

# DISTRICT X

The Newsletter

March 2010

Issue #2

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Well I must say the newsletter has been well received. Although there were some difficulties with my personal computer at first, everything is going smoothly now. Clubs and members have responded with material and that is what we must have for this to be a success. **But more is needed** and especially from Arizona, Nevada and Utah to have a wider variety of the district. One thing we are getting, a bit of, is clubs sending their newsletters. That is great, as I would like to read them all, but I can't take information from most of them, even if I wanted to, so I ask that you send the events and articles you want published in the

newsletter separately. I will read the newsletters, then forward your event schedules to Betty Bliss and Jon Wilson. They will make sure they get on the district 10 web site.

That brings me to a change I think should be made from the first issue. To not include whole event schedules in the newsletter. I am guessing that having 10-20 different clubs event schedules would not be good reading for those who want this newsletter. I do want everybody to be able to get any clubs event schedules though, and that is one reason we are listing them on the District web site. If I am wrong and you want pages of them please tell me. This is *our newsletter*.

If you want to see your club or your own work in here please send the written material in a word document and **the pictures separately**. They can be in the same email, but not intertwined into the text. Make pictures attachments. If you want to caption your pictures with the names of the people or planes in them (*which is really good*), please number the picture and the caption the same, 1-1,2-2 etc.. Again an email is ok but if you want to send a bunch of pictures for me to go through (like 50), do that on a CD. Some are already doing this and it's working great!

In this issue you will find a listing of all your AVP's in the district. Sending a copy of your newsletter to the AVP in your area would be a great idea also. They would like to know when your events are as well as read other information in them. I hope you all know, if you ever have an AMA question you can contact your local AVP. You can call any AVP, but your local person will likely know your club, and your area, and should be better suited to answer your question. If you can't reach them then by all means please contact me, which you can do any time.

This brings us to new news for some of you.

Jim Giffin, your elected Vice President was a good man, but sadly he passed away on January 31 2010. He was a good friend and he will be missed. When a Vice President leaves the position and there is a long amount of time remaining in there term, the AMA Bylaws dictate that a special election will be conducted to allow the members to vote and decide who will fill out the remainder of the term, which in this case will be 2 years. The AMA also has an established policy stating that special elections are run concurrent with the regular annual election process. The AMA Executive Council met by conference call on 2-10-2010 to begin the process of conducting this special election. I, Michael E Brown, was chosen by the Executive Council to be your interim District X Vice President.

As your interim Vice President I will be running for those remaining two years. I have to be nominated and run for the position just as anyone would. I have been nominated, by two people. To be honest I welcome the election. I know Jim had all the faith in the fact that I could be your Vice President and the Executive Council has shown faith in me in allowing me to be your interim Vice President as well, but to be elected by you, the members of this district is the way I want to continue to be your District X Vice President. For the remainder of the 2 years as well as long into the future.

If you like the things you know I have done, like starting this newsletter, then please vote for me when the time comes. I plan to continue to work for the members and clubs of this district just as I always have. I will officially start campaigning as soon as ...well I guess I already have.

As time goes on I will be listing my qualifications and my experience in the hobby various places. I have been a modeler for many years and many of you know me from my traveling to events or my writing for the magazines as I have done for many years. The scratch built B-36 and the huge F7F both on the covers of High Flight magazine recently just a few. It will be an honor to win your vote. Please contact me any time with questions or to just tell me about your experiences in the hobby.

Mike Brown

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# Getting kids interested in modeling+

Today's youth have, I'll say, "more choices" of things to do, like video games, which for the most part are done indoors. But many still like to do outside things. So why don't we see them hanging out watching us fly, asking question after question? I think it's because clubs are not *in towns* the way they used to be. Kids can't watch modelers fly, right in their own neighborhoods, getting interested the way I am sure many of you did when you were young.

So, because most clubs are way out past the edge of town, how can we introduce kids to modeling? One way is at events. Events where we advertise something like buddy box flying, or free rubber powered plane building. Parents will bring their kids to those events.

I thought the Park Pilot program would be huge. With very low cost insurance pilots could have another club in town, flying little stuff. Then once again we would introduce modeling to kids. If you've ever flown a small plane or helicopter at your local ball field I am sure you know what I mean. I bet you've had kids (of all ages) come by to watch and ask questions.

Another way is to go to schools and talk with teachers about our clubs. Invite them out for a field trip or offer to come to the school with a couple club members and build and fly gliders or rubber powered airplanes. This way we can reach classrooms full of students all at the same time.

So that is what this article is about, getting kids interested in aviation, modeling and learning a little science, math and a few other things, all at the same time.

The AMA has a program called Aero Lab. It is a set of 2 CD's, that teaches folks like us, or school teachers, how to teach kids how to build and fly a few simple rubber and glider type airplanes (even a paper helicopter) and, learn some basic concepts in physical science at the same time. Now before you say, "I can't teach that stuff", I never learned it as a kid myself. That is why the CD's are so good. They teach you how to do it, and it's simple, basic stuff.

I thought I'd let you know about one part of the program I am going to use soon. It's been raining every day here lately and it's something we can do inside a classroom or several at the same time in a gym. This is the simplified version, but if you get the CD's it goes into detail with a video of everything. You build a slide together rubber powered balsa plane. One end of a 2 meter piece of string is attached to one end of the wing, the other end is attached to a nail (by means of a paper clip). The nail (in a piece of wood) is taped to something like an upside down garbage can (to hold the string in the air). You wind the rubber band (the same number of winds each time) and place the plane on the ground. One student has a stop watch another will count laps. The plane is released and within a lap it will take off and the time started. The laps are counted and the time stopped when the wheels touch down. Figuring the distance around the circle and the time flown will give speed. Weight can be added and the effects of drag taught, or two planes can be put on the same nail and you have pylon racing! It's obvious the CD's are helpful but you get the idea. It's a simple way to get kids started in modeling and inviting them to the field for a field trip will provide even more fun.



The fun ideas on the CDs can also be done at the field, but so can others. Take a simple Delta Dart build. It takes about 1 hour for a group of 40 people to build and balance their creations. That is of course with a good group of volunteers, and being set up properly at the start. If you plan on doing this with a larger group or if you need to get the build done faster, (like at a mall show) stick to a glider or simple slide together rubber powered plane like the CDs talk about. These can do the trick nicely. For a more challenging build the Delta Darts are only \$41.99 for a pack of 35 planes through the AMA store. All you need to supply are pins, single edge razor blades (supervised of course), glue and a building board (which is a small piece of cardboard). The Northern California R/C Unlimited

Flyers like to have the builders meet in the center of the runway at noon for a mass launch. As you can see below it is a lot of fun. Remember to read the directions and balance your planes. Little rubber planes like the Delta Dart don't fly worth a hoot if they aren't balanced either!



