



The CONNECTOR

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

www.agsny.org

Volume #63 Issue # 6 June 2017

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

THE NEXT AGS MEETING WILL BE ON Monday July 3rd 6:30 P.M at the AGS Field

Changes to time or location will be noted in this newsletter

The Prez Sez - Submitted by Rick Allabaugh

So our first club meeting at the field was a bust with the poor weather we had that night. Jeff Hatton did get one flight in before the wind got too out of hand. **Just remember, during the summer months, our meetings will consist of flying first, then a brief meeting when the flying stops.** The meetings are going to be very informal. During the summer months, I highly recommend that if you have an important issue to mention at the club meeting, notify me in advance of the meeting or feel free to come to our Board Meeting which is held on the second Wednesday of the month.

Hilltop Challenge: What can I saw other than I had a blast at the Hilltop Challenge that was organized by Jim Monaco with assistance from Ron Sprague. I wish I had a picture of the outfit that Jim wore, because it was quite unique with checkered full length pants! While we encountered some hiccups, I think that those who participated in the event had fun. Which it was all about... Jim is looking forward to running another event, possibly at the end of the year, and making changes based on what he, as well of all of us, learned that day.

Father's Day: I hope everyone had a great Father's Day and were able to get out. Frank Gioffredo, Neil Hunt, Don Shugard and I were able to get up to the field to fly. The wind was too stiff, but Don flew a couple of flights and I flew my Park Zone Corsair which I landed successfully only to have the wind flip me over on the group and bust my tail. My biggest thrill of the day was getting the Zenoah G-38 on my PT-19 fired up. Thanks to Frank and Neil for being my pit mechanics. I hadn't balanced the airplane so I hadn't planned on flying it, but during testing of the engine, we discovered that I had a bad switch which was causing my receiver to de-link from the transmitter. I'm glad this was found while the plane was on the ground...

Open Flying: Starting Thursday, June 29th, the club is going to have an Open Flying Night with an invite going out to some of the local clubs (MOB, Binghamton Aeros, Valley R/C) to come up to our field and fly. We will make sure that an AGS member is present so that we aren't handing out our gate lock number, but there's no landing fee and we're not providing food. It's just a way for all RC flyers in the area to have fun.

As always, I hope to 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 July Meeting
Mon July 3rd
6:30 PM AGS Field

AGS Pylon Race #4
Wed July 5th
6:00 PM AGS Field

Open Flying Night
Thurs Jul 13
6:00 PM AGS Field

AGS Pylon Race #5
Wed July 19th
6:00 PM AGS Field

Classic Pattern Contest
Sat July 22nd
9:00 AM AGS Field

Open Flying Night
Thurs Jul 27
6:00 PM AGS Field

**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: Pending (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

I can't recall a time in the last 30 years that this far into June I've flown so little, just two trips to the field. Well three trips, but one of those I knew going in the wind was ridiculous but hoping against hope I went up and waited a couple hours to no avail. At least I was smart enough not to test fly a new model in gale force winds. And the verdict is in, the Joe Bridi designed Aircruiser 60 is a delightful model with excellent all-around handling qualities. It is surprising agile for shoulder wing model, with excellent roll authority and precise tracking.

Joe Bridi sure knew his stuff; his many designs from the late 1960's thru the late 1980's were simple in design and construction yet all performed very well. There must be a dozen or more subtle variations of Bridi's RCM Trainer (of which the Aircruiser is a descendant) and even more variations of his classic Kaos design.

Most of Bridi's designs were simple sport models aimed at the masses, which was the key to success in the kit business back then. I once asked Hal deBolt why he kitted so many sport planes and didn't kit his own or other's competition designs, he replied he did once and almost went bankrupt kitting a mid-1960's pattern model "Peregrine". Sport plane kits outsold competition model kits 1,000 to 1 and deBolt never made that mistake again. It seems Bridi pretty much followed suit.

The Aircruiser is a 60 sized model but came from an era where the "60" most people owned was the K&B 61...not a powerhouse by today's standards. I used an OS 46AX which initially seemed to be a good all-around choice. Last time out with the model I was working on vertical figure 8's and found I was lacking for a bit of power, so an hour after I got home the OS 46 was out and an OS 55 was installed in its place. Can't wait to try this new combination and I expect I'll have all the power I need. This model flies so well I believe I'll fly it in VRCS Class 3 pattern! Might even use it at our Classic pattern meet but I had best start practicing the sequence...

