



The CONNECTOR

Newsletter of the Aeroguidance Society, Inc.

AMA Chartered Club No. 441

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

Meetings of the AGS are held the 1st Tuesday of every month at the Main Endwell High School
Changes to time or location will be noted in this newsletter. Business meeting at 7:30 P.M., program to follow.

The Prez Sez Bob Balsie

Hello, guys & gals, and welcome to spring and the advent of the 2006 flying season. Even though I can look out my window and see that the ground is covered with snow, I know it won't be long until I'll be pulling out my flight gear and charging the battery packs. Ahhh....I love the smell of nitro in the morning!

Just a few things to cover this month, so let's get to it...

The N.E.A.T. Fair – Starving Bob Frey

I received my latest Ultimate Video Library DVD from the AMA last week, and part of the video covered the annual N.E.A.T. Fair. I was pleasantly surprised to see our own Bob Frey prominently featured in this segment. He was shown with his scratch-built Curtis Pusher design which he has brought to the meetings for Show-N-Tell a couple of times. I'd say that at least five minutes were devoted to Bob and a flying demonstration of the Curtis. Good job, Bob! You did us proud!

Vandalism at the AGS Field... Again

As some of you may have heard, we had more vandalism at the AGS field again this past winter, and there will be some repair work to do. Apparently, some four-wheelers made their way onto the property and did some "donuts" on the soft surface of the runways and tore up the ground pretty well. There was also some damage done to the flight benches. Once again, this incident will be reported to the sheriff's office, and we'll see if they can do anything to help us. In the mean time, we'll have to pitch in and repair the surface of the runways and put the flight benches back in order.

Scott Wallace, our field co-chairman, also pointed out that the road is in very poor condition, probably due the heavy rain that we had a few times this winter, so we will need to do some up front work on this, as well as planning on getting some major work done on the road when the logging is completed. At the moment, conditions for logging are not suitable, and this task will probably have to wait until summer.

Subscriptions to **"THE CONNECTOR"**

can be obtained free via e-mail or at a minimal cost of \$8.00 annually via US mail by contacting the editor.

Coming Events

Field Cleanup DayApr 8
AGS Field
9:00 AM

Aerobatics PrimerMay 6
AGS Field
10:00 AM

Cancellation of AGS

Meetings:In the event of poor weather, listen to the radio or television for local closings and cancellations. If Maine-Endwell High School classes are cancelled, then the AGS meeting is cancelled.

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

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Sound

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Easter Egg Hunt at the Field Opening

As you all should know by now, the field opening will take place on Saturday, April 8th. Once again, Terry Terrenoire has offered to prepare breakfast for the event, so be sure to stop up early and get some of his fine food. This year, since the field opening is so close to Easter, I thought that we'd add a little fun to the event and combine it with a mini Easter egg hunt. Hidden at various locations on the field (in places not too difficult to find) will be a number of candy Easter eggs and three plastic eggs, each containing a crisp, new, \$10 bill to help you with those early year modeling expenses. The egg hunt will begin as soon as people arrive at the field, so the earlier you get there, the more likely you are to find one of the grand prizes. Because of the limited number of prizes, we're restricting them to one prize per member. The festivities will begin at 10:00am, so set the alarm and bring your appetite for a few hours of fun and activity.

So in conclusion...

Hope to see you all at the Field Opening. And don't forget that Project Night is coming up in May, so get that new plane ready to show to your fellow members. See you at the next meeting at M-E on April 4th. (You will be there, won't you...???)



Flight School

Frank Gioffredo

We had our first meeting of the flight school program design team. Unfortunately only myself and Jim Schwab were in attendance. However we did lay out a pretty good start as to what should be accomplished during the flight school program. One of the topics we had talked about was weather to offer flight school as just a learning program or to offer an advanced type program. At this time we feel that flight school will be held to the basic training program. For more advanced training we will recommend contacting you instructors) and or sponsors and ask if they could assist you in further developing your skills.

