

# Peoria R/C Modelers

## Newsletter

### December 2007

#### The President's Corner

Hi, Flyers!

We are up and running with indoor electric flying. If you have not seen some of this stuff, be sure to stop by the Midwest Sports Complex and check it out. Better yet, bring something to fly. We have had as many as 17 flyers in attendance representing 4 area clubs. I have to say...on Friday night 12/7, some of the guys were sure hard on equipment. It looked for a time like a Dispose-A-Plane derby. I hear that the demand for foam is the cause of the recent run up in crude oil prices.

Several of our members have participated in E-Fest held in Champaign. This year's dates are February 9-10, 2008. It's a great day trip or weekend adventure. See [www.gpe-efest.com](http://www.gpe-efest.com) for details.

Larry Hollon will not be flying next season. He has encountered a health problem which affects his balance and prevents flying. Larry is selling many RC items which include Goldberg Eagle, Futaba radio, field box/power panel, Sig Riser un-flown, 2 starters with charger, 1 gallon 15%, 2 qt. .049 fuel, covering irons, and many other items. Give him a call at 579-3739 if you are interested. Larry...be sure to stop at the field or any meeting. You can't get completely away from the hobby.

Four Star 40 racing is on our agenda for 2008. The committee will meet in January to iron out minor rule details. If you are participating, the model will be a Sig Four Star 40 (kit or ARF) and the engine will be a Thunder Tiger 40 Pro. The rules to be ironed



The wide open spaces of our new field – notice the flat ground that is completely void of airplane divots

out are small items, such as minimum weight and other technicalities. Feel free to build. This'll be a fun activity!

The Prairie Air Show is scheduled for April 19-20. Our club, along with the Washington and other central Illinois clubs, will man a display. If you are available during this period, be sure to volunteer. Admission to the show is free, and we always have a good time promoting the club and talking RC.

The date for our year-end banquet will be January 26. Be sure to keep any incriminating photos or stories handy.

No progress to report on the Pawnee (it's now a 2008 project)

Happy flyin' or sumulatin'  
Terry Beachler

#### Club Officers

President & Asst. Editor	Terry Beachler	(309) 579-2209	<a href="mailto:Terryb@beachlers.com">Terryb@beachlers.com</a>
Vice President	Dan Ibrahim	(309) 383-2047	<a href="mailto:Dan_Ibrahim@msn.com">Dan_Ibrahim@msn.com</a>
Sec/Treas	Jim Fassino	(309) 243-8590	<a href="mailto:Jim.fassino@fbol.com">Jim.fassino@fbol.com</a>
Safety Officer	Kerry DelVecchio	(309) 243-1436	<a href="mailto:Kerrydel@aol.com">Kerrydel@aol.com</a>
Webmaster	Open Position		Seeking willing individual
Newsletter Editor	Roger Stegall	(309) 579-3023	<a href="mailto:Rogerstegall@hotmail.com">Rogerstegall@hotmail.com</a>

### **FLY R/C: Learn to fly for free! Contact one of our instructors**

Bob Wilson 219-4262

Dave Olson 688-6204

[www.Peoriarcmodelers.com](http://www.Peoriarcmodelers.com)

AMA Club #313

## Formula for Star Racing --Bob Wilson

All,

Terry and I represented the Peoria RC Modelers at our most recent 4-Star-40 racing series meeting. Here are some particulars that may be of interest to the club.

The agreed upon engine is the "Thunder Tiger 40 "Pro." We chose this motor because it is also the engine of choice for the "Quicke 500" races currently being run throughout the AMA. If, at some later date, we decide to expand our racing venue, the engine will be available for this class as well.

The official name of the 4 Star racing series is: "Formula 4-Star Racing." The official race plane, obviously, is the 4-Star 40. Either kit or ARF are acceptable to use. There will be a minimum weight restriction, but this weight has not been yet determined [We need to weigh several kit-built and ARF planes to get an idea what the minimum weight should be]. There are NO MODIFICATIONS allowed on either the engine or the airplane.

The official prop will be the APC 10 X 6 (Sorry, no Master Air Screws). The official fuel will be 15% nitro...any brand. This will be supplied by the sponsor club.