**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

Progress on the Astro Hog has been agonizingly slow, but it's in primer and is close to getting paint. I've chosen one of the original 1957 model color schemes - orange with blue and silver trim. I'm hoping for an easier time painting this airplane than the last one. Hard to imagine a model this big back in 1957 flew with a puny .35 but that's how it was and that combination was a giant leap forward in performance over its peers of the day. Most folks building these from the Sig kit the last 25 years have probably used .61 2 strokes or .90 four strokes; I debated quite a bit on what to use for power on my model but decided to use my OS 62V four stroke. This engine pulled my 8.5 pound Hawker Hurricane with authority and my Astro Hog will be 1.5 pounds lighter. I also found a You Tube video of an Astro Hog being flown with this same engine and the results were very good so I'm confident I've made a good choice.

So what to build next? First, I am absolutely going to slow down and just enjoy the balance of our flying (and motorcycling) season. Come November I'll think about what to build over the winter but for right now I don't want to think about it too much.

Hopefully you'll see more of me at the field the next few months.

AGS General Membership Meeting Minutes

Aeroguidance Society Meeting # 834

Date: June 5, 2017

Place: AGS Field

President Rick Allabaugh called the meeting to order.

This was our first meeting at the field for the current flying season. The weather, like the weather to date, was not great. Jeff Hatton was the only member with a plane; his Sport Cub. Jeff made one flight under very dark skies and light winds. This is a lesson for us all; don't go to the field without your plane. You should never pass up an opportunity to fly.

Per the President's previous note in the Connector, we want to keep the business part of our meetings at the field as brief as possible. One subject that was discussed

was to establish and club open fly night. We decided on every Thursday evening, starting at 5:30 PM. bring your planes, bring a friend and pass the word to the other clubs in the area. The only requirement to fly is to have an AMA membership.

We still have a concern about damage at the field. It was noted the wind sock is missing. The mast is still attached to the pavilion, just the sock is gone. If you note something, notify a BOD member. You can report significant damage to the Tioga Co Sheriff investigator that is posted on the bulletin board.

The AMA safety code is now posted at the flight line. If any law enforcement officer should ask about our notification to Tri-Cities airport, a copy is posted on the bulletin board.

Respectfully submitted - Ray Phillips AGS 2016-17 Secretary

**[For AGS field current weather info contact:](#)
BGM Automated Terminal Information System
(ATIS) 607- 729-8335**

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

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

AGS Field Report June 2017 – by Todd Kopl

Well, summer is officially here! The grass is still growing like crazy and I'm including a refresher picture (next page) for what needs to get done when you're on mowing duty. "Trim" means use the weed eater.

It was reported that the pull cord on push mower broke and Frank offered to fix it for us.

The latest item to go missing a few weeks ago was the windsock...Bill Green & I looked all over the hill & could not find it.

Mowing List

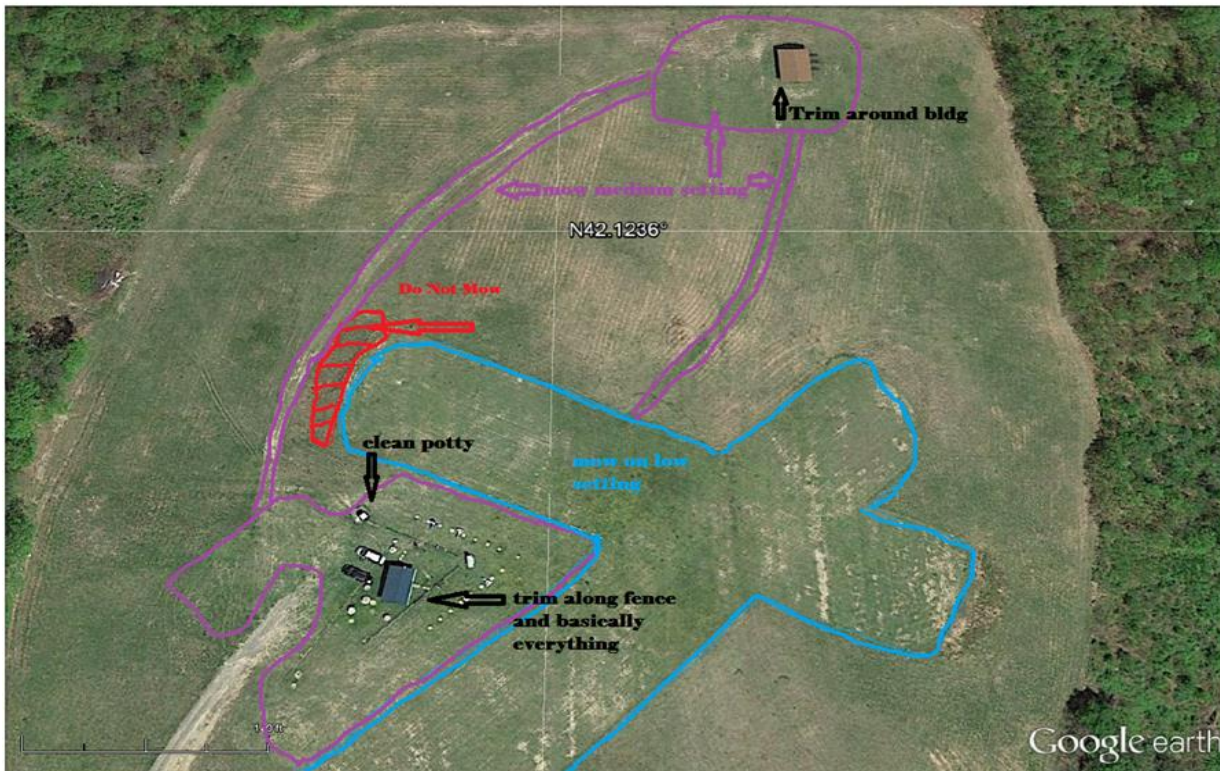
Attached is the near term mowing list for 2017.