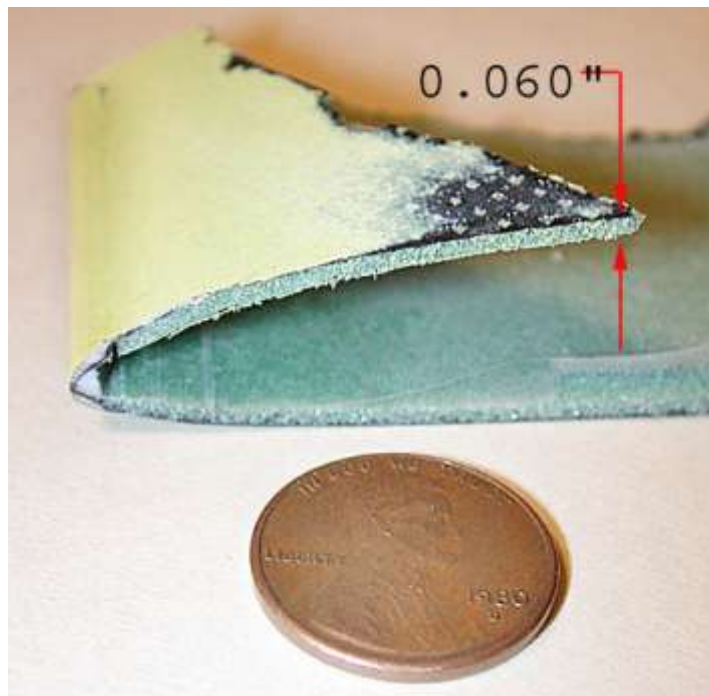
# Repairing a Glider, or..

In the coming article is a method for repairing a gliders wing. This method will work on any wing or fuselage of similar material and structure. One thing to note is how small an area is worked on during the repair. Some times guy's tear into a much larger area of a structure than is necessary. This shows you how to keep it clean, simple and a much smaller covering or paint job after the work is finished.

The original article was printed in the Silent Wings Soaring Association newsletter (called Popoff) by editor Henry Arance

**The modern molded gliders are a marvel of design and manufacture. The construction of the wings follows the technology of the full size machines, adapted to the demands of the smaller ones. The guys putting them together certainly have developed the manufacture to an art, reaching incredible strength with incredible lightness. There is *just* the right amount of epoxy, any less and they will break.**

**Take a look at a cross section at the leading edge of one of these wings:**



**As you can see by comparing it with a penny, the composite structure is extremely delicate, with a very thin carbon layer outside a 0.060" plank of foam that has an even thinner fiberglass on the inside. That is what nowadays is considered the epitome of strength and lightness. Which is great until somebody gets on the way of your baby and **YOU GET A MIDAIR !****



In a case like this you have two options:

A) buy a new wing.

B) repair it.

Lets see how we go about Option B  
The patient of this case is a wing of Edgar Vera's "High-End" that collided with another like it during a contest in Texas. Edgar patched it up with the aluminum of a soda can and some tape, tested the wing over his knee to check if the spar was OK and kept on flying. If it took the gees of the launches the spar must have been undamaged. Ingenious and re-

sourceful our Edgar.

The problem with this type of structure is that the strong element -- carbon cloth in this case -- is on the outside layer. So, if the repair has to have some strength, it has to be attached to that layer, which is barely six thousands of an inch thick. Gluing to that skin from the inside I guess is feasible, but so difficult I'd rather not even try. Gluing from outside will leave an edge, and feathering that edge is also not easy.

The first step is to cut away all the material that is broken up and leave a neat clean edge to receive a block of styrofoam which is glued with Titebond glue:



It is possible to sand the foam to shape protecting the good surface of the wing with masking tape. I preferred cutting it with a hot wire. Using the simple wire support shown, the wire can be moved through the foam while it is sliding over the surface of the wing. The good part about this is that the kerf produced by the hot wire leaves the surface of the foam just ten or fifteen thousands *below* that of the existing wing



The surface of wire-cut foam is not a decent base for good finish. It must be sanded smooth and hardened with a skin of fiberglass that will secure the repair block to the carbon fiber layer. In turn, the fiberglass has to be sanded and covered with some media that could render a good finish. That is why we need the surface of the foam a few thousands below final dimension. I like to use light "bondo" to attain good base finish; the problem is, fiberglass is always porous, and if you put bondo over fiberglass

covering styrofoam, it will eat holes in the foam and spoil your day. The solution is easy, two coats of water base acrylic over the foam (left photo) before laying the fiberglass over it.



You must have seen in the photos that prior to the fiberglassing the original paint at the repair edge has been sanded off with wet 400 grit. There is where the fiberglass gets attached. After the epoxy is cured the edge of the fiberglass is very carefully wet sanded. Then comes the bondo. And sanding. And touch up with more bondo. And sanding. Perhaps a few little spots to fix, and more sanding. You don't want to sand the fiberglass that is over the edge of the repair, you try to feather the edge, blending it to the rest of the wing surface.



**I suppose that a good paint store could prepare a can of the paint of your choice of the color of the sample you take to them. Whether that paint will be a perfect match and will stay matched after a few days in the sun is a matter of trying. It is a lot easier to paint an elegant band of a different color covering the repair.**



**Don't forget to hang the model by the tow hook and add some weight to the other wing to compensate the weight of the repair.**

**Henry Arance  
November 2009**



These pictures come from the Bridgerland R/C club in Logan Utah. They have been doing this New Years Day “freeze Fly” for some 20 years.

Left, Brad Wursten and Dave Olsen reading Brad’s Rascal.

Some of the guys just hanging out.

I would scoot a little closer to the fire, myself....

AVP Mark Karpowich who sent this in, said about 40 people attended and they had a.....cold blast!



If these pictures make you feel cold you’re not alone...I must admit though, they look like their having fun and I would have liked to join them.

The guys to the left are the food handlers and no matter the weather, they are a popular bunch! What have ya got in there guys?



# Surfing the AMA Web site.

Some find surfing or searching the AMA web site difficult; to be honest...even some at headquarters. Personally I don't find it hard or difficult, but I do it from time to time, so I am fairly accustomed to it. In this article I will try to help explain how to navigate the site and offer some suggestions as to why you want to surf the AMA site.

The top row of boxes on the main page are self explanatory:

[Join/Renew](#) [Member Services](#) [AMA Forum](#) [Members only](#) [About AMA](#) [Shop AMA](#) [Ask AMA](#)

Click on "Join/Renew" and you can join or renew your membership. Click on "Ask AMA" and you can ask any question you have. There is even a listing of personnel to choose from. The new "AMA Forum" has a ton of places to learn, talk or ask things about the hobby, the AMA or??

