



# The CONNECTOR

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

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

Volume #62 ..... Issue # 3 March 2016

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

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## THE NEXT AGS MEETING WILL BE ON MONDAY Apr 4th 6:45 P.M at the Endicott Municipal Library

Changes to time or location will be noted in this newsletter

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*The Prez Sez*

Submitted by Frank Gioffredo

I cannot believe March is nearly over and April is upon us. Hopefully we will have as mild Spring as our Winter was. I know this weather has kept me extremely busy at work, leaving little time for the extras in life. Regretfully I resigned my position as the Vintage Radio Control Society' newsletter editor, which I enjoyed doing but couldn't seem to get on track with my delivery time, too much going on in life right now and the AGS is most important to me to fulfill my position as president. So on with the coming of Spring.

Bob Jennings and Charlie Brown have been discussing the possibility of rolling the field. Even with the unusual winter season we've had caution should be used when attempting to access the field in the early part of the season. By the meeting we should have a report on the condition of the field and access to it. I recently spoke to Todd on field equipment and I will be getting up to service the mowers, tractor and trimmer. Todd will be putting together this year's mowing list. Please watch for your times and take care of maintaining our field. If you are unable to fulfill your mowing time, please find someone to take your place.

Our April meeting is going to be Project Night so please bring your winter projects finished or not. There is no such thing as a bad one. Bring them even if you need some advice on some part of your construction. We have a great deal of talent and I am sure we can help with any difficulties you might be having.

Many thanks to Jim Quinn for hosting our Spring Fling. Jim and Mary provided some tasty treats and some warm drinks, and even though the weather was a bit over-cast, we had very mild winds and nice temps to get in some great March flying. I was allowed the opportunity to fly Neil Hunts Kwik-Fly, (nice plane and it is powered by fuel – all the better). Several members came out to fly, Bob Noll made it in the air with his Taylorcraft, Rick Allabaugh renewed his faith in glow fuel, even Jeff Hatton came out and flew his multi-rotor. It was nice to see Jeff out after his recent health issues. One of our snow- birds returned from the south, Ron Sprague put in some airtime. Even though I did not bring a plane, I find it is a great stress reliever just to go and socialize with friends. It is nice to see the renewed growth in the flying membership.

### **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 March Meeting**

Monday April 4th  
6:45 PM  
Endicott Muni Library

#### **Field Opening**

April 23rd  
9:00 AM  
AGS Field

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

**AGS Officers:**

**President:** Frank Gioffredo (A-C)

**Vice President:** Charlie Brown (D-H)

**Secretary:** Ray Phillips (I-L)

**Treasurer:** Bob Jennings (M-R)

**Board Members at Large:**

Tom Kopl (S-Z)

Stan Driggs

**Past President:** Rick Allabaugh

---

**Committee Chairmen:**

**Membership:** Charlie Brown

**Program:** Tom Kopl

**Activities:** Open

**Field:** Todd Kopl

**Historian:** Don Green

**Public Relations:** Open

**Sound:** Scott Wallace

**Safety:** Frank Gioffredo

**Librarian:** Frank Gioffredo

**Webmaster:** Brent Bryson/Jeff Hatton

**Newsletter Editor:** Scott Wallace

**The Prez Says - continued**

One person I would like to thank for his contribution to all of our winter flying events is Doug Breneman. Doug left the club a couple years back but continues to see to it that we can access the soccer fields, unlocks then returns to check and lock up when we are done. I know we all appreciate his efforts for us but I feel a little recognition was in order.

Our next two meetings, will be held at the library, we will move to the field for June, July, and August.

That's about it for now, see you in April. Frank

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**Editorial – submitted by Scott Wallace**

Retirement, no not for me, that's still a long ways off ☹ I've decided to "retire" my replica 1952 deBolt Live Wire Senior. This airplane has some sentimental value so rather than continue flying it I'll keep it on display:



This winter hasn't been bad at all but still I'm now seeing more blue skies and itching to burn some fuel. Ray had graciously offered to pick up fuel for club members from S&W at the Lebanon swap meet so I now have an extra case on hand. When GJ's was around you never thought about fuel, when you were low just swing by and pick up a gallon. Now most of the time you need to plan ahead and order by the case plus pay a hazmat surcharge on top of normal shipping...