We have only two students signed up for flight training , John McGrath and Rick Curtis, Rick is coming back to build more confidence in his flying, and John is starting with us fresh. Fortunately for the two signed up there are several people who signed as instructors. For Wednesday Evening we have the following signed up: Jim Schwab 585-301-1107 Art Riegal 785-2055 Terry Terrenoire 748-8146 Scott Wallace 206-0928 Bob Frey electric only 748-3854 also assisting is Jeff Hatton 330-4782 It is the Students responsibility to contact an instructor before going to the field. **DON'T EXPECT SOMEONE TO BE WAITING THERE FOR YOU.**

For Saturday AM we have Terry Terneiore 748-8146 Scott Wallace 206-0928 Bob Frey electric only 748-3854 and Jeff Hatton 330-4782. Again don't think someone will be waiting for you call an instructor and make arrangements to have him there for you. If you have any questions please feel free to call me at 748-9858. First night is Wed. May 10th. Others may be willing to teach you RC. If there is someone teaching you but is not shown my list have them contact me personally.

THANKS TO BRENT AND REBECCA

by Bob Noll

Thank you Brent and Rebecca Bryson for hosting our annual dinner party. My guest, Barbara Sittler, and I had a great time. Barbara's husband, Wayne, was an AGS member for many years. He passed away in 2004. Barbara enjoyed seeing many of the club members who were in the club when she and Wayne were active. The "Ice Breaker" and the Treasure Hunt" created an atmosphere of fun and friendship and got everyone involved in the event. Friendships are very important to many of us in the AGS and the annual dinner party is a special event where we can rekindle those friendships.

Those who were not able to attend missed out on a very nice event that emphasized the camaraderie that exists within the AGS. It is too bad that more members did not take advantage of the opportunity to treat their spouses to a great night out.

Thank you Rebecca and Brent!

FOR SALE by Bob Noll

Sonic 500 Quickee 500 Pylon Racer - \$75.

Just mount your engine and radio system and you will be ready to race with one of the best racers on the circuit. This plane earned me several AGS and STRC Season Championships and is in immaculate condition.

The Deadline for Connector articles is two Fridays before the meeting. Please have submissions to the editor before then.

Electronic submissions are preferred, E-mail them to jeff@priusonline.com

Deadline for March Connector is 4/21/06.

**AGS Meeting #704
March 7 , 2006**

The meeting was held at the Maine-Endwell High School library. AGS President Bob Balsie called the meeting to order at 7:35 p.m. Present at the meeting were approximately 29 members and no guests.

Meeting Minutes

Approved as published.

Officer Reports

President's report:

Bob reported on the logging, upcoming by-laws changes and new field safety rules to encompass all aspects of our multi-interest club.

VP's report:

Brent reported on the upcoming Banquet scheduled for Saturday, March 25th at Two's Company in Endicott. Cost is \$25 per person, cash bar. Cocktails start at 6:00 p.m. followed by Dinner at 7:00. The menu includes a choice of chicken marsalla, Italian roasted chicken, roast beef entrees served with salad and desert. Please RSVP to Brent by on attendance. Payments to Brent before 3/25/06.

Secretary's report:

Minutes from the February Board meetings were read.

Treasurer's report:

The financial report was given and accepted. Yellow AGS member tags are available for your AMA card.

Committee Reports

Membership

The following associate members were voted in as AGS members at the February Meeting:

John T. Rudy
James Trucker

Field

Scott Wallace reported that the field clean up will occur 4/8/06 at 9:00 a.m., rain or shine. Terry Terrenoire will be providing breakfast starting at 9:00 a.m. If the weather cooperates, there may be time for some flying.

Moving the gate will occur as a separate event .

Librarian

Brent Bryson brought in a selection if books and videos from the club library. Checkout is available on sign out sheet in the back room of GJs. Brent will be publishing an inventory in The Connector. If you let Brent know a couple of days before a meeting, he will try to bring the requested item to the meeting

Historian

No Report.