For the most part the 5 colored boxes on the bottom of the start or home page will take you to most everywhere else.

Member Services

Publications

Competitions/ Events

Education

Museum

Let's say you are going on a vacation and you want to see if there are any events on the way or at your destination. There are 2 ways to do this. If you are looking for AMA Sanctioned events click on calendar *under* the "Competition/Events" link. The 2 choices are flying and non-flying events. Click on the one you want and pick the month you are going and **all** the sanctioned events will be there. If you want ANY club events, sanctioned or not or maybe you might be looking to move to the area, then you want the "Member Services" box and pick "Clubs". On the new page, the box on the left is everything listed in the category you picked, "Member Services". In this case you want to find clubs so click on "Find or List Clubs".

You can find clubs several ways on this page. You can put the name of the club in that box, or the club charter #, or just the city and state. Then click on "Find" and it will list all the clubs within 25 miles. You can change this also with 4 choices up to 250 miles. Lets try (Phoenix, AZ). With the pre-set 25 mile search, 5 clubs come up (it just so happens the same # of clubs comes up with a larger search, but that is just this one area).

In any case take a minute to look around when you have some time and are not trying to find anything. Get familiar and you will learn your way around. I understand some changes are on the way, but I still say it's ok to navigate....at least now that I have learned a bit more about it. Just remember to look under the category what you want falls under. Don't try to find a club by looking under competition/events. It's just not going to be there.

I hope this helps some of you navigate the site better.

Mike

<http://www.fark.com/cgi/vidplayer.pl?IDLink=4992076>

I won't likely do this often but this is something special. Type the above link into your computer and look at the flying penguins, its simply amazing. They are actually flying!

# 3D style flying

Is it aerobatics at their best or *chaos in the skies*?

If we end up doing a lot of these newsletters, you will come to find I will tackle some delicate subjects at times. I believe in promoting the **WHOLE** hobby, not just the part I like or prefer to fly. So....let's talk 3D. I honestly don't have the skills. Sure I learned to hover a foamy fairly ok a while back and I can do a blender, high alpha knife edge and a few other 3D maneuvers, but I will never be considered a real "3D pilot". But does that sour me on those who can? Not a chance. The pilots who are truly blessed with those skills amaze me. I am talking the guys who can slow it down, roll it nice and smooth and tumble their plane like it's on a spit. Slow down a high alpha knife edge, so slow you can read the pilot's name on it's side, then put it into a slow rolling harrier, so slow it makes you, well, smile. I'm also talking the guy who comes out to the field with respect for all the other pilots at the field, and will offer to share those skills to those who are willing. **These are the guys I call 3D pilots.**

Now.....we have all seen the guy who,... because he can hover a plane a foot off the ground..... thinks he is a 3D pilot. He is usually rude to others when he flies or at the least, starts hovering in the center of the runway when another guy is already flying in a pattern. The guy who thinks he is too good to teach...well, anyone.... That is **NOT** who I consider a 3D pilot. That guy was an idiot long before he could hover and he still is, that's all.

So, the next time you see a truly gifted 3D pilot, give him a minute of your time and watch what he can do with his airplane. After, if he is the guy I think he is, he would be happy to spend a minute with you, explaining how he does a maneuver. **Note:** When you decide to try, remember, not just any plane will do 3D maneuvers well. The right plane needs to be set-up properly. Then you will have to put in **LOTS** of stick time.



The picture to the left is beautiful, just as the picture of the glider is on page 29, it's just of an aerobatic plane doing a 3D maneuver, not a glider. Some people can't see this because of their dislike of 3D flying. I hope for change.

Sometimes we let 1 or 2 people get our bun in a knot about a type of flying. Remember it's not the flying that is a problem, it's the person.



This father and son-in-law duo enjoy the hobby together. If you knew them you would say, “You know, I don’t care what they fly. They have a great time together.”

That’s what this hobby is truly all about, isn’t it? Enjoying ourselves, flying model airplanes.

If your group flies 3D, get some pictures and information to me for this newsletter...please!



The pilot above, Mike Stroup, can slow’em down with the best of them. He flies smooth and clean, slow and purposeful. It is a pleasure to watch and photograph him fly. I compare it to an aerial ballet.

Right: when two pilots fly together communication is necessary. These two have been flying together like this for years. Later there were three together, and likewise they had flown together a lot. They also stand close together so they can, yep... communicate.



# 3D styl e flying , continued

So, I was thinking? What would be a good way to get some exposure to people who are interested in learning more about 3D flying. And, show those who are not sure, what I mean about the hospitality real 3D flyers have.

How about!

## **The 2010 FLYINGGIANTS.COM / 3DHOBBIYSHOP.COM HUCKFEST TOUR!**

*This just in from Flying Giants;* "In case you missed the big announcement, the 2010 Flyinggiants.com Huckfest Tour schedule has been announced! This year we are proud to have 3DHobbyShop.com as the title sponsor and expect that this partnership will produce some of the best Huckfests to date. Mark your calendars, plan your days off and arrange your travel plans, the 2010 Flyinggiants.com Huckfest Tour is GO!"

We are fortunate to have one of these events coming NOVEMBER 12th - 14th.

### **The WEST COAST HUCKFEST in SACRAMENTO, CALIFORNIA**

After a few years of trying to make a West Coast Huckfest happen, Planebender and his buds called me and said, "SLEEPY, WE CAN DO IT." I said, "AMEN brothers! Lets make this happen!" After all the requests from FG members for a West Coast show I challenge ALL the West Coast FG'ers to REPRESENT! Let's make the Huckfest return HUGE! An official note: If you fly a big airplane, you are INVITED!



# Club Re-Chartering Packs

Clubs will have received their re-chartering packs from AMA headquarters by this time. Although some of you will have already filled them out and sent them in, some will have not. This message is mainly for those clubs who have not.

Anyway, in every chartering pack is a survey to be filled out by the club officers. It asks many things about your club, your members etc... The information you provide in these surveys is used to help your Executive Council and your headquarters staff to develop programs that will benefit all AMA members and clubs. I hope you will all take a few minutes to fill these out. It really doesn't take much time and it will provide valuable information to your AMA officials in making your AMA a better, stronger organization.

In case your club received the re-chartering pack and did not fill it out and you have changed your mind, I am sure if you asked for another copy one would be sent to your club contact.

## Club Contacts

The AMA asks that each club list a club contact person. This is so programs, benefits and important notices can be sent to clubs, and the club contact relays that information to his or her club membership. Do you as members of your club hear from your club contact about programs the AMA offers? Announcements are not sent often, but when they are, the AMA hopes all club contacts will pass the information on, whether it concerns them directly or not.

