



ESTABLISHED 1954

The CONNECTOR

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

www.aeroguidancesociety.org

Volume #48 Issue #5

May 2003

Meetings of the AGS are held the 3rd Tuesday of every month at the Vestal American Legion, Changes to time or location will be noted in this newsletter. Business meeting at 7:30 P.M., program to follow.

*The Prez Sez
Terry Terrenoire*



It looks like Spring has FINALLY arrived!! The field opening work party seemed to go well and a lot of small tasks were taken care of, as well as some major improvements to the road. My thanks to all who were able to accommodate the change from Saturday to Sunday. I think we had about 15 members getting the job done. For those who were not able to make it, fear not, there will be more you can do over the next few months.

Scott will be sitting in for me at the May meeting. Would like to tell you I will be thinking of you during the meeting, but it will be midnight in Ireland, so I'll probably be sound asleep. This will be our first major trip out of country, and we have been planning it for about 5 years. I'll be back in time for the June 2nd Board meeting at Scott's house.

(Continued on page 2)

Frequency Sharing Plan

By Bob Jennings
Frequency Sharing Committee

Channels 02, 04, 13, 27, 36, 42, and 49 are being removed from use at the AGS field.

The pins will be removed from the flight control center and a notice to that effect will be posted. These frequencies must not be used at the AGS field. This is being done to satisfy an agreement that will meet the requirements of the AMA for individual insurance coverage and Charter insurance coverage at the AGS field. The results of the R/C equipment data gathered earlier this year showed that the loss of these frequencies will require a frequency change for two transmitters and two receivers (Channels 04 and 49) within the AGS.

This action is the culmination of a process that was begun last year with the discovery of another flying site within three miles of the AGS field. Testing done last July showed that the AGS field did not meet AMA guidelines for operation within a three mile separation. In early April of this year we got direction from the AMA on the steps required to allow operation at the AGS field with insurance coverage. The resulting sharing agreement requires the termination of the use of those channels listed.

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And much more!!!!

Coming Events

May 30 -----	7:30 PM
Monthly Meeting	
May 27 -----	6:30 PM
STRC Race #2	
June 10 -----	6:30 PM
STRC Race #3	
June 14 -----	All Day
Annual Aerobatics Contest	
June 15 -----	All Day
Annual Aerobatics Contest	
June 17 -----	7:30 PM
Monthly Meeting	

**The Aeroguidance
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P. O. Box 39
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VICE PRESIDENT:
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(C-G)
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(H-K)
BD. MEMBERS AT LARGE:
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(L-P)
Charlie Lecher 687-3366
(Q-Z)

Committee Chairmen

MEMBERSHIP
Tony Cammarata 754-0209
PROGRAM
Rick Allabaugh 648-7983
ACTIVITIES
Bob Noll 754-5279
FIELD
Frank Gioffredo 748-9858
HISTORIAN
Jerry Roscoe 754-1550
PUBLIC RELATIONS
Terry Terrenoire 748-8146
SOUND
Tom Kopl 748-2933
SAFETY
Art Riegal 785-2055
LIBRARIAN
Bob Nestoryak 748-2080
EDITOR
Peter Brayman pete@v-fib.net

AGS Board Meetings

Board meetings of the AGS will generally be held monthly on the Monday of the week following the general membership meetings and are open to all members who wish to bring business to the board. Please contact our President prior to the meeting to notify him of your interest and to get the location of the meeting.

Membership Report

by Tony Cammarata, Membership
Committee Chairman

New Regular Members

Last month I reported one new regular member having joined our ranks. However, I incorrectly named the gentleman. His correct name is Barton Davis (not Smith). Again, let me publicly apologize and properly welcome Barton to our ranks.

New Associate Members

We have two: Martin J. Keyes and Brian Thurmond; Martin is from Binghamton and is in need of instruction. Brian is from Endicott and says he needs a refresher. I have assigned the following folks as sponsors for these gentlemen.

