

# The CONNECTOR

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

[www.aeroguidancesociety.org](http://www.aeroguidancesociety.org)

Volume #49 ..... Issue #6

June 2004

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

## GET READY FOR OUR 49<sup>th</sup> ANNUAL PRECISION AEROBATICS CONTEST AUGUST 7 & 8.

By Bob Noll, Contest Director

Our AMA sanction has been received, prizes are coming in, advertising is under way and staffing is proceeding. If you can help, there are still a few jobs that remain unfilled. The staffing plan will be circulated again at the July meeting for those who have not had a chance to sign up. Working at the contest affords our members with a great opportunity to see some of the best Precision Aerobatic pilots in the northeast. There is a distinct probability that Don Szczur, the current National Champion in the FAI class will be attending. I plan to ask Don if he will bring his large TOC plane for a demonstration flight as he did several years ago.

Reports from pilots at recent contests are that we should have a very good turnout due to our contest location and our August dates. Our contest will be the first after the AMA Nationals and by then most pilots, especially those who will not be attending the Nats, will be eager to compete since the last local contest is the Pocono contest on June 26 and 27.

Those of you who like to camp will enjoy pitching your tent or setting up your camper for the weekend. Many contestants will be camping. Field set-up will be done Friday afternoon and the field will be open for practice flying at 3 PM.

The contest starts at 9 AM Saturday and will continue until about 5 PM after which we will have a chicken dinner for all contestants, their families and for our club members. Some demonstration flying is expected after the meal until dark.

On Sunday, flying will start again at 9 AM and continue until about 3 PM. After that all club members working at that time are needed to tear down and return the facility to its pre-contest status.

Since we will be using contestant judging, our club members can compete. So if you competed in our Pattern Primer or have since decided that you would enjoy the excitement of competition, you are invited to enter the contest. The entry fee will be waved for all AGS members who have worked at the contest.

**June, July, August  
Meetings at  
the AGS Field**

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*And much more!!!!*

### *Coming Events*

**July 6 ----- 6:30 PM**  
STRC Race #5  
AGS Field

**July 6 ----- 7:30 PM**  
Monthly Meeting  
AGS Field

**July 14 ----- 6:30 PM**  
Instructor's Thank You Picnic  
AGS Field

**July 17 ----- 10:00 AM**  
Celebration of Flight  
AGS Field

**Aug 3 ----- 6:30 PM**  
STRC Race #6  
AGS Field

**Aug 3 ----- 7:30 PM**  
Monthly Meeting  
AGS Field

**The Aeroguidance  
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**PUBLIC RELATIONS**  
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**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.

**STRC RACE #2 WAS ANOTHER GREAT RACE!**

By Bob Noll, Race Coordinator

Six pilots were set to race on a very nice evening with mild winds and reasonable visibility. Jerry Riegal flew in his first race as a new Busch pilot. Jerry was the only Busch pilot to race so he had to fly with the Nextel Cup pilots. As soon as at least three of the four Busch pilots attend, the Busch pilots will be racing among themselves. Busch pilot Don Shugard had minor plane damage on a test flight earlier in the day and Mike Harris has not sorted out his flight trim problem. Jerry Roscoe had another commitment.

The #24 Dupont Special of Art Riegal had a tight race with the #43 STP Special of Jim Quinn in heat #1 with Art barely winning that heat. Heat two saw the #32 Tide Machine of Terry Terrenoire continue with its fuel problems from the first race, receiving another DNF, leaving the #6 Viagra Racer of Bob Noll against the #48 Lowe's Racer of Jerry Riegal with Bob winning the heat.

Jerry Riegal's problems started in heat two when his Lowe's Racer went dead stick leaving Bob Noll's Viagra Racer and #8 Budweiser Special of Frank Gioffredo to battle it out with Bob the winner.

Several other close heats followed but Terry pulled out of the race and Jerry Riegal had another DNF with fuel feed problems leaving Bob, Art, Frank and Jim to finish the racing with the following results for the night:

1 <sup>st</sup>	Bob Noll	9 pts.
2 <sup>nd</sup>	Jim Quinn	8 pts.
3 <sup>rd</sup>	Art Riegal	7 pts.
4 <sup>th</sup>	Frank Gioffredo	4 pts.
5 <sup>th</sup>	Jerry Riegal	2 pts.
6 <sup>th</sup>	Terry Terrenoire	0 pts.