The next photo shows the progress on my Sig Hog Biplane, yesterday I did the final rigging and drilled the "I" struts, now all that remains is painting and equipment installation. The "Sig Pig" as they're affectionately called is a great flying model and not hard to build, there's just a little bit more to it than a monoplane.

**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

I have to admit it crossed my mind “why didn’t I just Monokote the darn thing” as it would be done by now. I guess I’m just set in my ways and prefer painted finishes for most of my models.



Next year I will definitely slow down and choose just one winter build, if nothing else I’m about out of space for more airplanes!

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**Drawing for the Flight Simulator will be at the April meeting, still time to buy a few raffle tickets before the winner is drawn!**

**YOU CAN WIN THIS  
LATEST \$170 FLIGHT SIMULATOR**



**TICKETS AVAILABLE AT ALL  
CLUB MEETINGS**

### **AGS General Membership Meeting Minutes**

Aeroguidance Society Meeting # 820

Date: Mar 7, 2016

Place: Endicott Municipal Library

President Frank Gioffredo called the meeting to order.

Guests: None

Treasures’ report was not given.

Ray read the BOD meeting minutes from 10 Feb 2016.

Neil Hunt reported we had a very well attended winter fly that brought in \$100. Thanks Neil.

Jim Quinn will host the “March Madness” event on Sunday 13 Mar 2016 at 1:00 PM at the BC United Field.

Ray Phillips talked with AMA President Bob Brown during the WRAM show. The agreements with the FAA about using AMA numbers in place of the FAA issued number and the “400 foot” rule is still not documented by the FAA. Therefore, be sure to mark your aircraft with your FAA operator’s number and do not exceed 400 feet above the ground during your flights.

Charlie Brown will be the chief flight instructor for the current season. Both Charlie and Brent Bryson will be available to help new pilots and those wishing to “get the rust off” on Wednesdays from 6-8PM and Sat 10 AM to Noon. Please contact Charlie or Brent to arrange instruction time.

Jeff Hatton is still ill. A short phone call or a card from AGS members would be well received by Jeff.

Bob Noll reported one of his vintage RC models won an award at the WRAM show. Unfortunately due to a poor PA system at the show, Bob does not know which model won!

Show and Tell: Ray talked about using MinWax Polyurethane in place of epoxy to “fuel proof” fuel tank compartments in place of epoxy. Alleene’s TACKY GLUE appears to work well as a substitute for FORMULA ‘560’ canopy glue. MinWax can be purchased at local home improvement stores and Tacky Glue is available at local Craft Stores and Wal-Mart.

Bob Noll continued a trip down AGS memory lane and brought a copy of the AGS 50 anniversary calendar from 2006. The calendar had monthly pictures of AGS members and airplanes. It also includes pictures of the AGS beauty queen contest. Contestants will remain anonymous.

John Carril showed his newly finished electric powered SIG 4-STAR 64.

Charlie Brown displayed a repaired twin engine electric PBY that he obtained from Rick Allabaugh after it demonstrated its “folding wing feature” at the last AGS float fly.

Jim Quinn talked about his new BX3 electric powered sailplane that features FPV. Jim hopes to demonstrate this aircraft at "March Madness".

Meeting adjourned at 8:45 PM

**Respectfully submitted - Ray Phillips AGS Secretary**

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**April Program – submitted by Tom Kopl**

The program for the April meeting will be the AGS annual project night. This means that you bring in your projects finished or un-finished. Hope to see all of you at the meeting and hope for a large turnout.

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**Spring Fling Report – submitted by Jim Quinn**

The third time's a charm, as they say. Actually the first and second time we flew outdoors at our winter flying events were charms as well. 14 Pilots and countless flights took place at this year's Spring Fling. The gate was opened earlier in the day so when I arrived a little before 1:00 (Our official starting time) there were already two airplanes in the air. At one point in the afternoon, there were five planes in the air at the same time. Charlie was our last pilot who landed his warbird about 3:55. For a March afternoon the weather was great! Warm temperatures were into the 60s with a light breeze. It was overcast, but hey, it's March.