Sponsors for Martin J. Keyes are: Mike Hill and Steve Bard. Martin's phone number is: 607-722-2607

Sponsors for Brian Thrumand are: Bob Balsie and Rick Allabaugh. Brian's phone number is: 607-748-3980

Note: Both Brian and Martin are assigned to the Activities Committee.

Regular Members To Be Voted On.

None.

Visitors.

We had one visitor last meeting. He was Brian Thurmond who has since joined our ranks as an associate.

*The Prez Sez
Terry Terrenoire*

(Continued from page 1)

Elsewhere in this issue you will find the results of our "frequency sharing" plan with the Faber group. We are now in agreement with the AMA members who fly there and are relinquishing about a half dozen frequencies to them. If you have any equipment on these channels you will have to change them, and the club will compensate you for 1/2 of the cost. We all owe Bob Jennings and Rick Allabaugh a very big "Thank You" for a job well done for the work they have done to get this problem worked out.

**REMINDER
THE NEXT MEETING
IS AT THE
VESTAL AMERICAN LEGION
TUESDAY
MAY 20th @ 7:30 pm**

The CONNECTOR is prepared on a Personal Computer. Submissions are happily accepted by E-mail at ags@v-fib.net or on 3 1/2" diskette as ASCII or text files.

AGS On-Line

* **Bold type** indicates additions or changes to e-mail address

AGS WEB SITE

<http://www.aeroguidancesociety.org>

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Scott Wallace	wallaceaero@aol.com

Tractor Training May 18 Canceled

Frank Gioffredo, Field Committee

Some good news and some bad news, first the bad news: the tractor at the field has some problems; some major leaks in the radiator have caused damage to other components. Preliminary assessment seems to be that the ignition is saturated with coolant and causing the tractor not to run. Unfortunately I ran out of daylight and will not be able to get back to the field until Friday to assess the repairs needed. With the tractor temporarily out of commission, I am going to hold off on the training session and will reschedule it for a future date.

The good news: the mower has been repaired and should work for the rest of the season this year. We've acquired some new tires for the tractor, which should be gentler on our field.

I hope to have some more positive information by the May meeting.

Field Opening

By Rick Allabaugh

Frank Gioffredo and I would like to thank all of those who helped out on Sunday, April 27th with the opening of our field. A special thanks goes out to Terry and his wife Ann for feeding us before the work started. Besides the normal field setup (Frequency Control Center, AGS signs, etc) we also did a lot of work on the road to clear the ditches of trees and branches. We also took some time and cleared the roadway of dangling branches.

The tractor is still in the process of being repaired, but we were able to replace the ribbed front tire on the tractor with a Model A tire. The new tire will be a lot more forgiving on our field than the ribbed tire. Thanks to Bob Noll for tracking down the tire and getting it mounted.

I wish I had a complete list of all those who showed up, but unfortunately, I don't. So again, THANK YOU to all those who helped.

**THE DEADLINE FOR
SUBMITTING ARTICLES FOR
THE CONNECTOR IS THE
1ST MONDAY OF EACH
MONTH**

AGS Meeting #670

April 15, 2003

The meeting was held at the Vestal American Legion and was called to order by president Terry Terrenoire at 7:30 p.m. Present at the meeting were approximately 23 members and three guests.

Meeting Minutes

Approved as published in The Connector.

Officer Reports

Vice President's report:

The vice president was not present to give a report.

Secretary's report:

The board meeting minutes from February and March were read.

Treasurer's report:

The treasurer's report was given by Terry Terrenoire and was accepted.

Committee Reports

Membership

The membership chairman was not present. No membership vote will take place at this meeting.

Activities:

The annual Mall Show will be held next year on January 24 & 25.

The first STRC races are scheduled to be held on May 6 and 27. Rick Allabaugh passed around a sign-up sheet and asked people to volunteer to be helpers.

The field opening is scheduled for April 26th with the rain date being the 27th. Frank Gioffredo distributed a sign-up sheet to ask for helpers at this festive event. Terry Terrenoire has volunteered to cook breakfast. The activities will begin at 9:00 am.