**REMINDER  
THE NEXT MEETING  
IS AT THE  
AGS FIELD  
JULY 6th @ 7:30 pm**

*The CONNECTOR* is prepared on a Personal Computer. Submissions are happily accepted by E-mail at [ags@v-fib.net](mailto: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

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# AGS ANNUAL CELEBRATION OF FLIGHT



## JULY 17TH

## 10A.M. to ???

## AGS FIELD

### MARK YOUR CALENDARS

FREE FOOD, FUN and PRIZES FOR ALL WHO ATTEND!!!!

EXPERIENCED OR BEGINNER (BUDDY BOXES ARE ENCOURAGED)

HERE IS THE TENTATIVE LIST OF EVENTS:

MYSTERY SPOT LANDING  
BALLOON POP  
DRAG RACE  
LIMBO  
2 MINUTE DRILL  
TAG TEAM PYLON

### REMEMBER EVERYBODY WINS

QUESTIONS OR CONCERNS PLEASE CONTACT BILL OLTMER @785-4631

**AGS Meeting #683  
June 1, 2004**

The meeting was held at the AGS Field and was called to order at 7:30 p.m. by president Terry Terrenoire. Present at the meeting were approximately 20 members and one guest.

**Meeting Minutes**

Approved as published in the Connector.

**Officer Reports**

**VP's report:**

Nothing to report.

**Secretary's report:**

The board meeting minutes from May were read.

**Treasurer's report:**

The treasurer's report was given by the Secretary, since the Treasurer was absent.

**Committee Reports**

**Membership**

There are no associate members eligible for a vote at this meeting. There was one guest at the meeting and one application for membership was received.

**Librarian Report**

The librarian was not present.

**Field**

Members are reminded that if they empty the gas cans for the tractor and/or the weed trimmer, that they should have them refilled and return them the next week in time for mowing. Keep the receipt for gas and give it to the treasurer for reimbursement.

**Flight School**

Instructors are needed for the next several weeks.

**Program**

The July program will be given by Bob Noll and will discuss adding floats to your model and will provide information on proper techniques that need to be used when flying off of water.

**Annual Pattern Contest**

Frank Gioffredo asked people to sign up to work at the contest.

**Aerobatics Primer**

The spring aerobatics primer will be held at 10:00am on June 5<sup>th</sup>. Terry will cook lunch at noon. A modified AMA pattern will be flown.

**Old Business**

**Explorer Scouts Modeling Class**

The Explorer Scouts class in radio control model building has been completed. Terry test flew all of the models on June 4<sup>th</sup>. The students have flown their models.

**Next Board Meeting**

The next board meeting will be held at Bob Balsie's house on June 7<sup>th</sup>.

**New Business**

**New Field Layout**

As the club Safety officer, Art Riegel presented proposed changes to the field layout, to help us comply with the new AMA guidelines. It was moved and seconded that the new layout be accepted. Frank Gioffredo and Joe Perrucci volunteered to make the new pilot protection barriers for the field.

**Show-N-Tell**

Bob Frey displayed his Alpha Models FW-190 foam electric model. It weighs in at 10 ozs and is 1/16<sup>th</sup> scale. It uses a geared Speed 300 motor and a three cell Li-Poly battery pack. Priced at \$120.


**Program**

Changes to the field layout per suggestions from AMA for increased safety, given by Art Riegel.

**Activities**

By Brent Nelson  
Activities Chairman

The next activity is the STRC race #5. It will be held on July 6<sup>th</sup> at 6:30. Helpers should show up no later than 6:15. The Celebration of Flight is scheduled for 10AM on July 17<sup>th</sup> at the AGS Field (note: this is one week later than originally scheduled). Other activities in July is the Instructor Picnic, held on July 14<sup>th</sup> (one week after the end of 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.

## AGS Combat Contest is a go!

By Jerry Roscoe

The AGS combat meet is set for 9/25/04. Joe Felice is the Contest Director and I'll be helping Joe with most of the work. Details have been sent to the AMA for sanction and listing in the AMA modeler magazine. I've also posted the event on the Radio Control Combat Association ([www.rccombat.com](http://www.rccombat.com)) calendar. This year we are running AMA Open Class B and adding something new, RCCA provisional class SSC, with the hope of generating more interest. Since there weren't enough entries last year in combat scale we dropped it this year.