Special "Thank You's" are in order. Firstly, we need to thank Doug for coordinating our use of the BC United Soccer facility as our winter home airport away from our home runways at the AGS airport. Frank provided all our warm beverages including coffee, tea, and hot chocolate. Thanks to Mary for the great brownies and the gluten free cookies. Don, our faithful Historian, was there to document the event with his camera. A very special "Thank You" goes to Erin who brought her dad, Jeff. It was great just to see Jeff and even more so to watch him fly one of his quads.

As the flying ended and we were cleaning up, several pilots were making plans to meet at the AGS airport to continue the adventure, a good sign of great flying times to come.



Ron Sprague enjoying the day

Don, Frank, Warbird (Charlie) and Rick



Erin and Jeff

**Spring Fling, the rest of the story - submitted by Scott Wallace**

I had to miss the Spring Fling due to something I haven't done for over 20 years...I cut myself working on a model. A moment's inattention while working with a material I don't use often, plastic - while trimming a wheel well insert I had an Exacto knife slip from its intended path and slice a finger very deeply. Put a damper on my weekend for sure but luckily being married to a nurse saved me a trip to the walk in!

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**1st AGS Field Report 2016 – submitted by Todd Kopl**

Happy spring everyone! Last year at this time the road was still covered in snow but thanks to El Nino we basically had no snow at all this winter. Crazy... 1st time in over 20 years I did not snowmobile. Charlie Brown saved me a trip up the hill and reported the road is in excellent condition but the top/runways are still soggy and need more time to dry.

**This year field opening/breakfast is planned for April 23rd starting at 9:00am. Thank you Rick A. for offering to help with the breakfast! This is a great way to kick-off the season.**

Frank has been busy working on the mowing equipment in the off-season:

- New batteries ready for install
- New/sharpened blades
- Carb re-build on Ex-Mark
- Choke linkage fixed on Ford

The main field project I would like to tackle this year is painting the upper pavilion. This will be weather dependent for opening day and re-scheduled if needed.

Many thanks to those who have been cutting down trees over the past year; hard work without a doubt but significant added value to our flying site.

Bring a plane...flying starts when the work is done.

**Mowing List:**

Attached is the mowing list for 2016. If anyone feels they are not able to participate this year please contact me and I will adjust the list:

MOWING LIST 2016				
Dates				
5/5-5/7	Bill	Green	Cody	Brown
5/12-5/14	Charlie	Hatton	Jeff	Hatton
5/19-5/21	Frank	Gioffredo	Derek	Gioffredo
5/26-5/28	Bob	Johnson	Donald	Green
6/2-6/4	Todd	Kopl	Matt	Kopl
6/9-6/11	Brent	Bryson	Mark	Lecher
6/16-6/18	Charlie	Brown	Ray	Phillips
6/23-6/25	Jim	Quinn	Nick	Orwan
6/30-7/2	Scott	Wallace	Scott	Sinnett
7/7-7/9	Harold	Peeling	Stan	Driggs
7/14-7/16	Rick	Allabaugh	Neil	Hunt
7/21-7/23	Tom	Kopl	John	Carril
7/28-7/30	Bill	Green	Cody	Brown
8/4-8/6	Charlie	Hatton	Jeff	Hatton
8/11-8/3	Frank	Gioffredo	Derek	Gioffredo
8/18-8/20	Bob	Johnson	Ron	Sprague
8/25-8/27	Todd	Kopl	Matt	Kopl
9/1-9/3	Brent	Bryson	Mark	Lecher
9/8-9/10	Charlie	Brown	Ray	Phillips
9/15-9/17	Jim	Quinn	Nick	Orwan
9/22-9/24	Scott	Wallace	Scott	Sinnett
9/29-10/1	Harold	Peeling	Stan	Driggs
10/6-10/8	Rick	Allabaugh	Neil	Hunt
10/13-10/15	Tom	Kopl	John	Carril

Dates are the Saturday the field should be mowed by (typically mowed on Thursday afternoon/evening to ensure good condition for weekend). Please coordinate with your partner. If you would like to change partners please let me know who you have changed with so I can update the list. If you cannot make your scheduled time, please consult the list and recruit a replacement.