This is an important position, so if you volunteer as your club's contact person (most of the time it's a club officer, like the secretary) make sure you pass this information on to the rest of your club.

**The Ventura County Comets (AMA Chartered club #173)** are a busy club. I took a look at their 2009 event schedule and it was loaded with good events. As soon as the dates for 2010 are decided I'm sure they will be many in number as well and I'll try to get them to you. If not here in the newsletter, look to the District X web site.

Robert Root emailed me pictures from 2 of those events, a float fly and a war bird event. For those who have never been, their field is located within the Lake Casitas Recreation Area in southern California. For contact information, a map or to learn more about this club their web site is [vccomets.com](http://vccomets.com)

OK on to the first report, the float fly, for the most part in Roberts words..

The Ventura County Comets held a very successful float fly on October 17 – 18, 2009. I believe we had over 70 people sign up. The weather was perfect although a little hot on Saturday (no wind). George Boston took a lot of pictures on Saturday so most of the following are his.





Here's a look at Tom Wolf's beautiful Boeing Clipper.  
He flies it very realistically.





The model to the left is sort of the opposite of the Clipper. It is an electric powered original design that is built like an indoor model. I talked to the builder and he said the design was his attempt to come up with a model which "had lots of struts". I didn't get his name, but I took his picture holding the model.

The hull was made wide enough that tip floats weren't needed and it was open like a row boat. The wing was covered on the top only with doped tissue. This model was very light and flew surprisingly well (very slowly). It operated off the water well and he was able to do touch and goes although the wind bothered it a little bit. The wind would catch the wing causing the tip to dip in the water. He would have to turn around and get it moving again and then the wing would come out of the water and allow take-off.

The left picture below shows a Seawind just prior to touch down. This is a good flying ARF that is available in a couple of sizes. The last picture (right) is of a nice looking WACO on floats



## Now let's take a look at the Ventura County Comets Warbird Event – July 26, 2009

Before we get to the photographs Robert gave me, the names of the photographers that took the following pictures, and some information about the event. He wrote "I have a lot of pictures from the Comets Warbirds (and BBQ) get together which took place on July 26. We had a good turn out. Bill Weymouth, TJ Moran, and Steve Billings provided me with several hundred pictures and I picked out the following for the newsletter. The biggest truly scale model was the large Stuka, it was powered by a large gas engine. A lot of the models shown were electric powered. They are very popular these days."

Robert told me which pictures were done by which photographer but without writing their name on every picture I thought I would just tell all of their names. Thanks for the pictures guys!





More Comet War Birds!



The  
Ventura County Comets



Looks to me like they had a  
great event.

## The Highway 41 Flyers...

This report comes from David Parrish, the current Vice president and web master for the Hiway41flyers. He writes "We are a fairly new club here in central California as of March 2009. Flights take place from a 1/2 mile long crop-duster runway that the owner was kind enough to let us use. We currently have 24 members signed-up and a number of people who join us from time to time. Our club enjoys a variety of flying styles from Sport to 3D, and from small electrics to 150cc gas. We have not hosted any large events yet, but do enjoy the occasional BBQ and fun fly. We have also just started our new web site: <http://hiway41flyers.org> I am still working on it but it's coming along."



Take a look at this clubs web site, and the next time you're in the area stop by. Tell them you found them here in the District 10 newsletter.



The best thing about this sport is the ability to fly what we want, how we want. This next article is just that. A way for a modeler to make a plane fly the way he likes to fly. Enjoy.

## Taming the Cub, written by Joseph Bukovchik

Ever since I saw the Helio-Courier fly at the Stratford Connecticut Airport in the mid 50's, I have had a special liking for ultra-slow flying, highly maneuverable airplanes. One of my models is a ¼ scale SIG Piper Cub that I built in 1975. I installed full length wing slots as an aeronautical experiment. The Cub is practically a STOL bird in a stiff wind, but I wanted to find out how wing slots would change its flight characteristics. Thom Harleman, club member who has 700 hours in a full-scale P-51, said with a wry smile, "You're crazy to want to slow down a plane that already flies so slowly." He makes a good point.

Not knowing anything about wing slats or slots, I consulted the internet for information. I simply looked up "leading edge wing slot design" and all the information I needed appeared immediately complete with diagrams. (Wing slats are retractable. Wing slots are fixed.) Slats appear on all airliners while slots are found on STOL's like the German *Fiesler Storch* of WW-II fame.

Each Cub wing panel is 50" long with a 16" cord. The wing slots are 44.5" long with a 2" cord. (The wing tips are 5.5" and the slots do not extend over them.) The slots are mounted to the leading edge of the wing and are fitted so that the bottom edge of the slot is level with the bottom of the wing. The intake gap ratio of air to the exhaust gap is 9:1. The German rocket plane of WWII fame had wing slots that had a ratio of 8:2. On the Cub, the intake gap is 9/10 of an inch while the gap between the rear end of the slot and the wing is 1/10 of an inch. I suspect a 1/15" slot might perform even better.

I built each slot by beginning with a trailing edge piece ½" wide and then added six small ribs around which I planked 1/8" balsa stringers and then glued on a leading edge. I had complete control over the shape of the airfoil shape of the slot building it this way, and then sanded the slot to final shape. It proved to be strong, light and easy to make. Unless I had a special saw and jig, I would not be able to have produced such a large, light, strong slot by carving solid balsa in that length. (A solid wing slot would be easier and more appropriate for a smaller airplane.) I filled in the low spots with DAP light weight spackling, and it took very little. I black doped the rear surface of the concave wing slot because covering would tend to pull away from such an inside curved surface.

To install the slot on the wing, I cut six small mounting brackets from 1/8" balsa sheet, about ¾" high and about an inch wide and made each end of these balsa brackets fit the shape of the front of the wing and the back side of the slot. The width of the mounting bracket is determined by how far the slot must extend to keep the ratio of intake air to exhaust air. It's less than an inch wide with the top portion being only 1/10 of an inch wide. After gluing the two end mounting brackets to the back side of the wing slot, I placed the slot onto the wing's leading edge being careful to get the 9:1 ratio between the opening of the slot at the bottom of the wing and the exhaust at the top of the slot. I also made sure the bottom of the slot was level with the bottom of the wing. Once I determined the slot was adjusted correctly, I hot stuffed the 2 end balsa mounting pieces in place and then added the other four mounting brackets. Then I used 1/8" round bamboo skewers bought at a grocery store to secure the wing slot by installing these at the top and bottom of each of the six balsa mounting brackets. I simply drilled a 1/8" hole right thru the slot, across the top and bottom ends of the balsa mounting brackets and into the leading edge of the wing. All construction was done with hot stuff. I built each slot in an evening; they were simple to make. Once the slot was mounted on the wing, I filled and sanded the area made by the holes for installing the bamboo. I then Monokoted the front of the wing slot for a very slick surface. I painted the balsa attachment brackets and the end caps of the wing slots black.