Open Class B combat is one of the classes we run each year and has generally been the most popular event in combat meets. Its only real restriction is the motor size limit of .30 cid. Any motor modifications are allowed and the planes go like a bat out of heck! If you looking for an adrenalin rush, this is the event for you; it will make you feel like a kid again. A popular misconception is these planes hit each other and smash up a lot. I might be lucky, but I've used the same plane in 5 events and so far all my damage has been self inflicted! I've never been hit by another plane or hit another plane ( I really shouldn't talk too loud here and give myself bad luck. I've seen more planes crash in the Q500 events than the combat events I've attended.) Of course we are trying to cut a 30 foot streamer (with a 5 foot minimum leader string) and not hit any planes. It might look easy trying to cut a 30 foot target but it just isn't that easy to cut those ribbons. The other thing about combat planes is that they are not only relatively cheap but they are built to take some serious abuse. It's not unusual to have a serious encounter with the earth and be able to pick up the plane and fly it again. If you have been thinking about combat, now is the time to build a plane and give it a try. I'm looking for someone to practice with; give me a call when you're ready.

RCCA provisional class SSC is a new class that is gaining a lot of interest. At the national last year it actually had more entries than the other events. SSC stands for Slow and Survivable Combat and it has several restrictions designed to slow the pace of combat and have less plane damage. The major restrictions are a smaller stock .15 cid engine with a \$65 retail price limit and no major modifications allowed. Prop size is fixed at MAS 8x3 and the motor rpm cannot exceed 17,500 rpm. Believe it not I've heard that some of the OS .15LA engines have had trouble making the rpm limit in some weather conditions. I'm in the process of building a Tufflight Panther which can fly in either Open Class B with a .25 motor or SSC with a .15 motor.

I'm putting an OS .15 LA motor on it to give SSC a try.

BTW - There is a new covering method being used on combat planes that I'm planning to try on my Panther. Instead of covering it with monokote or ultracoat I'm going to use 2 layers of 1/2 oz ripstop coated poly.

They say it doesn't weigh any more than monokote and its supposed to be superior for combat. Time will tell! I hope to have it done in a few weeks. Now if I could only find a cheap front end radar unit I'd be all set.

Jerry Roscoe "target practice"



### Radio Controlled Model Airplane Meet August 14<sup>th</sup>-15<sup>th</sup>

**Come fly where history was made**

Location: Ray Kolo airfield RT. 54 Hammondsport, NY  
"1 mile west of Hammondsport"

Camping "No Hookups" - Food Concessions  
**Free admission to The Glenn Curtiss Museum for flyers and family!**

Info contact : Ron Griswold (585) 728-2181 AMA# 4445 Curtiss Museum (607) 569-2160

Websites [<http://www.frontiernet.net/~rcflyer1/>](http://www.frontiernet.net/~rcflyer1/)

[<http://www.linkny.com/~curtiss/>](http://www.linkny.com/~curtiss/)

# AEROBATIC PRIMER 2004

Thank you. Thank you. Thank you. As a former English teacher I know that the opening sentence of the first paragraph should set the tone for the article and catch the reader's attention. I spent quite a bit of time thinking of an appropriate opening sentence for our Aerobatic Primer 2004. Now my question is whom do I thank first?



Do I start with Bob Noll who got a group of us together in his living room in the late fall of 1998 and lit a fire under several of us, myself included, for precision aerobatics? Do I start with Terry Terrenoire who volunteered to do the food and when he was faced with two funerals in the same week that began with his daughter's graduation from medical school still came through with the food for lunch? Do I start with Doug Breneman who walked up to me and volunteered to do anything I wanted at the Primer? What about Art Riegal or Scott Wallace who volunteered to serve as judges

Actually, I guess I should start with the five aerobatic contestants who came to fly on Saturday June 5, 2004. Without them there would be no primer.