Frank also needs a road chairman and approximately three people who will accept the responsibility of maintaining the road in 2003.

Terry reported that the road leading up to our field is still in poor shape, but should be better by the field opening.

The new owner of Mrs. Allen's property has suggested that we move the gate down to the beginning point of our road to restrict access by unauthorized people.

The annual Pattern Contest is scheduled for June 14 and 15. The site is still not firmed up as yet.

The first Aerobatics Primer of 2003 will be held on May 10, beginning at 10:00 am. Lunch will take place at noon, followed by the contest.

The 2003 AGS Flight School will begin on May 7th and run on Wednesdays and Saturdays through July 12. Gib Vandling passed around a sign-up sheet for Instructors, helpers and students. The school will begin at 5:30 pm.

Old Business

Frequency Sharing

Rick Allabaugh has a form for a frequency sharing plan with the AMA members who fly at Steve Faber's field. Per AMA's direction, we only need to have a frequency sharing plan with the AMA members who fly at Steve's field, since AMA has no authority over non-AMA fliers. A preliminary assessment indicates that we will give up channels 00, 02, 04, 06, 13, 26, 36, and 42. Channel 37 may also need to be relinquished. The agreement will be binding for only one year.

Magazine Distribution

Ed Helinski intends to go ahead with his plan to attempt to generate interest in modeling by distributing used copies of Model Aviation and other modeling magazines to the waiting rooms of doctor's offices, etc. Paul Cushing will provide labels with the club name and

contact phone numbers.

AGS Web Site

Mike Harris is the webmaster of our internet site, and is working to add materials. The address of the site is www.aeroguidancesociety.org. If you have problems accessing the site, please contact Mike for assistance.

May Meeting

The next meeting will be held at the Vestal American Legion on May 20th at 7:30 p.m.

Monthly Raffle

The winner of the monthly raffle for four gallons of fuel was Mike Hill.

Program

Project Night. The following models were displayed:

Bob Balsie showed his Sig *Mid-Star 40* mid-wing model which uses a Fox .45 for power.

Ralph Jackson displayed his Curtiss *Fledgling* 1/6th scale model. It has a handmade scale engine and will use an OS 91 4-stroke for power.

Bill Oltmer showed his Great planes *Spacewalker* ARF which uses an OS 91 4-stroke.

Bob Noll displayed his *Intimidator* racing model.

Dave Merithew showed two models; a DeBolt *Champ* which uses an Enya .25 engine, and a DeBolt *Yankee* rudder-only model.

Jim McKeown displayed a vintage rudder-only *Matador* which uses escape-ment controls.

Pete Brayman showed an electric Piper *Cub* which he purchased at a garage sale.

(Continued on page 5)

Meeting Minutes

(Continued from page 4)

Terry Terrenoire displayed two planes; his electric *Mustang* minus the floats that it previously had, and a .90-sized pattern ship which he purchased at the Toledo show.

Jim Quinn showed his *Sonic 500* which had previously been owned by Bob Noll and had been destroyed in a crash the previous year. Jim has completely rebuilt it.

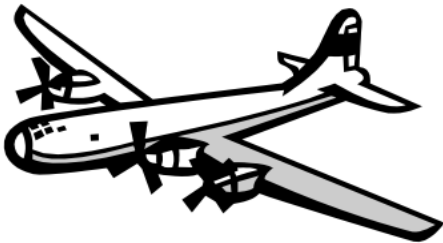
Darrell Sperbeck displayed his twin-engine twin-boom *Durastick* which uses two OS 50FX engines.


Mark Trudeau showed two discus-launched gliders and a radio that he has modified to get better launches.

Ken Maroni displayed his *RV-7* which was scratch built from factory drawings. It uses an OS 91 for power.

Project Night Raffle Winners

There were four winners for the project Night raffle, each person winning a gallon of fuel. They were: Dave Merithew, Jim Quinn, Ralph Jackson, and Pete Brayman. (Being an electric flyer, Pete donated his fuel to the flight school).