Activities

No report

Public Relations

No Report.

Sound

No Report.

Safety

No report. from the Safety Chairman. Tony Cammarata brought to our attention Dave Brown's editorial in Model Aviation on making field fences and barriers noticeable due to three recent accidents at flying fields.

The Connector

Deadlines are now published each month. Get items for The Connector to Jeff Hatton by the deadline.

Old Business

Frank Gioffredo reported that 13 members faced the elements for the Winter Fly. Bob Frey , Terry Terrenoire, and Jerry Roscoe flew.

Jim Quinn announced that he sold out of history books and was going to print 25 more.

Bob Noll gave a copies of the history book to Dave Brown and Dave Mathewson at the WRAM show.

Frank Gioffredo has flight school ready to begin on Wednesday, May 10th. The flight school will run Wednesday nights and Saturday mornings from May 10th thru the first week of July.

Frank noted that the 50-50 raffle has been going well. He had a Great Planes Cap 530 foamie up for raffle. Mark Lecher was the lucky winner.

Next Board Meeting

March 14th at Bob Balsie's home.
Time is 7:30 p.m.

New Business

Terry Terrenoire made a motion to give a Model Aviation magazine to Maine Endwell High School Library. Art Riegal Seconded. The motion carried.

Show-N-Tell.

Bob Frey:
Blade Electric helicopter with counter rotating rotors, no tail rotor. A gyro controls the rudder. Comes complete with 72 MHz radio for \$190.

Bill Underkofler:
\$220 Blade electric helicopter 2 speed controllers and a gyro.

Scott Wallace:
Joe Bridi Sun Fly 1967-68 pattern plane that he takes to the VCRS meets.

Terry Terrenoire:
GWS Formosa II. Terry used Japanese Tissue over the foam. E-Flite park 450 motor, 1500 Mah 3 -cell LiPo. Terry estimates the plane will weigh 25 ounces complete.

Rick Curtis:
Tiger 60 Kit. Terry framed it Rick Covered it.

Scratch built Tiger 60 modified for pattern. Five inches clipped off the wings and a 4" extension to the fuse. Terry covered it. The plane took first place at the WRAM show flown by Terry. Saito 100s power both planes.

Tony Cammarata:
Tiger Moth 1 fuselages. Tony explained an unfortunate outcome of not having a fully charged battery pack. He shared the Forming charger he picked up at the WRAM show.

Bob Noll:
Bob presented a Falcon 56 by Carl Goldberg 1965 --- 1970s . Silk covering ready for dope. Bob has a source for the silk. Drop him a note if you are interested. Water transferable decals for the vintage planes are available from Billsdecals.com

Bob also had his Quick Vee Kit done in Home Depot colors for the racing season. See Bob for his source for the NASCAR graphics.

Associate Member Voting

(Continued on page 5)

(Continued from page 4)

Field Opening

Scott Wallace

Field Opening for 2006 will be held Saturday April 8th -starting time is 9:00AM.

Terry T. will be serving breakfast then we'll get the site ready for another great season of flying. Thank you to the 13 folks that signed up to help at the March AGS meeting, I will pass around the sign-up sheet again at the April meeting. The game plan is for Bob Balsie & I to get the tractor running the prior weekend so, weather permitting, we can use the scraper blade to help smooth the road a bit. I'm sure there will be a need for some "manual labor" on the road- please bring shovels, rakes, picks etc. We also need to take a look in the tractor shed and do what we can to clean out the shed and remove unused items. Please lend your support to this very important club event. A good turnout ensures everything gets done and leaves some time for flying, so bring an airplane! If any doubt about the weather that day, call Scott Wallace @ 206-0928. Only severe weather will force a postponement to Sunday. I will also pass around a sign up sheet at the April meeting for field mowing. A sure sign that spring is near is the annual grass cutting sign up sheet! If each of us does a turn or two then the workload will be evenly shared by all that utilize our flying site.