A complete job consists of the following:

- Runways and pit area mowed
- Upper & lower pavilion areas mowed & trimmed
- Porta potty cleaned
- Please remember to submit gas receipts to the Treasurer (Bob Jennings) 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.

## **Field Rules (Revision Date: Aug 4, 2014)**

This is also a good time to review the field rules (last revised Aug 2014). Field rules can also be found on the AGS website under the “members only” section.

### **Aero Guidance Society Field Rules**

These rules have been developed to ensure the safe and enjoyable use of the AGS flying field and to preserve good relationships with neighbors. They will be enforced as stated in the AGS Bylaws.

Note: These rules shall be reviewed with all persons who have not previously flown at the AGS field. The host member shall ensure that the new pilot understands these rules and agrees to abide by them.

### **AGS Field Rules**

#### **General:**

1. All persons flying at the AGS field shall observe the Official AMA National Model Aircraft Safety Code which is posted on the Frequency Control Center.
2. All persons who fly at the AGS field shall be members of the AMA or MAAC, and shall have in their possession a current AMA/MAAC membership card. Non-AMA/ MAAC members shall be permitted to fly on a one-time basis. These persons shall be under the supervision of a current AMA member and shall fly using AMA member's equipment with a buddy cord.
3. Only pilots and their helpers shall be allowed in front of the chain link fence. Spectators shall remain behind the chain link fences at all times.
4. All aircraft engines or motors shall have no exposed threaded shafts.
5. The maximum sound level emitted by any model shall be limited to 96 dB on the A weighted scale measured at 9'. New aircraft shall be tested and, if necessary, corrected promptly.
6. Any aircraft may be operated between the hours of 9 AM and 9 PM.
7. Any aircraft, able to operate below 72 dB may be flown at any time.
8. Motors or engines shall be energized or started only on the flight line side of the safety fence.

9. Only aircraft being readied for flight shall have a battery connected to the electric motor(s).
  10. Aircraft in the pit area shall be restrained as follows:
    - a. Aircraft powered by glow engines shall be restrained when the starting battery is attached.
    - b. Aircraft powered by electric motors shall be restrained when the batteries are connected.  
Note: Electric aircraft must have a visible means (able to see without touching) of showing the motor is disconnected when not physically restrained.
  11. Take all trash with you when you leave the field.
  12. All persons using the AGS field shall be courteous and considerate to others at all times.
  13. It is strongly recommended at least two persons be present while operating the tractor or other power equipment.
  14. When driving on the access road, speed shall be limited to a maximum of 10 miles per hour.
  15. When driving near the houses on Warrick Road, it is desirable to limit speed to 5 miles per hour.
  16. The last person to leave the field shall ensure that all of the club's facilities, property and equipment, which have locks, are properly secured and locked.
- #### **Frequency Control:**
1. Pilots flying on non 2.4 GHz frequencies shall display their operating frequency on their transmitters.
  2. Channel 42 cannot be used at the AGS Field.
  3. As applicable, transmitter antennas shall be retracted when not in use.
  4. When the Frequency Control Center is open, frequency pins must be used by pilots flying on non 2.4 GHz frequencies.
  5. Try to maintain a distance of at least 20 feet from other active transmitters when operating your transmitter, particularly if you have the antenna extended.
  6. If more than one pilot present is on the same frequency channel, the pilots shall share the frequency

pin by flying on an alternating basis. No one pilot shall monopolize the frequency channel.

### **Runway Designation and Usage:**

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

2. A majority of pilots present at the field shall at all times designate which runway is "active" and which is the "alternate" in an ongoing manner dependent upon wind direction. The active runway is the runway that is in current use for takeoffs and landings. Since takeoffs and landings are usually done as close as "into the wind" as possible, wind direction generally determines the active runway.