Attention!
Field Speed Limit: 10 mph

Now that flying season is in session, watch your **SPEED** on the road to the field. Keep it around 10 mph or less.

Aerobatic Contest

By Frank Gioffredo

Well we are hard at work on preparing for this year's contest. I hope to have a site locked in by the May meeting. We are still looking for a positive response from the Sidney Airport. Bob Noll has been doing all the recruiting this year and I really appreciate the response the club has shown in filling the roster of jobs. It makes the event so much smoother to operate when everyone helps out. If you have not signed up or are not sure what you might be able to do let Bob or myself know and we will help you find a job. If nothing else come and watch for a while and enjoy some of the most exciting flying there is in the hobby (my opinion of course) and the camaraderie of the contestants who come and enjoy our event. This is the 48th Consecutive Aerobatics contest in our club's history and is certainly something we can all be proud of. So make sure you have put June 14 and 15 on your calendar and come help out with the fun.

Don't forget anyone can fly in sportsman class so bring your plane; it does not have to be a high level competition plane and a trainer will do all the maneuvers in the sportsman class. Anyone who has burned some fuel practicing has a shot at being a winner, and after Jim Quinn's Aerobatic Primer, I hope a few of you give it a try.

See you all at the meeting.

Frank G.

May Program

By Rick Allabaugh

Proper Battery Maintenance

With the flying season upon us, now is the time to properly cycle and charge battery packs. Bob Frey will be going over the methods needed to maintain our transmitter and receiver packs. Bob has an extensive background in electrical systems and has a thorough knowledge of electric flight. I've heard Bob give a similar presentation in the past. It's very informative and something you don't want to miss.



Cancellation of AGS Meetings: In the event of poor weather, listen to the radio or television for local closings and cancellations. If Broome Community College night classes are cancelled, then the AGS meeting is cancelled.

2003 AGS AEROBATICS CONTEST, JUNE 14 & 15
CONTEST DIRECTOR'S STAFFING PLAN

(chairmen are underlined)

Contest Director: Frank Gioffredo (748-9858) *

Assistant Contest Director: Terry Terrenoire (748-8146) *

Flight Line Coordination: Charlie Hatton (754-5262) * Art Riegal *

Registration: Len Karas * Janet Karas * Steve Karas *

Tabulation: Jim McKeown (754-7204) * Charlie Lecher * Matt Struck *
Doug Brenemen * Bill Underkofler Bill Markovitz

Impound: Dave Lewis (748-2513) * Ken Maroni * Bob Nestoriak * Gib Vandling *

Field Setup: Frank Gioffredo(748-9858)* Jim Quinn * Artie Claudino * Bob Jennings *

Prizes/Trophys: Jim Quinn * Frank Gioffredo * Charlie Hatton *

50/50 Raffle: Scribes not on duty

Judges: Coordinator - Marc Trudeau (754-1500) * Asst. Coord. – Steven Bard *
We will be using contestants a judges.

Scribes: (Sat) Rick Allabaugh (648-7983) * Joe Perrucci Jack Hostetler Mike Hill *
Bill Tozer Don Stento * Bob Balsie * Jerry Roscoe * Jack Hostetler
Dave Merithew * Martin Keis * Scott Wallace * Charlie Pearsall

(Sun) Bill Oltmer (785-4631) * Bill Hinrichson Joe Perrucci Brian Balliet Darrell Sper-
beck * Don Green * Brent Bryson Mark Lecher Matt Snow Bart Davis *
Scott Wallace * Joe Felice

NOTE: Terry Terrenoire is also our Contest Manager and will need help in the concession stand.
Concessions helpers: Jerry Riegal Scott Blazicek

* = CONFIRMED AS OF 5/07/03

If your name is on the list but is not confirmed, please confirm at the next club meeting or by phone.

ANYONE WHO CAN HELP BUT IS NOT ON THE LIST, PLEASE CONTACT FRANK GIOFFREDO (748-9858) OR
TERRY TERRENOIRE (748-8146).