The day started out without much promise. At 7:30 I was on my way to Terry's house to pick up the food. It was raining. Terry gave me the food; I packed my van; and it was off to the AGS airport. When I arrived the gate was open and the rain had stopped; an airplane was flying overhead! Would this be a good day for flying? Ed Helinski thought so because he was the pilot in the air when I arrived. Bill Markovitz was calling for Ed and Bill was ready to fly as well. A few minutes later Matt Struck arrived with his electric powered Crazy Horse. A few more minutes went by and Jeff Hatton was getting his plane out of the car. By now it was 10:00 and we had a short pilots meeting. Bob Noll went through the maneuvers and some of the finer points of precision aerobatics, like each maneuver begins and ends with a line. Without the line to begin and end a maneuver your score for that maneuver is downgraded. I outlined the three different flight sequences and we all agreed that we should start the flying early so that we might avoid the rain that was in the forecast for all day.



Doug mixed up the registration cards and the luck of the draw fell to Ed Helinski to be the first pilot in the air. In the first round all the AMA Schedule 401, Sportsman Category, maneuvers were flown in the center of the aerobatic box, a cube of air 150 meters cubed. During that first round Jerry Roscoe arrived. Jerry was still early for the contest which should have started after lunch. Remember, we were starting early to avoid the rain. While Jerry got his plane ready to fly the other three pilots finished the first round. Jerry took a test flight and we began the second round.

The second round was to fly the Sportsman sequence per the AMA handbook, with maneuvers centered and appropriate turn around maneuvers at the end of the aerobatic box. All five pilots successfully completed the second round. At the end of the round Bob Noll suggested we took a lunch break. I fired up the grill and thanks to Terry we ate hotdogs and pasta salad with a compliment of appropriate beverages. As lunch ended Jerry Roscoe flew the flight that he missed in the first round.



At the end of the first round Ed Helinski was in first place with a score of 1,000. One thousand is the maximum normalized score for an individual round of aerobatic competition. Normalizing takes the highest raw score and makes it 1,000. You then divide the raw score into 1,000 and get the multiplier for the other scores. For example, if Ed's raw score was 500 you would divide that number into 1,000 which equals a multiplier of 2. So if the next highest raw score was 450 his normalized score would be 900. And the next score was 200 his normalized score would be 400. Normalizing eliminates such factors as a very windy round or very strict or very generous judging.

As I was saying, Ed won the first round, but Matt, Bill, Jerry, and Jeff were all right in the hunt after him.

Round two was won by Matt Struck with his normalized score of 1,000. The competition was heating up. Two different pilots each won a round.

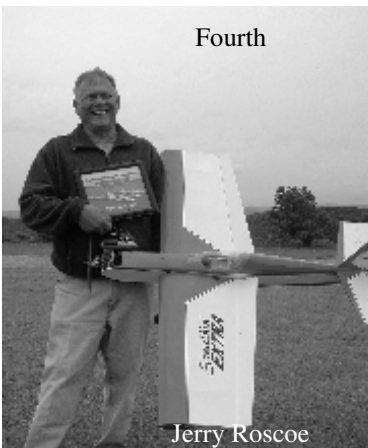
Round three was the freestyle round. After take off, a mandatory maneuver, of course, each pilot selected 8 other maneuvers. Each maneuver could be repeated only once and the 8 maneuvers needed to include centered and turn around maneuvers. Round three was again won by Matt Struck. Round one had Art Riegall and Jim Quinn judging. Round two had Bob Noll and Scott Wallace judging. And Round three had all four judges working.



Now it was up to Doug Breneman to make the final calculations to determine the outcome of a wonderful Aerobatic Primer. Doug finished the calculations and handed me a wonderfully prepared summary of the day's activities. It was a pleasure for me to hand out the beautiful plaques prepared by Bob Noll. Flying for the first time this year and doing so with only one trim flight before he actually competed, Jeff Hatton finished in fifth place. Jerry Roscoe finished in fourth. Bill Markovitz finished in third. Ed Helinski finished in second. Matt Struck and Crazy Horse finished in first place. A special congratulations to Matt for winning the

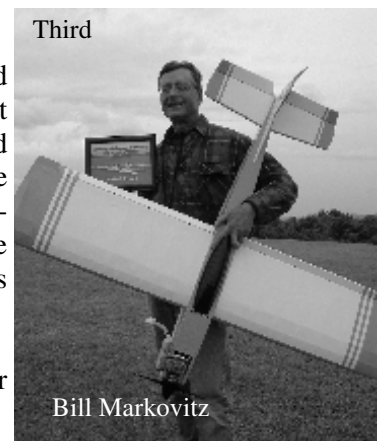
Primer and to all the pilots who flew in our fourth annual Aerobatic Primer.