After a long discussion Bob Noll made a Motion to extend Matt Quinlivan's associate status for six months. Jim Quinn seconded the motion. The motion carried. The Board of directors will send a note to Matt explaining the decision.

Program

The program on brushless motors and lithium batteries was postponed to the April meeting.



Attention all Lockheed Martin – Owego Employees

If you are a member of the AGS, and you also are employed by Lockheed Martin in Owego, then you are automatically a member of an LM-Owego registered volunteer organization! That's right, the AGS is registered with the company as a volunteer organization, and as such all of the time we spend in club activities, such as Model Aviation Day, the Mall Show, attending meetings, and even flying are considered to be volunteer related. Why do you care? Because being a volunteer organization allows us to demonstrate to the company that we are involved in community activities, and it puts us in a much better position when we request monetary donations from the company to help us with activities like Model Aviation Day. Last year, the cost of sponsoring Model Aviation Day was completely covered by a donation from Lockheed Martin.

So what do you need to do? You need to call Domenica Gennett and ask her how to get yourself into the system that is used to log the time that you spend in club related activities. It's easy to do, and it takes only a couple of minutes each month to input your time. If you haven't done so already, please take a moment to call Domenica at extension 2018 and get set up. You'll be doing yourself and your club a favor.

AEROBATIC PRIMER

by:Jim Quinn

Just 33 days from our April meeting, May 6, we will host our first Sanctioned Aerobatic Primer for Sportsman and Intermediate pilots. For the past 5 years I've hosted a Primer for our own club's Sportsman Pilots and this year I am very grateful to the members of the AGS to allow me the privilege of hosting a Sanctioned Primer, a first for our club. Our Sanction number from the AMA is 06-0493.

The morning will be an educational experience for all contestants. Several of our aerobatic pilots, led by Bob Noll, will present the basic elements of precision aerobatic flying. All maneuvers will be explained and flying demonstrations will follow. After lunch the flying will begin with the hopes of flying 5 or 6 rounds.

I would like to encourage all our members to try precision aerobatics to improve your flying skills and make your flying more fun because you are more in control of your airplane in every possible attitude.

For those of you flying in your first contest, I would like to review basic elements of the Sportsman sequence and offer a few tips so you can get a head start on practicing. For those of you flying the Intermediate sequence, you are experienced enough to know your way around the process. For all of you, as soon as weather permits, I would like to host practice sessions every Friday anytime after 3:00.

So to the tips:

Firstly and probably most importantly are **LINES**. Two of the first four maneuvers, Straight Flight Out and Straight Flight Back, are just lines. Remember, each maneuver starts and finishes with a straight line. This is important in the other classes as well and you must practice it now.

On to the maneuvers. Here's what you'll do after the takeoff and trim pass:

(U) mean upwind and (D) is downwind.

- | | |
|-----------------------------|-----------------------------------|
| 2. Straight Flight Out (U) | 9. Cobra without Rolls (U) |
| 3. Half Reverse Cuban Eight | 10. Immelmann Turn |
| 4. Straight Flight Back (D) | 11. Horizontal Roll (D) |
| 5. Half Cuban Eight | 12. Split "S" |
| 6. Two Inside Loops (U) | 13. Double Immelmann No Rolls (U) |
| (Exit the Box) | (Exit the Box) |
| 7. 2 Point Roll (D) | 14. Landing |
| 8. Stall Turn | |

Your first set of maneuvers consist of two centered maneuvers and a turnaround; Straight Flight Out (centered), Half Reverse Cuban Eight (turnaround), and Straight Flight Back (centered).

(U) The rule book says in Straight Flight Out the model should be brought exactly parallel to the flight line and flown in an absolutely straight and level path for a distance of approximately 100 meters centered on the judges. That means at least 50 meters of the straight flight out comes after center (distance does not have to be accurate).