Currently there are 4 clubs that will be participating in Formula 4-Star Racing. Each will sponsor at least one contest, and there will be a banquet with awards given and bragging rights discussed. Initially, we agreed on the following contest months...the exact dates will be determined later. There will probably also be an end of the year "shoot-out."

Bloomington Sirs will sponsor a contest in May, 2008  
Washington Flyers will sponsor a contest in June, 2008  
Peoria RC Modelers will sponsor a contest in July, 2008  
Pekin RC will sponsor a contest in August, 2008

I am currently writing the draft copy of the rules. Once completed, this copy will be evaluated by all club representatives and then finalized. Once finalized, I will distribute a copy to each interested club member. This has been designed to be a fun event, and hopefully, we will get good participation from the Peoria club.



The father and son duo of Michael and Stevan Lukich recorded one of the last outdoor buddy-box flights of the year.

## Everything You Ever Wanted to Know About Torque Rolling (from RC Universe Forum)

Torque rolling is like any other aspect of flying; it takes time and practice to become proficient, and how to do it is one of the great debates of the hobby. Ask ten people and you'll get ten different answers. With that in mind, I'll attempt to explain issues with torque rolling that I find important to understand. There are several myths "rolling" around like: "you need Gyros," "you need a tail-heavy plane," "Huge surface throws is the key." Well, that is not the case. In the hands of the right person, virtually any plane with a power to weight ratio of greater than 1 to 1 can torque roll. One of the elements that really helped me coming to the understanding that there is an attitude where the plane will just sit there going round and round with virtually no input from the flier.



Planes demonstrating tandem torque rolling – easy with practice.

What is important to understand is that at the correct attitude, the thrust of the prop disk is in balance with the canopy to the bottom of the plane CG. Remember this, because if you find that attitude, you will not need large throws, you will not need a rearward CG and you will not need Gyros. The plane flies itself. On most planes, that "Sweet spot" is with the plane slightly tipped back. A very common problem I see with people learning to TR is that they blow the entry, never find the above balance and end up using huge throws chasing the plane around the sky. This is the slow way to learn to torque roll.

The first thing to do is find the attitude where the plane will torque roll by itself. This will require that you visually learn what that attitude looks like, learn where the stick positions are to hold that attitude and where the throttle needs to be to maintain altitude. Start by pulling to vertical from low speed level flight. Do this on low rates. When you pull to vertical, roll the plane so the canopy is towards you reduce the throttle so the plane will stop climbing. As the plane comes to a stop, gently add in throttle so the plane is not climbing and not dropping. With the sticks at neutral, simply watch which way the plane goes. You want to be in the mindset of an observer. You are not trying to torque roll, you are merely observing. This will do two things.

It will help you to understand what is going to happen and by not trying to do an instant torque roll; it will take the pressure off



### (Torque Rolling Continued)

you allowing you to learn. The plane won't stay hanging more than a second or two, what you are trying to find is the exact entry angle that allows the plane to hang longest and what the throttle setting is to hold the plane from climbing or falling. What you will more than likely OBSERVE is that the plane falls out to one side and to the belly most of the time. With this knowledge, enter the maneuver again and add in a little correction as the plane comes to a stop.

More than likely the correction will be a little up elevator and right rudder. The important thing is that you are not trying to catch the plane as it falls out. You are trying to find the place where the plane won't fall out in the first place.



*A Christian Eagle, up-close & personal, barely one foot above disaster*

Focus on the canopy region on the plane not the tail and make sure you have the largest diameter and lowest pitch prop your engine can handle. Do not practice too high. It's a risky maneuver. You need to accept this and go for it. If you are too high, you cannot see the detailed movements. Focus on the canopy region on the plane. Smooth throttle management is a must. You need to be able to hover at 75% power or less. The reserve power is power needed to bail you out of a bad situation. If the plane starts rolling fast, it is because it is doing one of two things. It is falling out of the maneuver or it is not maintaining altitude. Add in throttle and observe the attitude change in the plane. Once you have mastered the entry, the plane will probably hang for a moment or two and start to rotate. As it does, it will almost inevitably fall out of the maneuver as soon as it has its back to you. The thing to remember here is that you are not trying to tune your reactions to catch the plane. You are trying to

### (Torque Rolling)

observe the plane's behavioral traits. This will allow you to predict attitude changes before they happen. It will give you time to react and react in the correct way.