FLIGHT SCHOOL 2003

By Gib Vandling

The list of AGS members signed up to participate in the 2003 flight school is shown below along with their email addresses and their preference for Wednesday (W) or Saturday (S) sessions.

Students are requested to call their instructors in advance of each session and confirm that the instructor can fly with them that particular session. This will prevent an instructor from showing up when he has no student or a student showing up when an instruction is unavailable. Students are encouraged call an alternate instructor if a particular instructor is not available for a given session.

Students are encouraged to obtain and keep updated an AEROGUIDANCE SOCIETY STUDENT FLIGHT LOG.

STUDENTS

Dave Merithew	648-3279	DAMERITHEW@cs.com	W
Don Green	754-0087	keebling@aol.com	W
Martin Keyes	768-4054	railblues@cs.com	W
Dick Chase	754-2220	rec453@aol.com	W
John Nestoryak	748-2080		
Gil Vandling	785-7949	umbreon0197@aol.com	W&S

HELPERS

Ken Maroni	625-2491	ossieux@ronetisp.com	S
Bob Balsie	748-1074	a10_hog@earthlink.net	W&S
Bob Nestoryak	749-2080	Bob@gjshobbies.com	W
Mike Hill	724-8322		W&S
Darrell Sperbeck	729-8104	desper@hotmail.com	S

INSTRUCTORS

Art Riegal	785-2055		W
Bill Oltmer	785-4631	owilliam@stny.rr.com	W
Jim Quinn	786-0995	JAQFly@prodigy.net	S

FLIGHT SHOOOL COORDINATOR:

Gib Vandling 785-6498 gvandlin@stny.rr.com



STRC Pylon Racing Update

By Rick Allabaugh

First a very important note: **Due to the work schedule of some of the pilots, we have decided that all Tuesday night races will begin sharply at 6:30 PM.** This is a change from the brochure, so please take notice.

Tuesday May 6th was STRC Race #1. The racing was quick, there was plenty of action and in the end there didn't seem to be a specific pilot who had an advantage over the others. Don Stento did an incredible job in competing with Terry Terrenoire and Bob Noll. If it wasn't for the cut Don had on the last lap of the first heat, I'm fairly certain he would have beaten Bob for first place.

Jim Quinn experienced a strange problem in mid-air. If I have the story correct, his carburetor body actually broke off and his engine quit. After safely landing the plane, Jim pulled off the carburetor from his back-up plane and was ready for the next heat.

Below are the standings:

<u>STRC Race #1</u>	<u>Overall Points</u>
Bob Noll = 9 points	9 points
Terry Terrenoire = 6 points	6 points
Jim Quinn = 5 points	5 points
Don Stento = 4 points	4 points
Rick Allabaugh = 0 points	0 points



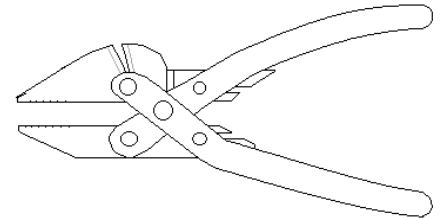
Fishing Pliers

(found on the Internet)

At the flying field, you never seem to have the right size wrench to tighten one of the myriad of little nuts that we have all over our planes and engines. And a pair of pliers is one thing you **MUST** have - but if you use them on a nut, you stand a good chance of messing it up, because the pliers always have an angle between the jaws.

Try getting some fishing pliers, as shown. These little gems have jaws that stay parallel, and which won't tear up a nut. Plus, because of their geometry, they have a very powerful wire cutter!

Clay Ramskill,
7 Towers RCC, Arlington, Tx.



AGS is an AMA chartered club.; to fly at AGS's field you must be covered under AMA insurance.

You can sign up or renew your membership online at

<http://modelaircraft.org>.