The Half Reverse Cuban Eight is not a centered maneuver, the Straight Flight Out was the centered maneuver (said again for emphasis because there seems to be a lot of confusion here). Since this is a turnaround maneuver it needs to be near the end of the box (that's the 60 degree line). Start the pull up soon enough that the entire maneuver can be completed in the box. Begin with a gentle pull up into a 1/8th loop to establish a 45 degree line. This is not an abrupt pull up. The radius of this 1/8th loop should be the same as the radius of the 5/8th loop to follow. After the pull up, hesitate, draw a line, half roll to inverted, hesitate and draw another line the same length as the first one. Now start your 5/8th loop. Try to make this round and don't pull the power off too soon. Reduce the power after the nose comes down. Use less up elevator on the top of the loop to round it out. At the end of the loop be gentle and try not to bounce the exit.

(D) Straight Flight Back should be along the same line as Straight Flight Out. That means the same altitude and same flight path.

The Half Cuban Eight is another turnaround maneuver so, again, start early enough to get the 5/8th loop in the box. Pull into a 5/8th loop, that's a loop that ends when the model is in a 45 degree downline. Once the 45 degree downline is established, hesitate to draw a line, half roll to upright, hesitate and draw another line that is equal to the one before the roll then finish with a gentle pull to level. Make the radius of the arc to level flight the same as the radius of the partial loop. This maneuver should be done near the end of the box so the loops that follow are not rushed.

(U) The loops are centered. Try to make the last as round as the first. There seems to be a tendency to pull the last loop too hard on entry. Exit the loops and box with a straight line.

This is the point you get to exit the box. That means you have a little time to regroup and reestablish your line. Make the most of this free time. The best maneuver for any turn around is the half reverse cuban eight. It gives you maximum time to make adjustments to both altitude and distance out.

(D) A 2 Point Roll is just a roll with a hesitation while inverted. Roll to inverted, hesitate, roll to upright. The inverted hesitation should be centered on the judges. Center on the judges means the portion of inverted flight before the center line is equal to the amount of inverted flight after the center line. Make the roll rate of the entry to inverted and the exit to upright the same rate.

Stall Turn: Pull to vertical, it doesn't have to be a steep pull up but the model must at some point come absolutely vertical. I suggest you make a very gentle $\frac{1}{4}$ loop to vertical and hold that vertical about 50 feet. The gentle pull allows you a better chance of stopping at the intended point. Now, reduce the power but not to idle. This little bit of power will allow the rudder to be more effective for the turn and also help to damp the tail oscillation on exit. A pendulum movement of the tail on exit will get about a 1 point downgrade. The best way to minimize the oscillation is to hold some rudder until the plane is vertical on the down line then gently reduce it. Fly the plane out with the same radius as the entry. Remember to hold a straight line on exit (**maneuver starts and ends with a straight line**).

(U) Cobra without Rolls is a pull to 45 degrees up, hesitate, then push to a 45 downline. The middle of the push over to the downline should be centered on the judges.

An Immlemann Turn is a half loop followed immediately by a half roll. The half roll should begin immediately after completing the half loop. Any visible line before the roll is cause for downgrade, usually 2 points.

(D) The Horizontal Roll is centered on the judges and try to make it a little slower than a blur. Centered means the inverted portion of the maneuver is directly in front of the judges.

The Split-S is a turnaround maneuver and should be done near the end of the box. If you do it too soon, the next maneuver will be rushed. Begin by half rolling to inverted then immediately upon reaching inverted begin the pull for the half loop. No inverted straight line allowed here.

(U) A Double Immelmann is simply a half loop with a little inverted flight follow with another half loop. Since this is a centered maneuver, if you divided the line of inverted flight with the center pole, each half of that line would be equal. Or another way to think of this is the half loops are equal distance from the center pole (center line).

The landing begins at 2 meters and you should try to have the model centered on the runway with wings level at that point. Its always best to slow down as soon as possible on landing; downwind is good but no later than base.