Please remember to use the clip board in the tractor shed with a "complete" box to check off. This way if for whatever reason you show up to mow and it looks like it was just done you can verify against the check sheet.

MOWING LIST 2017				
Dates				
6/29 - 7/1	Charlie	Brown	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	Jim	Monaco
8/3 - 8/5	Charlie	Hatton	Jeff	Hatton

- 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.



HOW DID WE DO IT? – submitted by Bob Noll

After hearing a comment at a recent board meeting I decided to tell the story about how the AGS was able to purchase its own flying fields. Yes, I said flying fields since the current field is the second one we owned. The first was a sixteen acre field in the town of Maine purchased in 1961.

The comment I referred to was that some members of a local club spoke negatively about the AGS and a few of its members regarding competition, specifically our interest in precision aerobatics or “pattern” as it commonly referred to. As I recall, that club had an item in their original By-Laws that they would not hold any competition events. Hopefully this article will provide every AGS member with information to respond favorably to comments from member of other local clubs.

The AGS has held an AMA sanctioned contest since it was formed in 1954. At that time the RC hobby was changing rapidly, both the RC systems and aircraft design. Like anything else, competition helped improve both of these elements of our hobby. Our founders recognized this and put a requirement in the By-Laws that the club shall host an annual sanctioned contest.

In the 50’s the only major type of competition for RC was pattern. The club became well known through some of our founders like Dick Allen, Ralph Jackson, Don Harrington and George Brooks who attended other pattern contests in the area. I had read about RC Allen and Ralph Jackson in Model Aircraft Modeler while still in college. It was not long after I arrived in Endicott for my first job with IBM that I attended a club meeting and immediately joined.

The first contests were held at Tri-Cities Airport and were one day events. Those contests attracted many of the pioneers in RC. Walt Good, Howard McEntee and others that gave a level of popularity to the AGS contests. It was not long before top pilots from both the USA and Canada came to Endicott. Scale competition was added in the early 60’s and the contest became a two day event. The current World Champion, Bruno Giesendaner from Switzerland, told his host in New Jersey that he wanted to attend a pattern contest while in

the states. Bruno and his friend and their wives came to Endicott and Bruno won the top class with my Yankee.

The club realized that after moving around to many different flying sites it was time to purchase its first field in 1961 and bonds were sold in order to raise the needed funds. The annual contest was the natural way to make some money and it was decided to do significant advertising on local radio, TV and newspapers in order to get some revenue to help pay off the bonds. Crowds in the hundred came to see the competition and the Sunday afternoon air show and local police had to handle traffic on Rt. 17 at the entrance at Airport Road.

The contest grew too large for Tri-Cities Airport and it was moved to the Greene Airport after 23 years in Endicott. After celebrating our 25th anniversary at Green, we moved the contest to the Blue Swan Airport in Sayre because of the growing number of contestants. In the 70’s, the AGS boasted the largest contest in the northeast with contestants numbering in the 60’s. The Blue Swan Airport was considered the best contest site in the northeast and the large attendance required three flight lines to be sure at least five round were accomplished. The club roster numbered about sixty at the time and over forty members willingly helped at those contests.