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

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

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

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

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

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

### **Communications when taking off and landing:**

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

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

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

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

5. Before taking off, the pilot shall call out "Taking Off" or "Takeoff on Runway X" (where X indicates the runway designation described above). Revision Date: Aug 4, 2014

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

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

### **General Rules for Flying:**

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

2. Taxi only on the taxiway and the runway.

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

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

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

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

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

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

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

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

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

### **Rules for Control Line Flying:**

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

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

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

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### **WingInIt with Warbird – submitted by Charlie Brown**

Hello pilots, I almost missed the deadline clock again this month because the time just got away from me on various hobby activities so I think that will be what I shall talk about rather than fretting over the latest shenanigans that have ominously been too much of the focus lately on our loved hobby.

As Tom Kopl indicated earlier this month, the program for the April monthly general membership meeting (Mon April 4th) will be a festival of Show N Tells and I for one am really looking forward to seeing what ya'll have been up to regarding fleet upgrades/expansion. I have 4 new builds in the process of or staged for but only have 2 ready to bring to the meeting. I'll just say that one of them has roundels and the other could be flying a red star. Bring out your wares boys and let's show off your stuff!!

My build activities has not progressed as far as I would like it to be when I look at where we are in the calendar but that is because I have been somewhat caught up the last couple months into one of the RC forums called Hobby Squawk. My participation is primarily involved with providing technical guidance in layman terms to

those soliciting answers to issues they have come across in the electric powered arena. My participation has however been recently recognized as a valued contributor to the "Join the Conversation" monthly contest that is sponsored by the web host Motion RC.

The recognition came to me as their very first grand prize winner of the contest base upon quality of content submitted and not quantity. I had the option of selecting one of two ARF's each of which was valued at \$200. Initially I was a little verklempt because in all my years this was the first time I have ever won anything. So in about a week I will be receiving a 5th build project, one of the three 1/10th scale ARF's by FlightLine RC (a new brand from Freewing) which I selected to be the Hawker Sea Fury. Yeah....another warbird!! So for those that know that I can be a little 'chatty', I'll take that salute.

And some more good news, the flying field is in really excellent shape this year due to the mild winter. The runways just got their first rolling last week by Bob Jennings and I will be giving them another pounding after we get a little rain in the next couple weeks. We had no 4 wheeler damage to deal with this year....YEA. My conversation with Todd about the field conditions looks like we may be de-winterizing sooner than normal with a speculated dated of April 23.

So besides building and gabbing on the forums I have also been trying to socialize with other club members when the opportunity arises. Don Green let me borrow a couple seasons worth of Baa Baa Black Sheep as video eye candy. I also got to see firsthand his giant scale Top Flite DC-3 which was really awesome. Gotta figure out a way to get him re-motivated in completing that project, ya hear me Don.....HA!!

This past Saturday I showed up to the field without a bird to fly (really unusual for me) to provide support and comradery to Neil's maiden of his ¼ scale 'replacement' Cub. It was a successful event and then of course the typical bantering could begin. He was not the only one to have first flights of the year at the field because Ron Sprague wasn't going to allow a nice sunny day with temps that were tolerable in the high 40's and light and variable winds to go untouched. Even though I wasn't really feeling up to par because of the darn fibromyalgia, the couple hours at the field was time well spent in overcoming that physical doldrum. We aren't getting younger so ensure that child in your lives strong by enjoying all aspects of this great hobby.

Best regards,  
Warbird



## Something to ponder- submitted by Scott Wallace

The FAA mandated “registration” as we all knew was only the first step. Legislation currently on the House and Senate floors takes this much further, both strip away the exemptions for traditional model aircraft previously under section 336.

The Senate has really gone off the rails and their Bill requires we all pass an FAA test on aeronautical rules and knowledge among many other stipulations. The hobby could be heading towards a point where many modelers will simply say enough of this hassle and give up...exactly what the politicians want. I’m afraid in grand scheme of government thinking the AMA, the model/hobby industry and the rights of 100,000 or so AMA members are easily dismissible if big brother sells it as if they’re *“acting on behalf of the greater public good.”* See my example at the end of this article, its already happening!