In addition to the above pointers you should remember all maneuvers should be wind corrected to preserve the geometry of the maneuver. You should also call your takeoff, landing and **all box entry and exits** or have your caller make the calls. I hope this helps with some of the questions you may have.

So now let's get out and practice and even more come to the contest on

MAY 6 at 10:00.



AGS Library

The AGS library is located in the back of GJ's Hobby Shop, and is available for all AGS members to borrow books and tapes from. There are many interesting and educational titles available for loan. I will try to bring a different selection to our regular meeting every month. If there are any titles that you think we should have in the library, let me know, and I will see if we can get budget to order them. The following is a list of the library contents:

Video Library Contents:

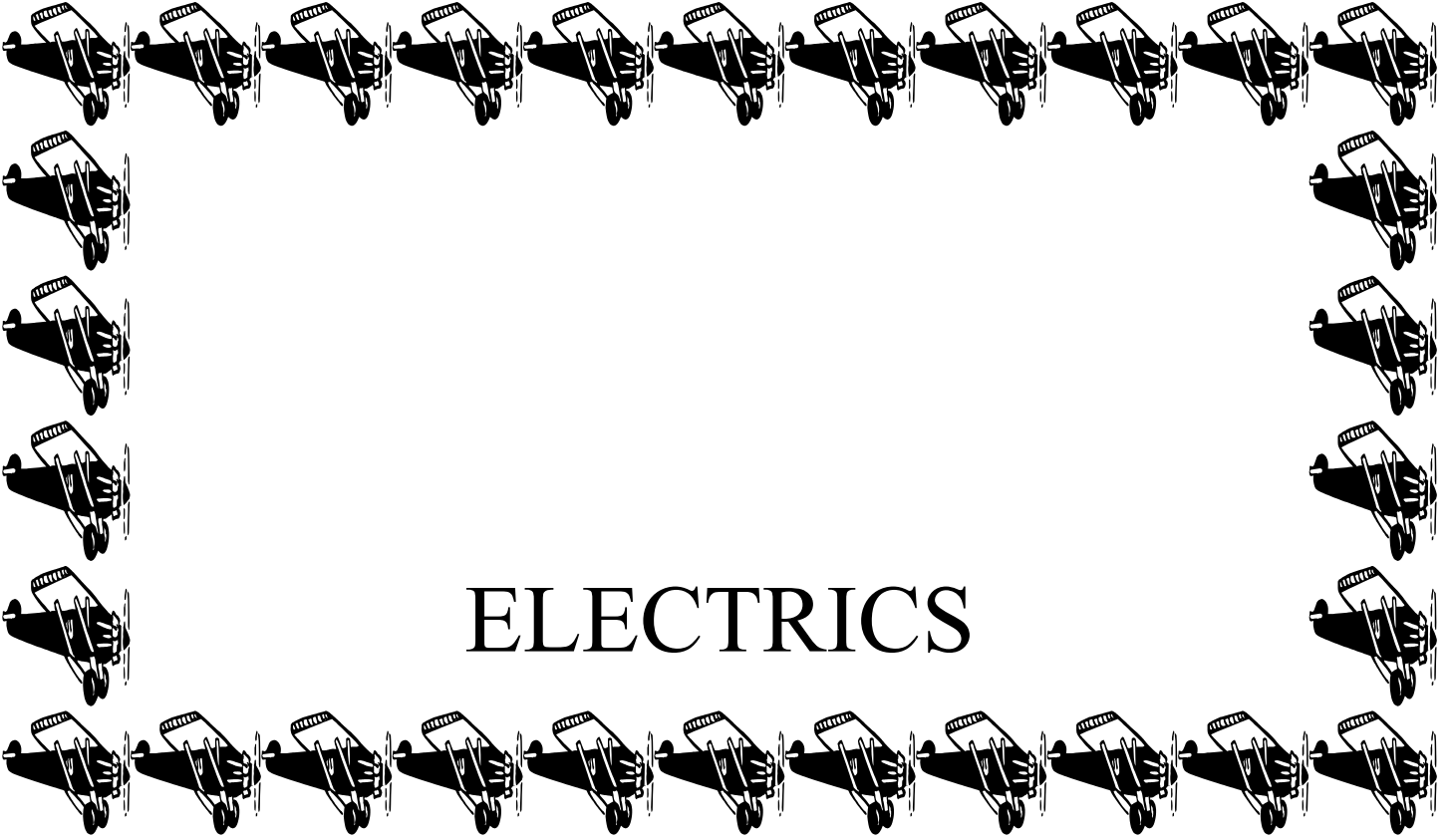
Copies	Title	Issue
0	10th Southwest Fan Fly	
1	16th International TOC	1
1	16th International TOC	2
1	6th Annual International Jets Over DeLand	
1	AGS Contest	
0	AMA Video	
1	Applying Ultracote	