Continued

From start to finish, one could complete the project in a day. Wing slots are deceptively easy and fun to make, especially for smaller models.

The way the slot works is to speed up the air movement across the top of the wing even when the plane is flying at slow speed. The slot compresses the air 9 to 1 and the slots really work! The slot acts as a *venturi* to increase the speed of the air flow across the top of the wing exactly where the air flow is needed. The air now flowing over the top of the wing makes the boundary layer stay in place longer over the wing. The fast rushing air makes for a more laminar air flow and increases the lift significantly, perhaps as much as 30% to 40%! It is VERY noticeable in flight!

I brought my Cub to our field on the morning of July 16, 2009, and was nervous because I was told to be careful not to bank too steeply in a turn due to the increased drag of the slots. Contrary to expectations, I did not experience any problem banking steeply during turns. However, as soon as the angle of attack is increased with the wings level, the Cub responds by wanting to reach for the heavens.

The Cub can fly as slow as 6 or 7 miles an hour with a little breeze, and in a strong wind, this baby will gladly hover or even fly backwards. Landing was more like a bird because there is little forward motion as it descends. My second take off was a true STOL and even Thom Harlem twice exclaimed, "I am impressed!" I think I'll modify the landing gear to make the Cub's nose sit much higher so that the angle of attack will be increased. This will make the slots work immediately and give the CUB true STOL performance right from the start. As it is now, at takeoff, I can advance the throttle, raise the tail, and run way down the runway as I usually have done. However, if the plane sits up on all three's at a steeper angle of attach, like the *Storch*, it'll take full advantage of the slots and lift off within a few feet as it does in a wind. I can hear the helicopter guys say, "If you want to fly like a heli, fly a heli." Well, the Helio-Courier attracts me like no heli does, even though I'm from Stratford, Connecticut, the home of Sikorsky Aircraft.

I can fly the plane with the engine at idle in a thermal and maintain altitude! Without the slots, this same maneuver would see the plane descend and leave the thermal quickly. Landing is a hoot because there is almost no roll-out. As I become more used to finding out the limits of flight for my "NEW CUB", I'm having an aeronautical blast. It's a new airplane and the slowest scale model I've ever seen, except for a 3-D aerobic scale plane.

If you like flying very slowly, you might try wing slots. They do not affect straight and level flying. Seeing such a large 9 foot span Cub flying below scale speed is pure fun. It looks like it's walking across the sky attached with a sky-hook. Without the slots, the Cub flies slowly. With slots, it makes the Cub's usual speed seem fast. I've tamed the Cub and consider myself the "KING OF SLOW!"!

Joseph Bukovchik  
695 Sunset Drive  
Vista, CA 92081  
760-726-8831



# AMA to Offer Online Sanctioning in 2010

Beginning early next year, the Academy will provide its members with the opportunity to sanction events via the Internet. Existing documents, including the “Application for Event Sanction” and “Event Publication Information,” can be completed on AMA’s Web site, at [www.modelaircraft.org/documents.aspx](http://www.modelaircraft.org/documents.aspx).

This online initiative will give chartered clubs, Contest Directors, and District Contest Coordinators the advantage of processing and having events sanctioned in a much more timely fashion. Information will be updated on the Web site each business day and will be available 24/7.

As a part of this launch, the online version of “Contest Calendar” will be revamped. Improvements aimed at giving viewers much more search functionality can be expected.

Many guidelines for submitting sanctioning and listing information will remain the same, such as receiving supplementary advertising opportunities in *MA*. You can find those guidelines on page 157 of this issue.

Look for more detailed information in the February 2010 *MA* and on the Academy’s Web site. The staff looks forward to delivering a robust, highly interactive online event sanctioning experience. **MA**

—Rob Kurek  
*Director of Publications*

This new way to sanction is great for Contest Directors, and a new contest calendar! Perfect! One of the most important things members have said to me recently was they wanted to know where all the events were, this will definitely help! If you **look** you can see the AMA is doing everything it can to help **all modeling**. If you have good ideas, share them, give them a call!



John Pomroy and Gene Coleman, both members of the East Valley Aviators in Apache Junction, Arizona have collaborated on building and covering this beautiful electric Kadet Senior. They reported to me it has large flaps and ailerons and flies like a dream. Motor is a Turnigy 4250-600KV and 80 amp Esc. Covering is Monocote and is scratch built. It resides at John's house but another just like it is on the building board.



There is a small flying field having personal problems in our district. Because it has come to bickering, a problem is brewing for the city. The city can easily say, you know what, we don't need this kind of grief lets just stop all this before it is a real issue. **FIELD CLOSED!**

This is a hobby and its meant to be fun. Land is priceless especially in some areas. Petty bickering will get you nowhere. If your city places restrictions it has it's reasons. Abide by them, fly what you can, how you can, and be grateful you have a place to fly at ALL!

Obviously my writing this is meant because of a single issue at a single field, although there could be more I don't know about...yet. I do know a lot of modelers let personal feelings get in the way of better judgment. Put them aside and work together. **Your District VP**

# The 2010 AMA Expo

Well this years AMA Expo is, as they say...in the books.

Even though you will be able to read about it in various places, I felt it was still worthy of additional coverage here in our newsletter. To me, Sunday seemed a bit slow but Friday and Saturday were, a lot of the time, definitely packed. Although I stayed in the District 10 booth quite a bit, Saturday afternoon I went looking for something for a friend, and it was all but impossible to get through the isles. Several vendors I talked with said they had done great while only one's sales were down.....

For those of you who have never been to a trade show there are many things to enjoy, like, getting to see all the new products, and taking advantage of show specials, also no shipping. There were also 2 areas for kids, where they could build rockets or gliders and an indoor flight area for small planes, helis and other flying....thingies. This year's AMA Expo was extra special because of the addition of several guest speakers: Aerobatic champion pilot Matt Chapman, NASA Shuttle commander Robert "Hoot" Gibson, Nemesis NXT designer Jon Sharp, Engineer Dan Kreigh, Captain Tom Huff and the famous Burt Rutan, I was able to attend a couple minutes of Burt Rutan's talk and it was packed with interested listeners far beyond the area set up with all the chairs. All in all, from everything I heard and everything I saw.... I'd say the show, and the guest speakers were a huge success. If you were not able to attend this years Expo, next year's will be January 7-9 2011.....but don't forget to start saving \$ early...you are going to want to bring a bunch of neat stuff home.