As I drove down the hill it started to sprinkle again. I was so pleased that the rain did hold off for us to complete this year's primer. Last year it was raining and blowing so hard that we canceled the entire event. This year was just the opposite. It was a great day. What did an event like this cost the AGS? The budget called for \$100.00 to be earmarked for the primer. The actual costs were: Plaques: donated by Bob Noll and Jim Quinn; Food: donated by Terry Terrenoire; Judging: donated by Art, Scott, Bob, and Jim. Total cost to the AGS was ZERO. Thank you to everyone who made this such a wonderful day.



A special thank you to Bob Noll for taking the photos for this article.

Jim Quinn



## EIGHT PILOTS RACE IN STRC RACE #3!

By Bob Noll, Race Coordinator

Eight pilots arrived on a very nice evening for the season's third race. It was great to see Don Stento and Jerry Roscoe at this race and enjoying the excitement.

Terry Terrenoire finally got the fuel supply bug fixed on his TIDE racer and won all of his heats. Jerry Riegal, who had engine problems at the last race on his LOWE'S racer solved his problem and ran good for all three of his heats. Jerry Roscoe had a mishap while landing after his first heat and was unable to take the flag for his subsequent heats.

Heat #5 saw Frank Gioffredo's #8 BUDWEISER plane contact Jim Quinn's #43 STP Special while rounding pylon #2 midway through the heat and both planes were required to land immediately and therefore received DNF's for that heat. Frank's plane appeared untouched but half of the elevator on Jim's plane was not there when the plane landed. Frank was able to continue racing in a following heat but Jim had to take his STP Special to the hanger.

Heat #6 was a very close race between the #6 VIAGRA racer of Bob Noll and Terry's TIDE racer until Bob cut pylon #1 while leading about lap 5. Bob was unable to make up the extra lap although coming close to Terry in the last lap.

Once again I want to thank all of the helpers who were treated to hot dogs, soda and chips after the race courtesy of the pilots.

Results for race three are;	1 <sup>st</sup>	Terry Terrenoire	9 pts.
	2 <sup>nd</sup>	Bob Noll	8 pts.
	3 <sup>rd</sup>	Art Riegal	7 pts.
	4 <sup>th</sup>	Frank Gioffredo	5 pts.
	5 <sup>th</sup>	Jerry Riegal	5 pts.
	6 <sup>th</sup>	Don Stento	4 pts.
	7 <sup>th</sup>	Jim Quinn	3 pts.
	8 <sup>th</sup>	Jerry Roscoe	1 pt.

So, the season standings after three races are;

### NEXTEL CUP

1 <sup>st</sup>	Bob Noll	26 pts.
2 <sup>nd</sup>	Art Riegal	21 pts.
3 <sup>rd</sup>	Jim Quinn	17 pts.
4 <sup>th</sup>	Frank Gioffredo	16 pts.
5 <sup>th</sup>	Terry Terrenoire	10 pts.
6 <sup>th</sup>	Don Stento	4 pts.

### BUSCH GRAND NATIONAL

1 <sup>st</sup>	Gerry Riegal	7 pts.
2 <sup>nd</sup>	Jerry Roscoe	5 pts.

Terry  
Terrenoire  
*The Prez Sez*



Gentlemen: I sent out an e-mail 2 weeks ago concerning our mowing list. To the best of my knowledge, no one has added his name to the list. *(ed: Due to Lack of Space the mowing list wasn't published this month. Contact Charlie Persall at 648-2869 to signup)*

As difficult as it has been to get mowing help, I can just imagine how difficult it is going to be to get a few guys to form the nominating committee!! We are in that time now. All of us on the Board are completing our second year, so we need to fill 5 positions, but 2 have been tentatively filled, so there is room yet if you are interested in being a central part of the 50th anniversary year!!

Good flying and happy landings.



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

You can signup or renew your membership online at

<http://modelaircraft.org>

For 2004, the rates are:

**Regular Members**—\$58

**Seniors (proof of age required)** - \$48

**Junior Members (< 19yrs old)**

\$15 w/

magazine



# THE RAINS STAYED AWAY FOR RACE #4!

By Bob Noll, Race Coordinator

After reports from the weatherman that rain storms could ruin the evening races, nine pilots raced at STRC race #4 on Tuesday, June 22. This was the first race this year where three Busch pilots attended allowing them to race all three of their heats together. It was Mike Harris's first race and he did very well by winning the second and third heats after coming in third in the first heat with his #10 Valvoline Special. Jerry Riegal also did very well as his #48 Lowe's racer took a first and two seconds. Gerry Roscoe (no sponsor) was the third Busch pilot and he finished the evening with four points.