0	Aviation Safety Program, Checklists	
1	Byron Original Aircraft	
1	Care & Lubrication of Lycoming Engine	
1	Dura-plane, The Movie	
1	Fight for the Skies	
1	Fighter Aces of WW II	
1	Flying High	
0	Foam Wings	
1	Futaba Super Seven	
1	Hanson Scale aviation	16
1	Judging & Flying Precision	
1	Magnificent Men & Their Flying Machines, The	
3	Model Sport Video Magazine	4#2
3	Model Sport Video Magazine	4#3
2	Model Sport Video Magazine	4#1
1	Model Sport Video Magazine	5/01
1	Model Sport Video Magazine	3/05
0	Perfect Airframe Alignment	1
1	Perfect Foam Wing Construction	1
1	Product Video by Clancy Aviation	
1	RC Video Magazine	1
2	RC Video Magazine	2
2	RC Video Magazine	3
1	RC Video Magazine	4
1	RC Video Magazine	6
2	RC Video Magazine	8
1	RC Video Magazine	10
2	RC Video Magazine	11
2	RC Video Magazine	12
1	RC Video Magazine	13
2	RC Video Magazine	14
1	RC Video Magazine	15
1	RC Video Magazine	16
1	Red Falcons	
0	Scale in Hand	
1	Smoke On	
1	Spirit of St. Louis, The	
1	Striking Back	
1	TOC	
1	TOC	
1	Top Gun Jets II	
1	Top Gun Tournament	
1	Top Gun Tournament	
1	U.S. Aircore Demo Tape	
1	Unlimited Air Race at Madera, The	
1	Wing Skinning	