A couple hundred people sat *and* stood to hear Burt Rutan talk on Sunday.

If you did attend and enjoyed the speakers let somebody at AMA know.

Feedback from the members is how these things are judged, so speak up!



This 1/2 scale F117A Nighthawk was at the show so kids could get in and have their picture taken. Here a father and son enjoy the experience.

I know the picture doesn't show it well but that buy has a HUGE smile.....I think the dad does too!

We all have our reasons for doing what we do. The same goes for our hobby, we have our reasons for the type of planes we like, the style of flying we do. Las Vegas area District 10 AVP Greg Clemensen wrote these “34 good reasons to be an AMA member”

## **34 GOOD REASONS TO BE AN AMA MEMBER**

1. \$2,500,000 Comprehensive General Liability Protection
2. \$25,000 Accidental/Medical Coverage
3. \$10,000 Maximum Accidental Death Coverage
4. Model Aviation Magazine with Contest Calendar, Construction articles and news
5. Sanctioned Competitions (over 2000 annually) and competition licenses
6. Assistance in getting and keeping flying sites
7. Safeguarding radio frequencies through liaison with Federal Communications Commission
8. Coordination with Federal Aviation Administration to promote safe regulations for flying
9. National safety program and Safety Code
10. Youth Scholarship Program – annual awards
11. Youth Education Programs
12. Club Chartering Program provides club and site assistance to almost 3000 local clubs
13. National Championships, world's largest model airplane meet
14. Standardized competition rules – the Rule Book
15. Many AMA products for sale through the Supply and Service Department
16. Dues structured buy age groups – younger modelers pay less
17. Opportunity to serve as Contest Director or Leader Member
18. Achievements recognized through the Awards Program
19. World Record performances processed through F.A.I.
20. World Championships Teams selected and financed
21. World Championships and other special activities hosted
22. Contest schedules coordinator to avoid conflicts
23. National Records recognized and recorded
24. Liaison maintained with major Government agencies (Interior, Navy, Air Force, Army, Marines)
25. Film library available for visitors and members to view at the museum
26. Support and promotion for the sport of aeromodeling every day
27. Support and sponsorships of technical meetings
28. Air Show Team Program makes demonstrations of model aircraft to at least a million of people annually
29. American representation to the Federation Aeronautique Internationale (FAI), Lausanne, Switzerland
30. The nation's only full time staff, dedicated to serving all aspects of aeromodeling interest
31. The National Center for Aeromodeling, the world's only full-time model aviation facility and museum
32. Lee Renaud Memorial Library – more than 25,000 publications and books with research service available
33. Club Instructor Program
34. Specialty member programs offered only through AMA membership



This beautiful picture was taken by Aaron Wallace at Torrey Pines in December 2009. The glider belongs to the gentleman seen in the photo, Alvaro Corzo. The picture was taken just after hand launching it. The plane is a 4 meter ASW-27. It was a beautiful sunset flight at this historic location. Aaron apologized for the resolution of the picture because it was taken with his iPhone. I think it came out quite nice, don't you. Both gentlemen are members of the Torrey Pines Gulls.

## **AMA Mission**

**The Academy of Model Aeronautics is a world-class association of modelers organized for the purpose of promotion, development, education, advancement and safeguard of modeling activities.**

**The Academy provides leadership, organization, competition, communication, protection, representation, recognition, education, and scientific/technical development to modelers.**

The AMA would like to invite you to join them on their new social outlets Facebook, Twitter and YouTube.

Become a fan on FACEBOOK

[www.facebook.com/modelaviation](http://www.facebook.com/modelaviation)

Follow AMA on TWITTER

<http://twitter.com/modelaircraft>

Subscribe to the AMA channel on YOUTUBE – by subscribing you will receive an e-mail when new videos are loaded

<http://www.youtube.com/modelaircraft>

Mark Bensen told me they will start uploading video of the AMA EXPO speaker presentations starting with Burt Rutan March 1st.

A link to this video will be included in the first AMA e-newsletter that will be sent to all AMA members soon!

This is just one more way the AMA is working for the membership. Providing ways we can communicate together.

Whether you are already a fan of these means of communication or not, I hope you can appreciate the efforts the staff of the Academy of Model Aviation are doing for you as Academy members.

Michael E Brown

District X Interim Vice President.

**The next two pages contain the  
Academy of Model Aeronautics National Model Aircraft Safety Code (enlarged)  
Effective January 1, 2010**

**GENERAL**

**A model aircraft shall be defined as a non-human-carrying aircraft capable of sustained flight in the atmosphere. It may not exceed limitations established in this code and is intended to be used exclusively for sport, recreation, and/or competition.**

- 1. I will not willfully fly my model aircraft in a careless or reckless manner, and will abide by this Safety Code and any additional rules specific to flying sites.**
- 2. I will yield the right-of-way to man-carrying aircraft and will see and avoid all aircraft, utilizing a spotter when appropriate. (See AMA Document #540-D on See and Avoid Guidance.)**
3. I will not fly my model aircraft higher than approximately 400 feet above ground level, when within three (3) miles of an airport without notifying the airport operator.
4. The maximum takeoff weight of a model aircraft, including fuel, is 55 pounds, except for those flown under the AMA Experimental Aircraft Rules.
5. I will not fly my model aircraft in sanctioned events, air shows, or model demonstrations unless **I have previously proven that my aircraft, control system, and piloting skills are adequate by successfully executing all maneuvers intended or anticipated in the specific event. If I am not a proficient pilot, I will not fly in these events unless assisted by an experienced pilot.**
6. I will not fly my model aircraft unless it is identified with my name and address, or AMA number, inside or affixed to the outside of the model aircraft. This does not apply to model aircraft flown indoors.
7. I will not operate model aircraft with metal-blade propellers.
8. I will not operate model aircraft carrying pyrotechnic devices which explode or burn, or any device, which propels a projectile of any kind. Exceptions include Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight. Rocket motors up to a G-series size may be used, provided they remain firmly attached to the model aircraft during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code; however, they may not be launched from model aircraft. Officially designated AMA Air Show Teams (AST) are authorized to use devices and practices as defined within the Team AMA Program Document.
- 9. I will not operate my model aircraft while under the influence of alcohol or while using any drug which could adversely affect my ability to safely control the model.**
10. When and where required by rule, helmets must be properly worn and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE approved or comply with comparable standards.