The contest had to leave the Blue Swan Airport after many successful years when it was no longer available. However, during those years the profits from the contests allowed the club to purchase its present flying field in 1974 with the sale of another issue of bonds. The contest income allowed the club to pay off all of the bonds.

So you can see that being the only club in the area that owns its own flying field was made possible by the club’s interest in pattern flying and the hosting of an annual pattern contest since 1955. We were very good at doing this and were recognized with the AMA President’s Award in 2005.

Of course over the years several AGS members tried their hand at pattern competition and enjoyed attending other pattern contests to sharpen their flying skills. Nothing will do that more than performing a set of aerobatics maneuvers in front of a set of judges.

So if you are confronted with a negative comment about pattern flying please remember that the flying field you are using was made possible by our pattern contests and the foresight of our founders to put the requirement for an annual contest in our By-Laws.

Hilltop Challenge Report – by Jim Monaco

On June 10th, a fun fly event was held, called THE HILL TOP CHALLENGE. Jim Monaco and Ron Sprague sponsored the event with ten pilots competing for a trophy presentation. The competitors were "Wild Bill" Green, "Young Gun" Cody Brown, Jim "Hollywood" Quinn, John "Hot Stick" Carril, "Commando" Bob Noll, "Hurricane" Rick Allabaugh, Neil "Ole' Rattle Snake" Hunt, "The Ace" Brent Bryson, Jeff Hatton and Jim "Moon Beam" Monaco. About twenty pilots and spectators attended where everyone was laughing with each other and laughing at each other too.

A seven event format was scheduled but due to windy conditions the Balloon Bust was cancelled. The day of flying lasted about five hours, ending with a first time trophy presentation to Jim "Hollywood" Quinn. Jim won the trophy during the "Nut Drop" where a ½" metal nut that was mounted to his plane, and was to be dropped closest to the target, as he flew over it. Jim was definitely the closest buy using a technique called CRASHING. It was great for Jim winning the event but bad for his crippled airplane.

At the end of the day, all of the participants cleaned up the flying field of event markers and Ron announced final standings for the day of fun and flying. It seemed that Cody was the overall, strongest flyer of the day. There was a discussion between pilots of fun and friendship, and there was an overwhelming opinion to have another HILLTOP CHALLENGE.

This event was intended to share our interest of flying RC airplanes and HAVING FUN! It was successful because it promoted AGS club enthusiasm as well developing an interest for new membership. That day three spectators enjoyed the competition and were interested possibly becoming members. Another

scheduled event was discussed with a lot of enthusiasm. No decision was made for a future date, but concerns must be made for other members who may be denied the use of the AGS flying field for their use. We should respect all members and their use of the field. Maybe a late summer date will develop over the next weeks.

LET'S HAVE FUN!!!!

Hilltop Challenge Report 2 – submitted by Jim Quinn

Thanks Jim, for such a fun day at the AGS R/C airport. Family commitments kept me from arriving early enough to participate in all the events, but those I saw and flew in seemed like everyone was having a great time. You did an outstanding job at bring so many of us together for a challenging and fun time.

My Bouncer was ideally suited to fly in such an event. With shock mounted landing gear and motor mount its EPP foam fuselage is designed to take a beating and keep on ticking. So my "crash" attempt at the bomb drop was an easy way to put my "bomb" (a large nut with colorful streamers attached) near the target. Others, like our President, Rick, for example had to fly more carefully with his beautiful WWII Corsair.

I realize that the real challenge of the Hilltop Challenge was the "Bomb Drop." I thought Cody with so many individual high finishes should be declared the trophy winner, but he rules are the rules. So with great pride I now am the guardian of the Hilltop Challenge trophy until our next event.

Just a few thoughts: Firstly, I hope that until the next "Challenge" new rules are not made up to cover unforeseen possibilities, like my crash proof Bouncer's crazy "Bomb drop" antics. Secondly, a thought was offered that too much of the day was taken for the "Challenge" which prevented other AGSers from just using our beautiful R/C airport for fun flying. So might I suggest a time limit for the event. It could be a morning "challenge," like from 9:00 to 12:00 or an afternoon, or evening from 12:00 to 3:00, or 5:00 to 8:00. That was other AGSers would clearly know that there would be time in the day/evening for other pilots to enjoy flying. The time of the "Challenge" could float from one time frame to another.

