shall be restrained as follows:
 - a. Aircraft powered by glow engines shall be restrained when the starting battery is attached.
 - b. Aircraft powered by electric motors shall be restrained when the batteries are connected. Note: Electric aircraft must have a visible means (able to see without touching) of showing the motor is disconnected when not physically restrained.
11. Take all trash with you when you leave the field.
12. All persons using the AGS field shall be courteous and considerate to others at all times.

13. It is strongly recommended at least two persons be present while operating the tractor or other power equipment.

14. Any member under the age of 18 may not run any power equipment at the AGS field. This includes, but is not limited to, tractors, mowers, weed trimmers, or chainsaws.

15. When driving on the access road, speed shall be limited to a maximum of 10 miles per hour.

16. When driving near the houses on Warrick Road, it is desirable to limit speed to 5 miles per hour.

17. The last person to leave the field shall ensure that all of the club's facilities, property and equipment, which have locks, are properly secured and locked.

Frequency Control:

1. Pilots flying on non 2.4 GHz frequencies shall display their operating frequency on their transmitters.

2. Channel 42 cannot be used at the AGS Field.

3. As applicable, transmitter antennas shall be retracted when not in use.

4. When the Frequency Control Center is open, frequency pins must be used by pilots flying on non 2.4 GHz frequencies.

5. Try to maintain a distance of at least 20 feet from other active transmitters when operating your transmitter, particularly if you have the antenna extended.

6. If more than one pilot present is on the same frequency channel, the pilots shall share the frequency pin by flying on an alternating basis. No one pilot shall monopolize the frequency channel.

Runway Designation and Usage:

1. Runways are designated according to conventional airport design and are numbered according to their compass heading. The runways are 6 - 24 (six, two-four) and 12 - 30 (one-two, three-zero).

2. A majority of pilots present at the field shall at all times designate which runway is "active" and which is the "alternate" in an ongoing manner dependent upon

wind direction. The active runway is the runway that is in current use for takeoffs and landings. Since takeoffs and landings are usually done as close as "into the wind" as possible, wind direction generally determines the active runway.

3. A majority of those pilots using the active runway shall designate the direction for takeoffs and landings in accordance with the direction of the wind. Suspension of the wind direction rules on the active runway shall only occur when there is a unanimous consent from all other pilots present prior to each flight.

4. The wind direction rule shall not apply to the alternate runway. This means that cross-wind takeoffs shall be allowed on the alternate runway only.

5. When the active runway is in use by multiple pilots, it shall be limited to normal takeoff and landing type maneuvers. This rule may be waived if all pilots agree before the flight to allow low-level maneuvers as close as the runway centerline.

6. Announcement of intention to use the alternate runway shall be made prior to each takeoff and "end of flight" landing.

7. The alternate runway should primarily be used for those models that perform maneuvers such as, but not limited to, 3-D maneuvers and hovering.

8. Pilots shall not fly or taxi across the active runway when using the alternate runway.

Communications when taking off and landing:

1. When entering a runway, taking off or landing, pilots must first make a loud and clear announcement of their intention to proceed and then wait for any objections before doing so.

2. Before walking onto a runway, a pilot or the pilot's helper shall carry the model to the edge of the runway and call out "On the runway".

3. The pilot or the pilot's helper may carry the model to the center line of the runway, set it down, and walk back to the pit area.

4. When the pilot or the pilot's helper reaches the pit area, the pilot or the pilot's helper shall call out "Runway Clear". The pilot shall then commence the takeoff sequence.

5. Before taking off, the pilot shall call out "Taking Off" or "Takeoff on Runway X" (where X indicates the runway designation described above).

6. Before landing, the pilot shall call out "Landing" or "Landing on Runway X" (where X indicates the runway designation described above).

7. If a pilot experiences an engine failure and must land immediately, the pilot shall call out "Dead Stick". Other pilots shall immediately make way for the pilot to land.

General Rules for Flying:

1. It is strongly recommended that members do not fly alone.

2. Taxi only on the taxiway and the runway.

3. All persons shall refrain from standing in the arc of a rotating propeller.

4. All flying shall take place over unpopulated areas. Flying in the vicinity of neighbors' homes shall be avoided.

5. A runway is closed to flying if maintenance is being performed anywhere on the runway side of the of the spectator line for that runway. Note: that restriction may allow flying on the other runway, but only on the runway side of the safety line.

6. The number of aircraft that may be flown at the same time shall be limited to four.

7. A plane shall be pointed toward the runway when started.

8. Hand launched models shall be thrown in a direction away from the pit area and other persons present.

9. All hovering and flying maneuvers shall be done no closer to the pit area than the center of the runway.

10. A pilot may request that he/she be allowed to fly a model without other models being in the air. Reasons for the request may include, but are not limited to:

- The first flight of a new or repaired model.
- Practice of an aerobatics routine.
- A pilot's first solo flight.

Rules for Control Line Flying:

1. If a member is flying control line models and another member wishes to fly an R/C model, the control line pilot shall relinquish the field to the R/C pilot as soon as possible.

2. After takeoff, the person(s) assisting the control line pilot shall ensure that no persons enter the circle where the control line model is being flown.

3. A safety thong shall be attached to the control handle and the pilot's wrist.

DID YOU KNOW THAT

**THERE ARE MORE AIRPLANES
IN THE OCEANS, THAN
SUBMARINES IN THE SKY?**



**US officials recently toured the Dakota Pipeline route.
A Government spokesman reported that all went well.**

AGS CLUB ACTIVITIES FOR 2017

ACTIVITY / LOCATION (AGS Field unless specified)	DATE	CHAIRMAN
AGS Field Opening	April 29	Todd Kopl
AGS Classic Pattern Contest	July 22	Bob Noll
AGS Precision Aerobatics Contest	Aug 26-27	TBD
VRCS Spirit of Selinsgrove	Sept 2-3	Bob Noll
AGS Field Winterizing	TBD	Todd Kopl

Other nearby RC events of interest

Event / Location	Date	Contact / Info
Susquehanna Valley Modelers 2017 Fun Fly	July 8 (rain date 9 th) 10:00AM – 5:00PM	Mike Brown Mikeb@kfhinge.com (570) 568-0710

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

APRIL PROGRAM



Project Night



AEROGUIDANCE SOCIETY, INC.
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Vestal, NY 13850-0039