In the Nextel cup class, the #6 Viagra racer of Bob Noll had a perfect evening of three wins. Bob and Terry had a great race in heat #2 when Terry stayed on Bob's tail for the entire heat only to get a cut on the last turn while trying to take the lead by turning inside of the Viagra racer. There was no room inside as Bob put his racer on the pylon for that last turn.

The STP Special of Jim Quinn and the no name racer of Don Stento (Don, you need a sponsor) also had a great evening with Jim getting seven points and Don getting six points. Don gave Bob Noll a great race in heat #3 and showed that he is coming on strong after missing the first two races.

Take off problems by Art Riegal and Terry Terrenoire kept their point totals lower than usual. Frank Gioffredo's #8 Budweiser Special did well with two seconds and a third.

Results for race four are;	Nextel Cup	1 <sup>st</sup>	Bob Noll	9 pts.
		2 <sup>nd</sup>	Jim Quinn	7 pts.
		3 <sup>rd</sup>	Don Stento	6 pts.
		4 <sup>th</sup>	Frank Gioffredo	5 pts.
		5 <sup>th</sup>	Art Riegal	4 pts.
		6 <sup>th</sup>	Terry Terrenoire	3 pts.
	Busch Grand National	1 <sup>st</sup>	Jerry Riegal	7 pts.
		2 <sup>nd</sup>	Mike Harris	7 pts.
		3 <sup>rd</sup>	Gerry Roscoe	4 pts.

The season standings after four races are;

NEXTEL CUP	1 <sup>st</sup>	Bob Noll	35 pts.
	2 <sup>nd</sup>	Art Riegal	25 pts.
	3 <sup>rd</sup>	Jim Quinn	24 pts.
	4 <sup>th</sup>	Frank Gioffredo	21 pts.
	5 <sup>th</sup>	Terry Terrenoire	13 pts.
	6 <sup>th</sup>	Don Stento	10pts.
BUSCH GRAND NATIONAL	1 <sup>st</sup>	Gerry Riegal	14 pts.
	2 <sup>nd</sup>	Jerry Roscoe	9 pts.
	3 <sup>rd</sup>	Mike Harris	7 pts.