For 2003, the rates are:












Regular Members—\$58

Seniors (proof of age required) - \$48

Junior Members (< 19yrs old)

\$15 w/magazine

\$1 w/o magazine

MAAC Sportsman 2002				
1	Take Off	(U)	1	
	Enter			
2	Straight Flight Out	(U)	1	
3	Procedure Turn	(T)	1	
4	Straight Flight Back	(D)	1	
	Exit			
	Enter			
5	One Loop	(U)	1	
6	Immelmann Turn	(T)	1	
7	Split "S"	(D)	1	
	Exit			
	Enter			
8	1 Horizontal Roll	(D)	1	
9	1/2 Reverse Cuban Eight	(T)	1	
10	Cobra Without Rolls	(U)	1	
	Exit			
	Enter			
11	Stall Turn	(D)	1	
12	1/2 Cuban Eight	(T)	1	
	Exit (free downwind pass)			
13	Rectangular Approach		1	
14	Landing		1	

Newbie's Corner

by Scott Blazicek

Here is a Call Card to help you learn the new sequence:

The Immelman or 1/2 loop - 1/2 roll off the top

The Immelman is also a combination maneuver. The pilot will perform a 1/2 loop with a little more energy on entry (4 Gs minimum). At the top of the loop, before any visible horizontal line can be established, the aircraft is rolled upright to end up straight & level in slow flight. Properly timing the start of the roll is the key to a proper Immelman. As the aircraft is rolled at a slow airspeed very near the stall, exaggerated control movements are required and the margin for error is reduced. The Immelman is a course reversing, altitude gaining maneuver that is often followed by a spinning maneuver as the aircraft is now slow and close to the top of the aerobatic box.

It is interesting to note that Max Immelman, famous WW1 ace, never flew the figure that is named after him, the structure of his frail Fokker would have failed attempting it.

Split-S or 1/2 roll - 1/2 loop

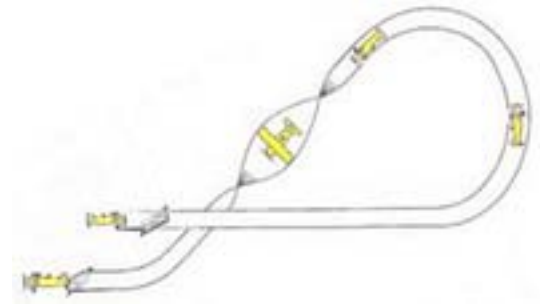
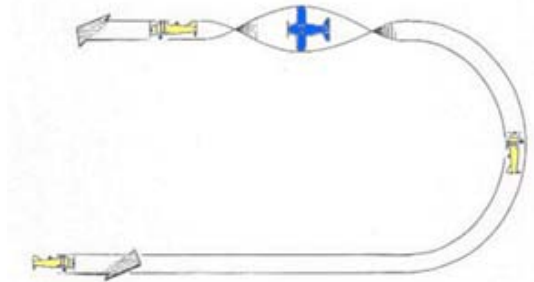
The split-S was a favorite evasive maneuver of WW1 and WW2 pilots. When they had a faster enemy fighter on their tail, the quickest way to shake it off was to roll the aircraft inverted, then perform a 1/2 loop to reverse course and lose altitude quickly, then find cover in the clouds. The split-S is considered a dangerous maneuver because a lot of energy can be accumulated during the 1/2 loop if the entry speed was high to start with. It is then easy to exceed the aircraft structural design limit, as well as the pilot's G tolerance during the pull out from the 1/2 loop. To safely fly a split-S, the pilot will reduce power and allow the aircraft airspeed to decay to a slow cruise speed. When the desired airspeed is reached, the pilot will add full power as he/she performs the 1/2 roll to inverted, immediately pulling into the 1/2 loop. Even properly executed, the split-S will put more strain on both pilot and aircraft than a normal loop.

The 1/2 Cuban eight

The 1/2 Cuban eight is a combination maneuver starting with 5/8 of a loop. At this point, the pilot is watching the left wing. He/ she will stop the loop once the aircraft is on a 45-degree inverted downline. The pilot then rolls the aircraft upright and continues on a 45-degree upright downline. The 1/2 roll must be placed exactly 1/2 way along the 45-degree downline. The figure will be downgraded if this downline is more or less than 45 degrees. The pilot then levels off pulling 4 to 5 Gs, to end the figure at the same altitude he/she started the loop.