**RADIO CONTROL**

- 1. All pilots shall avoid flying models over unprotected people.**
2. I will complete a successful radio equipment ground-range check **in accordance with the manufacturer's recommendations** before the first flight of a new or repaired aircraft.
3. At all flying sites a safety line or lines must be established, in front of which all flying takes place. Only personnel associated with flying the model aircraft are allowed at or in front of the safety line. In the case of air shows or demonstrations a straight safety line must be established. An area away from the safety line must be maintained for spectators. Intentional flying behind the safety line is prohibited. **(See AMA Document #706 for Recommended Field Layout.)**
4. I will operate my model aircraft using only radio-control frequencies currently allowed by the Federal Communications Commission (FCC). Only individuals properly licensed by the FCC are authorized to operate equipment on Amateur Band frequencies.
4. I will operate my model aircraft using only radio-control frequencies currently allowed by the Federal Communications Commission (FCC). Only individuals properly licensed by the FCC are authorized to operate equipment on Amateur Band frequencies.

5. I will not knowingly operate my model aircraft within three (3) miles of any preexisting flying site without a frequency-management agreement. **(See AMA Document #922 for Testing for RF Interference. See AMA Document #923 for Frequency Management Agreement.)**

6. With the exception of events flown under official AMA Competition Regulations rules, excluding takeoff and landing, no powered model may be flown outdoors closer than 25 feet to any individual, except for the pilot and the pilot's helper(s) located at the flight line.

7. Under no circumstances may a pilot or other person touch a model aircraft in flight while it is still under power, except to divert it from striking an individual.

**This does not apply to model aircraft flown indoors.**

8. Radio-controlled night flying **requires a lighting system that provides the pilot with a clear view of the model's attitude and orientation at all times.**

9. The operator of a radio-controlled model aircraft shall control it during the entire flight, maintaining visual contact without enhancement other than by corrective lenses that are prescribed for the pilot. **First-Person View (FPV) flying may only be conducted in accordance with the procedures outlined in AMA Document #550.**

### **FREE FLIGHT**

1. I will not launch my model aircraft unless I am at least 100 feet downwind of spectators and automobile parking.

2. I will not fly my model aircraft unless the launch area is clear of all individuals except my mechanic, officials, and other fliers.

3. I will use an effective device to extinguish any fuse on the model aircraft after the fuse has completed its function.

### **CONTROL LINE**

1. I will subject my complete control system (including the safety thong where applicable) to an inspection and pull test prior to flying. The pull test will be in accordance with the current Competition Regulations for the applicable model aircraft category. Model aircraft not fitting a specific category shall use those pull-test requirements as indicated for Control Line Precision Aerobatics.

2. I will ensure that my flying area is clear of all utility wires or poles and I will not fly a model aircraft closer than 50 feet to any above-ground electric utility lines.

3. I will ensure that my flying area is clear of all nonessential participants and spectators before permitting my engine to be started.

Specialized AMA Documents:

Radio Control Combat (#525)

General Radio Control Racing (#530)

Giant Scale Radio Control Racing (#515-A)

Gas Turbine Operation (note: Special Waiver Required) (#510-A)

Park Flyer Safe Operating Recommendations (#545)

First Person View (FPV) Operations (#550)

Recommended Field Layout (#706)

Procedure for RF Interference Testing between Model Sites (#922)

Frequency Management Agreements (#923)

See and Avoid Guidance (#540-D)

Team AMA Air Show Safety Document (#718)

*These special codes and appropriate documents may be obtained either from the AMA Web site at [www.modelaircraft.org](http://www.modelaircraft.org) or by contacting AMA Headquarters.*

The new safety code covered in the previous two pages of the newsletter became effective January 1 2010. The lettering is very small on the original form so I made it larger so it would be easier for everyone to read. The changes or additions to the code from last year are highlighted in bold black print. Take the time to read these changes and become familiar with them.

At the bottom are numbers for PDF documents. These can be found on the AMA's web site. In another page in this newsletter I talk about how to navigate the web site. Getting to these documents on one of the examples.

The Executive Council in its continued effort to make modeling the best it can, considers many things and takes into account the advice of many before deciding on any changes that are made to the Safety Code.

## Speaking of Safety....

### What is the most important thing a regular modeler can do..... as far as safety is concerned?

Obviously this is somewhat of a loaded question. One that could be answered many ways. How about if I said. What do I consider the most important thing ANY modeler *should* do.

### *Don't draw attention to the hobby!*

Most of you know The AMA, among others, are having talks with the FAA regarding the national airspace system or (NAS). This may lead to many things for us, but for now all sides are working together to come up with a working relationship.

That being said. What can the regular modeler do to help? What can we do to help our cause? The best answer I have is, one, follow the rules and guidelines set forth by the AMA. Two, fly SAFE! Three, educate other modelers (politely) of the importance in following the rules.

You might ask. Are we doing anything wrong now that is drawing attention to us, negative attention.....YES, some are. Some of the individuals that have drawn attention are NOT AMA members, but they hurt us just the same because they fly models. If you see them talk to them, educate them, but calmly and peacefully.

But then again some are AMA members. Members that do foolish things when they are not at their regular flying fields. Of course some do the wrong thing *at their regular fields* as well and we need to work together to stop this, all of it, but again, calmly and peacefully.

Some areas of concern?

**Airports** are of major concern because they have eyes focused on them. If your club is any where near an airport, your club members need to fly properly at all times. Don't fly too high. Abide by any restrictions you are supposed to follow.

**City's** If your club has an agreement with a city or other government agency, follow that agreement.

**Videos.** Don't promote or spread foolish videos of people doing stupid or dangerous things. I have seen videos that would curl your hair! **If you run a web site** don't allow these types of videos on it. If they are sent, delete them and tell the sender they are bad, and why.

Lets work together. Sometimes just telling somebody they are doing something wrong is enough. Sometimes we have to explain ourselves. But be patient, sensible and most important, be polite, but promote safety for the good of the entire hobby. Your VP. Mike Brown

# Happy Birthday!

This Happy birthday wish was sent to us from Alan C. Brown the secretary of the RC Bees of Santa Cruz County, a small club on the Monterey Bay. Although we can't do all folks birthday's in this newsletter the 90th is really something special, so here we go. Alan wrote, "We had a fun-fly last Sunday, March 29th, to celebrate the ninetieth birthday of our oldest and still very active member, John Nohrden. John has over fifty working model r/c aircraft in his garage, and regularly updates them by putting electric motors in place of the Coxes, with which they started life. Some of them are over fifty years old, and John is invariably out on Tuesdays and Thursday mornings with something the rest of us haven't seen before. The two attached photos show a club group with the signed banner with which we presented John, and John, in the wide-brimmed straw hat, getting ready to cut his cake with a suitable makeshift tool being presented to him by club president Bill Moore."



Camaraderie has always been a strong reason for many of us to be in this hobby and this club obviously has it in spades. I'd bet there is no lack of fun in this club!