## THE NEXT RACE IS TUESDAY JULY 6

**THE DEADLINE FOR  
SUBMITTING ARTICLES FOR  
THE CONNECTOR IS THE  
3RD SUNDAY OF EACH  
MONTH**

**Aeroguidance Society, Inc. roster as of July 2004 (76)**

the following Channels are not usable at AGS field: 02, 04, 13, 27, 36, 42, 49

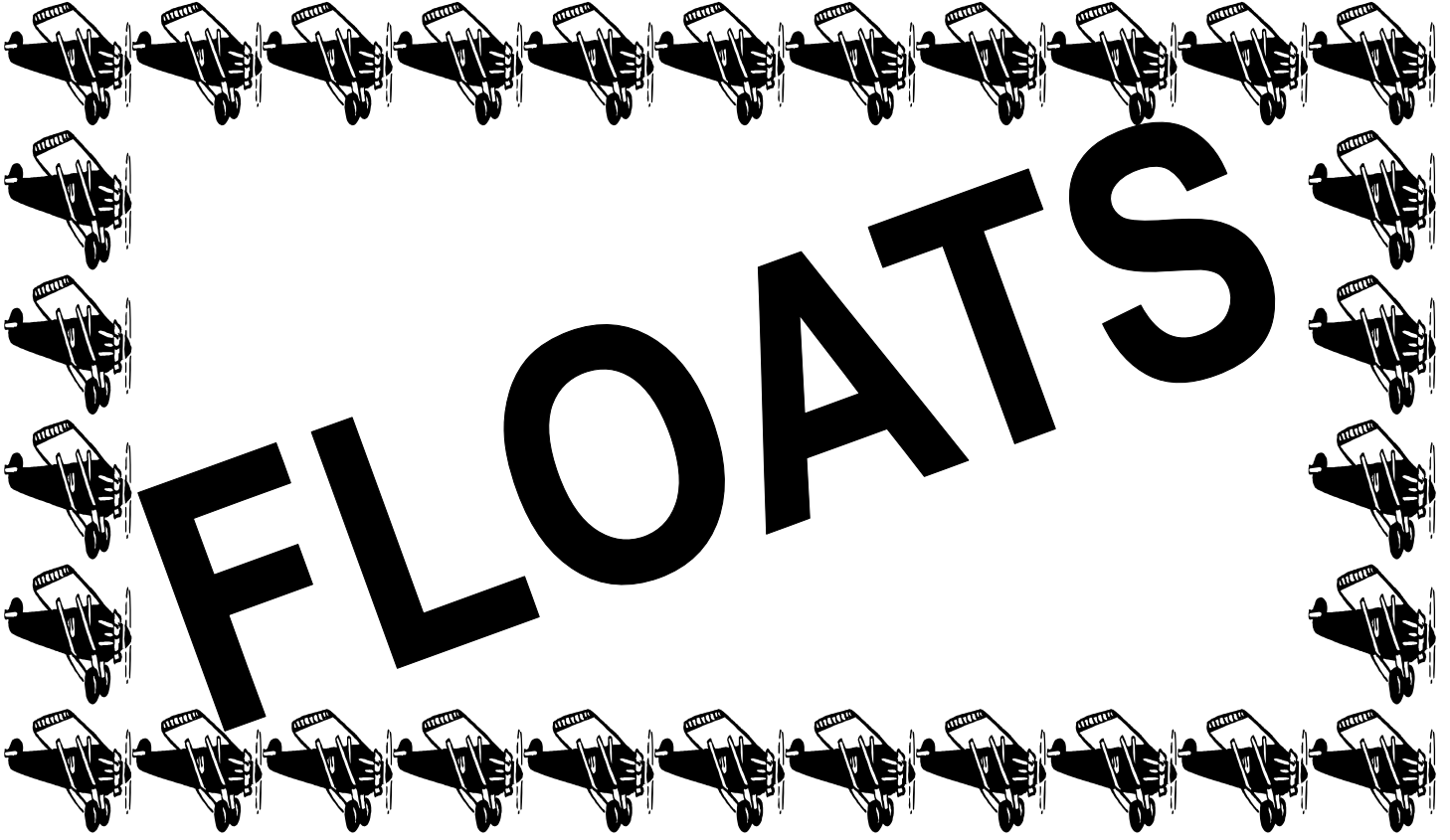
<b>Lastname</b>	<b>Firstname</b>	<b>City, State</b>	<b>Zip</b>	<b>Phone</b>	<b>Channels</b>
Adams	Jordan	Endicott, NY	13760	748-6307	15, 58
Allabaugh	Rick	Binghamton, NY	13905	648-7983	24
Allen	Dick	Endicott, NY	13760	785-1641	22, 29, 40
Asselta	John	Endwell, NY	13760	748-9274	28
Balliet	Brian	Apalachin, NY	13732	625-3062	32
Balliet	Jason	Apalachin, NY	13732	625-3062	32
Balsie	Bob	Endicott, NY	13760	748-1074	17, 25, 59
Bard	Steven	Endwell, NY	13760	754-4756	34, 37, 38, 46
Blazicek	Scott	Vestal, NY	13850	757-0148	31
Brayman	Peter	Vestal, NY	13850	785-1632	40
Breneman	Douglas	Endicott, NY	13760	748-3430	47
Brooks	George	Apalachin	13732	625-3755	12, 16, 20
Bryson	Brent	Endwell, NY	13760	785-8253	20, 38
Bryson	Kris	Endwell, NY	13760	785-8253	20
Cammarata	Tony	Endicott, NY	13760	754-0209	16, 24
Campbell	Elwood	Endicott, NY	13760	754-0122	none
Chase	Dick	Vestal, NY	13850	754-2220	43
Confer	Howard	Binghamton, NY	13901	648-5731	50, 60
Curtis	Rick	Owego, NY	13827	687-3696	
Cushing	Paul	Endicott, NY	13760	748-9033	46
Felice	Joe	Vestal, NY	13850	754-2816	19, 28, 34, 54, 56
Frey	Bob	Vestal, NY	13850	748-3854	16, 28, 32, 33, 52, 57
Gazy	Michael	Apalachin, NY	13732	625-2581	52
Giles	Vic	Endicott, NY	13760	754-4916	21, 33, 38, 56
Gioffredo	Frank	Vestal, NY	13850	748-9858	25, 50, 52, 60
Green	Donald	Endicott, NY	13760	754-0087	39
Harris	Michael	Binghamton, NY	13903	724-4828	24, 48
Hatton	Ben	Endicott, NY	13760	754-5262	20
Hatton	Charlie	Endicott, NY	13760	754-5262	27mhz, 20, 32, 45, 50, 54, 56, 59
Helinski	Ed	Johnson City, NY	13790	729-3252	47
Herzing	John	Endicott, NY	13760	761-1327	60
Hinrichsen	Bill	Vestal, NY	13850	754-7332	18, 38, 44, 52, 60
Hostetler	Jack	Endicott, NY	13760	748-9527	51, 56
Jackson	Ralph	Endicott, NY	13760	748-1707	00, 28
Jennings	Bob	Endicott, NY	13760	754-3128	27mhz, 06
Karas	Len	Owego, NY	13827	687-5109	47, 57
Karas	Steve	Owego, NY	13827	687-5109	55
Kopl	Todd	Owego, NY	13827	687-7424	52, 59
Kopl	Tom	Endicott, NY	13760	748-2933	52
Krapf	Chuck	Whitney Point, NY	13862	692-4962	24
Kunzman	Wayne	Endicott, NY	13760	754-8111	14
Kunzman	Michael	Endicott, NY	13760	785-3949	55
Lecher	Charlie	Owego, NY	13827	687-3386	16, 22, 38, 43, 54
Lecher	Mark	Owego, NY	13827	687-3386	none
Lewis	Dave	Endwell, NY	13760	748-2513	14, 39
Lewis	Michael	Apalachin, NY	13732	625-3558	19, 38, 44, 48