The reverse Cuban eight

The reverse Cuban eight is a 1/2 Cuban eight flown backwards. From straight and level, the aircraft will then climb in a straight 45-degree upline. 1/2 way up this line, the pilot will do a 1/2 roll to inverted. At the end of the upline, the pilot will fly the backside of a loop to end the figure at the same altitude as it started but now flying in the opposite direction. The figure will be judged on the angle of the upline, the roll position along the line and on the shape of the loop portion.



Aeroguidance Society Inc.

FIELD RULES

(Revised 09-24-2001)

These rules have been developed to ensure the safe and enjoyable use of the AGS flying field and to preserve good relationships with neighbors. Failure to follow these rules may result in restriction or suspension of flying rights by the AGS Board of Directors.

SAFETY:

1. Obey the official AMA Safety Code.
2. Children and unauthorized persons are not allowed in the pit area.
3. Do not fly over the pit area, parking area or, if in use, the pavilion or playground areas.
4. Be certain the runway is clear before takeoff and landing.
5. Do not taxi in the pit area.
6. Engines must be equipped with a spinner or safety prop nut.
7. Warn bystanders not to stand in line with a rotating prop.
8. Avoid flying close in when the field is congested.
9. No more than four powered aircraft may be flown at the same time.
10. Do not operate the tractor or other power equipment alone.
11. Flying is not allowed over the tractor when it is in operation.
12. It is strongly recommended that you do not fly alone.
13. Drive slowly on the access road, especially near houses.
14. Do not fly in a manner that could be hazardous to others.
15. A majority of flyers present at the field must at all times designate which runway is "active" and which is the "alternate" in an ongoing manner dependent upon wind direction. Runways will be referred to according to conventional airport designation which means they are numbered according to their compass heading. The runways are 6 (six) - 24 (two-four) and 15 (one-five) - 33 (three-three).
16. 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. Flying dead stick or having radio or flying problems must also be announced to all other pilots.
17. A majority of those flyers using the "active" runway will 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 may only occur when there is a unanimous consent from all other pilots present prior to each flight.
18. The wind direction rule will not apply to the "alternate" runway. This means that cross-runway take-offs are allowed on the "alternate" runway only.
19. When the "active" runway is in use by multiple fliers, it shall be limited to normal take-off and landing type maneuvers. This rule can be waved if all fliers agree before the flight that close in maneuvers over the "active" runway are OK.
20. Announcement of intention to use the "alternate" runway must be made prior to each take-off and "end of flight" landing.
21. Do not fly or taxi across the "active" runway when using the "alternate" runway. Suspension of this rule may occur when there is unanimous consent from all other pilots present prior to each flight.

FREQUENCY CONTROL:

1. Transmitters and receivers (except 27MHz and 53MHz) must be certified as meeting AMA narrowband requirements for 20KHz channel separation.
2. Do not turn on your transmitter unless you have placed your current AMA card in the correct location on the frequency board and have attached the pin for that frequency to your transmitter.
3. 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.
4. Retract your transmitter antenna when not in use.
5. Transmitters must display their operating frequency per AMA rules.
6. Idle transmitters must be impounded if any flier so requests.
7. Remove your AMA card and return the frequency pin promptly after each flight.

GENERAL:

1. You must be an AMA member to fly at the AGS field. Non-AMA members are allowed to fly on a one time basis on a buddy box with an AMA member.
2. Do not run aircraft engines before 9 AM or after 9 PM. This does not apply to electric motors.
3. Do not direct prop wash or exhaust at others or their equipment.
4. Perform any prolonged engine running at the west end of the pit area.
5. Be sure to lock the gate if you are the last to leave the field.
6. Don't leave trash at the field.
7. The maximum sound level allowed is 96 db on the A weighted scale measured at 9'. New engines must be tested and, if necessary, corrected promptly.
8. Please be courteous to others at all times.

MAY PROGRAM



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