I would urge each of you to write or email our elected officials and make your case that the government should exempt traditional RC model hobbyists from their looming legislation. All these proposed new regulations do is help drive law abiding modelers out of the hobby while doing almost nothing to make the skies safer. I would not sit back and count on AMA alone to take the fight to Washington.

Our Congressional member’s contact information:

<https://www.schumer.senate.gov/contact/email-chuck>

Senator Charles E Schumer  
322 Hart Senate Office Building  
Washington, D.C. 20510

<http://www.gillibrand.senate.gov/contact/>

Senator Kirsten Gillibrand  
478 Russell  
Washington, DC 20510

<https://hanna.house.gov/email-me>

U.S. Congressman Richard Hanna  
319 Cannon House Office Building  
Washington DC 20515

I hate to be pessimistic but we’re going to be overwhelmed in coming years by Federal, State, and local regulations that ruin this hobby...

As example of what could happen to us, here’s a direct pull from pending legislation from the City Council in Newton, MA.

Their justification is “In creating an ordinance to regulate the operation of pilotless aircraft, it is necessary to take care in respecting the singular authority of the FAA and its jurisdiction over the airspace above 400 feet, larger aircraft, and commercial pilotless aircraft. This jurisdiction, while comprehensive, still leaves ample room for the City of Newton to regulate the use of pilotless aircraft in a way that protects the interests of its residents.”

**“Registration:** The owner of a pilotless aircraft shall register EACH pilotless aircraft with the city clerk’s office prior to operation. The cost of registering a pilotless aircraft shall be \$TBD (they haven’t finalized the cost at this time). Owners must have proof of registration in their possession when operating a pilotless aircraft. Registration shall include the following:

- (a) The owner’s name, address, email and phone number
- (b) The make, model, and serial number of each pilotless aircraft being registered
- (c) A copy of the owner’s FAA Certificate of Registration
- (d) A photograph of each pilotless aircraft, clearly indicating that each pilotless aircraft is marked with the FAA registration number

## **AGS CLUB ACTIVITIES FOR 2016**

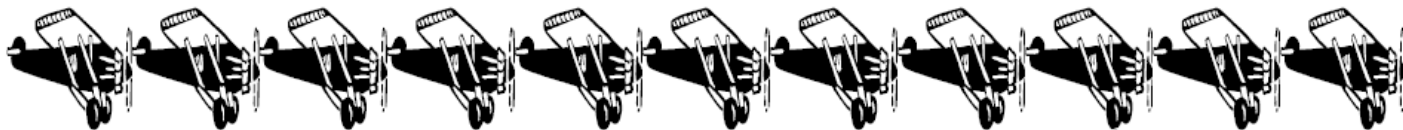
<b>ACTIVITY / LOCATION</b>	<b>DATE</b>	<b>CHAIRMAN</b>
Field Opening	Apr 23 9:00	Todd Kopl
AGS Aerobatics Contest	Aug 27-28	Frank Gioffredo
VRCS Reunion	Sept 3-4	Bob Noll
AGS Float Fly	TBD	TBD

### ***Other RC events of interest***

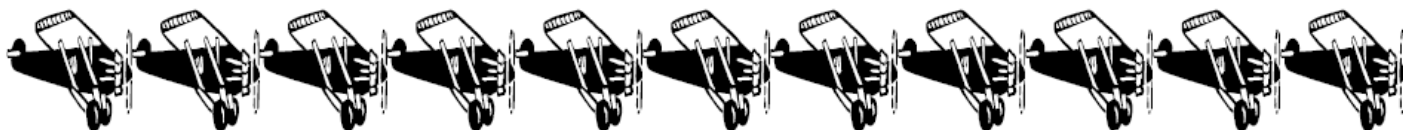
<b>Event / Location</b>	<b>Date</b>	<b>Contact</b>

**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](mailto:wallaceaero1@aol.com) for inclusion in the next edition of The Connector.**

# APRIL PROGRAM



## *Project Night!*



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