**Aeroguidance Society, Inc. roster as of July 2004 (76)**

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<b>Lastname</b>	<b>Firstname</b>	<b>City, State</b>	<b>Zip</b>	<b>Phone</b>	<b>Channels</b>
Markovitz	William	Endicott, NY	13760	754-4983	26, 40
Maroni	Kenneth	Apalachin, NY	13732	625-2491	30
Martin	Hank	Vestal, NY	13850	729-2378	58
Martin	Len	Vestal, NY	13850	785-0727	60
McKeown	Jim	Vestal, NY	13850	754-7204	15, 50
Mendelson	Mark	Owego, NY	13827	687-0697	47
Merithew	David	Binghamton, NY	13901	648-3279	48, 53, 54
Murray	Robert	Endicott, NY	13760	741-0068	56
Nestoryak	Bob	Endicott, NY	13760	748-2080	23
Nestoryak	John	Endicott, NY	13760	748-2080	23
Nestoryak	Phil	Endicott, NY	13760	786-0383	46
Noll	Bob	Vestal, NY	13850	754-5279	07, 22, 57
Oltmer	Bill	Endicott, NY	13760	785-4631	29
Pearsall	Charlie	Binghamton, NY	13901	648-2869	43
Perrucci	Joe	Apalachin, NY	13732	625-2376	33, 51
Quinn	Jim	Endicott, NY	13760	786-0995	14, 18, 21
Riegal	Art	Endwell, NY	13760	785-2055	37, 46, 47
Riegal	Gerald	Vestal, NY	13850	785-5470	14
Roscoe	Jerry	Endicott, NY	13760	754-1550	12, 17
Shugard	Don	Vestal, NY	13850	797-1777	
Sperbeck	Darrell	Vestal, NY	13850	729-8104	44
Stento	Don	Binghamton, NY	13901	724-4909	15
Struck	Matthew	Apalachin, NY	13732	687-4860	11, 35, 38
Terrenoire	Terry	Endicott, NY	13760	748-8146	20, 32
Thurmond	Brian	Endicott, NY	13760	748-3980	
Underkofler	Bill	Vestal, NY	13850	785-3643	08, 57
Vandling	Gib	Endicott, NY	13760	785-6498	54
Vandling	Gilbert	Endicott, NY	13760	785-7949	54
Wallace	Scott	Endwell, NY	13760	757-9945	17, 19
Wieczorek	Len	Apalachin, NY	13732	625-2535	none

# JULY PROGRAM



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