My only hope is that I will be able to fly in another "Challenge" sooner than later.

Lastly, Thanks again to Jim Monaco who was an ideal director for such a fun event. His preparation was excellent. Thanks Jim!



Jim Quinn & the First Hilltop Challenge Trophy

CLASSIC PATTERN REPORT - by Bob Noll

Attendance at the first field practice session on May 31 was very low with just Brent Bryson and I there with stormy weather on the horizon. We both scurried off of the hill when it began to rain and I saw one of the most beautiful double rainbows I have ever seen as I drove down the hill.

Attendance at the June 14 was much better as Brent Bryson, Neil Hunt, Jim Quinn, Bill Green, Jim Monaco and I were there. Both Bill and Jim had to leave early to attend the AGS board meeting.

We are less than a month away from our Classic Pattern Contest on Saturday, July 22. That leaves only a few more weeks for practice.

If you would like me to meet you at the AGS Airport at any time please contact me at bobrc@aol.com or 754-5279.

PYLON RACE REPORT - by Bob Noll

Among rainy and windy days, the weather man has blessed us with two great evenings for our second and third races. Todd Kopl kept up his winning ways by winning all of his heats in Q-500 on June 7 and getting 6 more points for his effort. Bob Noll and Frank Gioffredo each collected 4 points and Brent Bryson claimed 3 points. Rick Allabaugh was again a no show due to a work conflict and Cory Bulger was out of town on a business trip for Lockheed Martin.

There were no Sport Cub heats because both Matty Kopl and Cody Brown spent the evening studying for the school exams, good decisions. As such Jeff Hatton didn't have anyone to race so Sport Cub was cancelled for the evening.

Our third race was on June 21, and again work and school commitments kept the field at four. No one won all their Q-500 races and Frank Gioffredo was the big winner with 5 points. Kopl, Bryson and Noll each received 4 points. This was the first race that Todd Kopl did not win all of his heats, the reason being that he had to scratch his last heat after his landing gear departed from the fuselage of his racer upon landing in heat 2. There was no Sport Cub race.

It was good to see both Jerry Wright and Art Riegal there to help with the races. Now that school is over, both Cody Brown and Matty Kopl are looking forward to attending the next race which is scheduled for July 5. Along with Jeff Hatton some Sport Cub heats should be fun again. Hopefully Jim Monaco will have a Sport Cub ready to join that group.

Current Q-500 points:

Place	Pilot	Points
1	Todd Kopl	18
2	Bob Noll	14
3	Frank Gioffredo	13
4	Brent Bryson	10
5	Cory Bulger	7
6	Rick Allabaugh	0
6	Matty Kopl	0

Current Sport Cub points:

Place	Pilot	Points
1	Matty Kopl	3
1	Jeff Hatton	3
3	Cody Brown	0

A Call to Action – from the AMA

Dear members,

We are writing for your help regarding potentially harmful legislation that the New York State Senate is considering. If passed, this legislation - Senate Bill 1979 - would significantly impact how those in New York fly model aircraft.

Our main concern with this proposed legislation is that it would prohibit flying above 400 feet and below 100 feet. It would also prohibit flying of unmanned aerial systems (AKA - model aircraft) over 10 pounds. In addition, this legislation defines a "restricted airspace" as any airspace within five miles of an airport, which could negatively impact AMA members.

The proposed legislation does include a vague exemption for existing federal law; however we are working with the New York State Senate to include a much clearer exemption for those flying under the Special Rule for Model Aircraft, including AMA members.

AMA needs your assistance to stop any new regulations on modelers in New York State, and we're asking for your help to oppose this bill. To do this, simply visit the [New York State Senate website](#) and where it says "Do you support this legislation?" click on "NAY" in the blue box on the right side of the webpage. You will then be asked to provide your name, email and home address to submit your vote. Please also spread the word to your friends, family and local community and encourage them to vote "NAY" to this potentially harmful legislation.

The District II AMA officers and those at AMA headquarters are actively working with the New York State Senate to improve the proposed legislation and protect our hobby. We will keep you updated as the legislation progresses.

Kind regards,

The AMA Government Affairs Team

What our members are building:



Ray Phillips - Sig Astro Hog

This month another beautiful example of Ray Phillip’s craftsmanship – a Sig Astro Hog powered by an OS Max 60FP two stroke engine. Astro Hog is the ‘theme model’ for VR/CS this year and we hope to see quite a few examples at the AGS field Labor Day weekend. Your editor needs to gets his own Astro Hog painted and test flown...