(Continued on page 9)

Book Library Contents:

Copies	Title	Author	date	Publisher
0	Applying Heat Shrink Plastic Covering	De Luca, Dan	1977	Edison Enterprises
1	Tom's Techniques, Shrink Film Application	Higley, Harry and Ingram, Tom	1984	Harry B Higley & Son, Inc.
1	R/C Airplane Building Techniques	Randolph, Randy	1991	Airage Publishing
1	R/C Airplane How To's Model Airplane News		1992	Airage Publishing
0	Covering R/C Airplanes	Stilley, Faye	1992	Airage Publishing
0	Covering R/C Airplanes	Stilley, Faye	1994	Airage Publishing
1	Foam Wings	Alexander, J.	1971	RCM
1	Customizing R/C Airplanes	Stilley, Faye	1996	Airage Publishing
1	Basics of R/C Model Aircraft Design	Lennon, Andy	1996	Airage Publishing
1	Scale in Hand	Platt, Dave	1976	RCM
1	Designing and Building Composite R/C Model Aircraft	Lambie, Jack	1987	Motorbooks International
1	RC Modeler's Handbook of Gliders & Sailplanes	Siposs, George	1976	Tab Books
1	Basics of Radio Control Sailplanes	Gornick Jr., Alan	1989	Airage Publishing
1	Basics of R/C Helicopters, The	Tradelius, Paul	1995	Airage Publishing
1	Guide to Computer Radio Control Systems	Edberg, Don	1996	Dynamic Modeling
2	R/C Engines	Lee, Clarence	1971	RCM
1	R/C Engines	Lee, Clarence	1974	RCM
1	2-Stroke Glow Engines for R/C Aircraft	Giekre, C. David	1994	Airage Publishing
1	Four Stroke Model Engines	Miller, Peter	1985	Traplet Publications
1	R/C Aerobatics for Everyone	Patrick, Dave	1994	Airage Publishing
1	Bipes	Higley, Harry		Building Techniques
1	Building and Flying Electric Powered Model Aircraft	Poling, Mitch	1984	How To Do Guidebook
1	Flight Training Course	Cone, Tom and Strasser, Ben	1974	R/C Modelers Magazine
1	Sound and Model Aeronautics (Handbook)	AMA	1991	AMA
1	Curtiss JN-4, The	Profile Publications		(History and Specs)
1	Bristol Fighter, The	Profile Publications		(History and Specs)
1	Fairey Flycatcher, The	Profile Publications		(History and Specs)
1	Short 184, The	Profile Publications		(History and Specs)
1	Westland Wapiti, The	Profile Publications		(History and Specs)
1	Plans Catalog	R/C Modeler Magazines		Old Model Airplanes
1	Sig Catalog	Sig Manufacturing	1970's	Kits
1	Vickers F.B.27 Vimy	Profile Publications		(History and Specs)
1	Sopwith 7F.I Snipe	Profile Publications		(History and Specs)
1	Chance, Vought F4U-1 Corsair	Profile Publications		(History and Specs)
1	Chance, Vought F4U-1 Corsair	Aero Publishers		(History and Specs)
1	Fighting Mustang: Chronicle of the P-51	Hess, William N.		(History and Specs)
1	B-25 Mitchell in Action	Squadron/Signal Publications	1978	(History and Specs)
1	Gossamer Odyssey (Human Powered Flight)	Grosser, Morton	1981	(History)
1	Scale Aircraft Drawings, World War I		1986	Airage Publishing
1	Scale Aircraft Drawings, World War II	Bowers, Peter M.	1991	Airage Publishing
1	Bob's Aircraft Documentation	Banka, Bob	2002	Was Scale Model Research
1	Bogeys & Bandits	Gandt, Robert	1997	The Making of a Fighter Pilot
1	Picture Postcard History of U.S. Aviation, A	Lengenfelder, Jack W.	1989	Almar Press
1	Early Aviation, Man Conquers the Air	Saundby, Sir Robert	1971	Library of the 20th Century
1	International 1969 Air-Racing Annual	Berliner, Don and Tegler, John	1969	Covers 1968 racing season
1	Designers and Test Pilots	Hallion, Richard P.	1985	Time Life ooks
1	Fighting the Flying Circus	Rickenbacker, Capt. Eddie V.	1965	Doubleday & Company Inc.
1	Yeager	Yeager, Chuck and Janos, Leo	1985	Bantam Books
1	Model War Planes, "WWI, 1914-1918"	Fredricksen, John C. Ph.D	1996	Dollar Scholar Press
1	Model War Planes, "Golden Age, 1919-1939"	Fredricksen, John C. Ph.D	1996	Dollar Scholar Press
1	Model War Planes, "WW2, 1939-1945: Axis"	Fredricksen, John C. Ph.D	1996	Dollar Scholar Press
1	Model War Planes, "WW2, 1939-1945: Allied"	Fredricksen, John C. Ph.D	1996	Dollar Scholar Press
1	Model War Planes, "Jet Age, 1946-1996"	Fredricksen, John C. Ph.D	1996	Dollar Scholar Press
1	Flight Journal, Fighters, Summer	2001 Airage Publications	2001	Airage Publishing
1	Flight Journal, WW II Bombers, Winter	2001 Airage Publications	2001	Airage Publishing
1	2000-2001 AGS Historian Report	Allabaugh, Rick	2001	

APRIL PROGRAM



ELECTRICS

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