The list below is of clubs located in the greater Las Vegas area. If you have any travel plans heading that way you might give one a call and get directions to their field. Or, you could contact the local AMA AVP Greg Clemensen @ electricgreg@cox.net. Greg developed this list to hand out to the local hobby shops so new modelers could find clubs.

Club	Contact	Primary Interest	Field Location
<b>Las Vegas Soaring Club, Inc.</b> Meets 2 <sup>nd</sup> Saturday 10:00 AM at the club field www.lasvegassoaring.org	Dave High 702-683-7733 dave.high@cox.net	Sailplanes; Electric airplanes and helicopters. Flight training.	Charleston two miles West of the intersection at 215
<b>Rebel Squadron</b> Meets 2 <sup>nd</sup> Wednesday 7:00 PM at the North LV Airport www.rebelsquadron.org	David Weiss 702-349-1611 davidweisscp@aol.com	All radio control aircraft. beginner, intermediate & advanced. Flight training.	Willie C. McCool Memorial Model Air Field 4400 Horse Drive, NLV
<b>Propnuts</b> Meets 4 <sup>th</sup> Wednesday 7:30 PM at the North Las Vegas Airport www.propnuts.org	Greg Thomas 702-301-8341 glaj1973@aol.com	Oriented to the "Sport Flyer." Supports TEAM VEGAS Competition IMAC Team. Flight training.	Willie C. McCool Memorial Model Air Field 4400 Horse Drive North Las Vegas
<b>Las Vegas Radio Control Club</b> Meets 3 <sup>rd</sup> Thursday, 7 PM Skyline Casino Sunset at Boulder Highway www.lvrcc.com	Tom Brandt 702-641-5263 lvrcpresident@cox.net	All radio control aircraft. Special interest in IMAC and helicopters. Flight training.	Bennett Field 6800 E. Russell Road North side of Sam Boyd Stadium
<b>Eldorado Valley Flyers</b> Meets 1 <sup>st</sup> Sunday 10:00 AM at the club field www.evflyers.org	Charles Patterson 702-614-0661 ultimatrc@aol.com	Fixed wing and rotary aircraft. All skill levels. Flight training.	To Boulder City Right on Veterans Memorial. Left on Adams, Rt on Utah, Rt on dirt ¾ mi then right to the field
<b>Vegas Antique Model Plane Society</b> Meets Wednesdays 11:00 AM Putters Bar & Grill, Tropicana & Pecos	Walter Conrad 702-558-6483 irene-conrad@aol.com	Special interest in ignition "Old Timers", Free flight and model building	Eldorado Dry Lake. Hwy 95 south towards Laughlin.
<b>Desert Fox Flyers of Mesquite</b> Meets 2 <sup>nd</sup> Thursday 9am at the club field.	Herbert Richardson 702-346-3788 hrichrdson@aol.com	Radio control airplanes and helicopters. Gas, glow, and electric. Flight training.	Exit 122 South to Old Highway 91, left 3 miles to Scenic turnoff, ½ mile to dirt road, Right to field
<b>Pahrump Valley Model Aviators</b> Meets 2 <sup>nd</sup> Saturday 9 AM Desert View Regional Medical Center www.pvmodelaviators.com	Phil Schallenberger 775-751-4750 n94057@aol.com	Radio Control flying, beginning to advanced. Model building. Flight training.	Hwy 160 to Game Bird, west just past Simmons. Left on dirt road 1 mile.
<b>Vegas Aces</b> Meets 1 <sup>st</sup> Saturday 11 AM at Gibson Middle School	Darrell Stubbs 702-581-3245 cs2004s@aol.com	Parkflyer type airplanes and helicopters. Flight training.	3900 W. Washington. Between Decatur and Valley View.

# Remote-controlled airplanes will be allowed back into Carlsbad's parks

This report comes from the North County Times, a north San Diego and SW Riverside publication; A ban on flying model planes in city parks will be eased somewhat. The council decided Tuesday to allow electric-powered model planes to be flown at the city's natural turf baseball fields from 8 a.m. to 2 p.m., but only when those fields are not needed by baseball players. People who fly the planes will need to have insurance. The planes can weigh no more than 2 pounds and must fly less than 60 mph.



Carlsbad resident Gus Calderon with one of his remote-controlled planes. Calderon told the North County Times last summer he was unhappy about restrictions the city of Carlsbad has placed on where such devices can be operated.

When the council enacted its ban against flying model planes in the parks, city officials had anticipated that the hobby pilots would relocate to a spot along Carlsbad Boulevard that's popular with people who fly gliders. That hasn't worked out because the high wind conditions that are good for gliders aren't sought by electric-powered plane enthusiasts, city recreation services manager Mick Calarco said.

I put the above article in this newsletter for several reasons. The most simple reason is to congratulate Gus and model aviation in getting back a place for modelers to fly. Especially in as condensed an area as San Diego. The second is to show how important it is for all modelers to act in a safe manner. I don't know if the fire was caused by negligence or not but all modelers need to work hard to keep our flying fields.

The last and maybe the main reason is to remind everyone that flying sites are precious, but the right to fly is as well. In the future we as modelers might need to stand together like never before to keep model airplane flying as we know it. A few individuals, having careless accidents or doing stupid things can cause ALL of us to have the most impossible restrictions placed on model aviation ever thought of. Treat your hobby serious. I know it is a hobby and is meant to be fun, but taking a minute to make sure what you are doing and how your are doing it is safe, is not going to lower the fun level. Michael Brown District X Vice President.



## **THE GUY'S ON THE NEXT 2 PAGES ARE YOUR DISTRICT 10 AVP'S**

Every AVP is a volunteer, they are not paid. Their love of the hobby is why they volunteer. They are there for you, so take the time to get to know them. When you have an event, invite your local AVP and if they can, they will come. They would be happy to talk with your members and answer any question they might have. If it's a question they can't answer they will contact me and either they or I will get back to you with an answer. Clubs should send newsletters to their AVP so they know what you do. Event schedules should be sent to John Wilson or Betty Bliss so they can get them put on the District 10 web site @ District 10.org



Marc Karpowich  
Logan Utah  
435-232-1873



Tim Attaway  
Chula Vista, CA  
619-427-6392



Kevin Houser  
Phoenix Arizona  
520-490-7657



Greg Clemensen  
Las Vegas, NV  
702-870-6242



Jerry Neuburger  
Santee, CA  
619-258-4477



Bill Malvey  
Ladera Ranch, CA  
949-481-8624



Jon Wilson  
Ryde, CA  
916-776-2797



Darwin Barrie  
Chandler, AZ  
480-946-8955



John Lockwood  
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