The trend in RC has been towards ARF, RTF, PNP, Bind-n-Fly for some time now. I still enjoy building my own RC models but decided to join the ready to run crowd with my new toy:



Scott’s 2017 Harley-Davidson Heritage Softail

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

**AGS Shirts and Hats are
available again!**

**Get your from Zappia Athletic
Products
133 Front St.
Vestal, NY 13850**

**Contact person is Dan Cordi,
reference Ray Phillips**



OPEN FLYING NIGHT AT THE AGS FIELD LOCATED AT 147 WARRICK ROAD, ENDICOTT, NY

Starting Thursday, June 29th at 6:00 PM, the Aeroguidance Society will be holding an Open Flying Night and would like to invite members of area RC clubs to come up.

- There is no landing fee.
- You must have current AMA to fly. (please bring your AMA card)
- Pilots can fly anything: small scale, giant scale, electric, glow, gas, diesel.
- This is a fun fly event only. There are no “planned flying events” and we will not be providing food or drinks, so please make you own provisions for such.
- We do request that all pilots adhere to the AMA safety rules. We want safe flying. We are in close proximity to Tri-Cities Airport and they have a NOTAM that we fly at the field. All full scale aircraft will have the right of way.

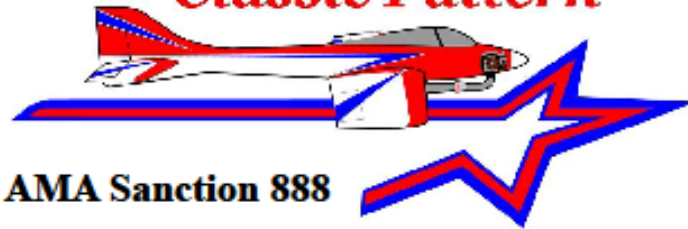
Open Flying Night starts Thursday June 29th and will continue during the summer on the following Thursdays:

- Thursday, July 13th
- Thursday, July 27th
- Thursday, August 10th
- Thursday, August 24th

If you have any questions, contact Ray Phillips
at bphillips2@stny.rr.com



Classic Pattern



CLASSIC PATTERN CONTEST

JULY 22, 2017

**Aeroguidance Society Model
Airport, Endicott, NY**

- **9 AM - Registration \$15, no fee for AGS members**
- **10 AM - Flying starts**
- **Lunch available**
- **Any plane other than planes designed for current RC Aerobatics competition.**
- **All CPA Classes**
- **Fixed Masters sequence - Contact Bob Noll**
- **Visit the Classic Pattern Association web site at www.classicpatternassociation.com**
- **Bob Noll - Contest Director**
E-mail: bobrc@aol.com, Phone: 607-754-5279

AGS CLUB ACTIVITIES FOR 2017

ACTIVITY / LOCATION (AGS Field unless specified)	DATE	CHAIRMAN
Open Flying – any AMA member	June 29	AGS Board
AGS Pylon Race #4	July 5	Bob Noll
Open Flying – any AMA member	July 13	AGS Board
AGS Pylon Race #5	July 19	Bob Noll
AGS Classic Pattern Contest	July 22	Bob Noll
Open Flying – any AMA member	July 27	AGS Board
AGS Pylon Race #6	Aug 2	Bob Noll
Open Flying – any AMA member	Aug 10	AGS Board
AGS Pylon Race #7	Aug 16	Bob Noll
Open Flying – any AMA member	Aug 24	AGS Board
AGS 62 nd Annual Precision Aerobatics Contest	Aug 25 - 27	Jeff Hatton Frank Gioffredo
AGS Pylon Race #8	Aug 30	Bob Noll
VRCS Spirit of Selinsgrove	Sept 2 - 3	Bob Noll
AGS Float Fly Greenwood Park, Lisle NY	Sept 30 - Oct 1	Don Shugard
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
VRCS deBolt Fly In (Hasman Field – Spencerport, NY)	July 29 (rain date July 30)	Jim Capuano cappaj1@yahoo.com 585 739-6040
Octoberfest Fun Fly & Vintage Rally (Johnson Field – Oxford, PA)	Sep 30 – Oct 1	Mike Denest mjd12k@yahoo.com 610-316-3570

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.

JULY PROGRAM



No Program, come up and Fly!



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Vestal, NY 13850-0039