Again, you are trying to learn the attitude where the plane will go by itself. You are trying to find the position of correction that will allow the plane to go round by itself. Think of it this way. When you fly your plane in level flight, you set the trim so it isn't rolling or climbing. You set the trim so it holds heading. In a torque roll, you do the same thing but holding in small inputs on the sticks that becomes your neutral point. Once you find this attitude and the sticks neutral point, the torque rolls will happen by themselves. Some modelers use gyros to assist in 3-D maneuvers. In the torque roll, the use of one or two gyros (on the rudder and/or elevator) will help control the plane in the hover position. The plane will fall out from the hover slower when gyros are assisting the controls and thus will be easier to recover.

**Practice...Practice...Practice.....**

**PRCM Presents**

**"YOUR FOOTBALL ALTERNATIVE"**

**1/1/2008 NEW YEAR'S DAY**

**Noon-4pm**

**Indoor and outdoor flying at the Midwest Sports Complex, home of our Friday evening indoor flying.**

**Admission \$10**

Spectators are free. If you are not an electric flyer, be sure to stop by anyway.

**Sub sandwiches, chips, and soft drinks available**

AMA membership is required. Airplanes are limited to 1 lb. and helicopters limited to 450 size or less for indoor flying. We have a separate area for helos.

If weather and runway conditions permit, gas/glow models may be flown outside adjacent to the building. Now may be a good time to think about skis!!!



Notice a smattering of guests along the flight line of the indoor flying venue across from Mossville School. CHECK IT OUT!!!

## Editorial

I hope this holiday season finds you, family and friends feeling well and anticipating another exciting year of flying adventures. I am writing this article while I sit during a 2-hour wait at the O'Hare Airport. My most recent 2-week visit to the frozen tundra I call Illinois had an abundance of flying fun and experiences. If you haven't already done so, be sure to attend a Friday night fly-in at the soccer facility across from Mossville school. Inside the facility, it's bright, warm and a-buzz with flying activities. It's really quite normal for 5 to 6 flying machines to be in the air at the same time. I guarantee that if you come once, you will come often because attending Friday night flying is a hoot, even if you don't bring something to fly. I liken our Friday flying activities to figure-8 stock car racing. The main difference is we use the accelerator to speed the repair rather than speed the damage. The carnage of simultaneously flying in a confined space with several other pilots necessitates the frequent use of hot melt glues, CA and a trash bag.

Five club members have initiated Friday night indoor electric racing. They all purchased a Cessna 210 ready to fly aircraft on spread spectrum frequencies. These small 8" wing span planes only weigh ½ ounce and are ideally suited to indoor flying. Racing rules are being drafted to be simple and fun (like the planes). I have proposed a design contest for cheap electric indoor flying. To qualify, all you need are 5 foam egg cartons. The plane must be constructed using no more than the 5 cartons but can be supplemented with carbon fiber to the designer's specifications. The only wood or balsa allowed in the craft is to be used for the motor mount and control linkages. The total cost of the plane should be less than \$5, assuming you make a really large omelet.

Recently, when I visited Kroger's, I encountered a local advertisement that had a bunch of tear-off tabs at the bottom to make it easy for people to obtain a telephone number. This convenient shopping guide gave me the idea that our PRCM members might adopt a similar approach for assisting seasonal family purchases. Simply, get a piece of paper and write all the wonderful things you have done for the family during the 2007 calendar year (hint – you should probably exclude all activities that ended with a family member visiting the Emergency Room) and then include a bunch of tear-off tags at the bottom with gift ideas such as (1) DA 150cc motor (2) 12-Channel 2.4 GHZ radio, (3) Composite 3 meter ARF (4) 2-month pass to attend the NATS without having to return home to take out the garbage or kill a spider and (5) Tower Hobbies gift certificate of equal value to your home equity.

Personally, I have embraced Friday night electric flying as a replacement for watching TV shows and commercials I don't understand. My first biplane only managed a few seconds of air time before it became a piñata suspended on the netting above the football arena. Since that initial flight it has flown on two other occasions of about equal duration, all of which required copious amounts of CA and accelerator. I have learned from these experiences, and next time, I hope not to glue my index finger to the face of my watch.

Roger Stegall



*Shown above is Terry Beachler's E-Flite Tensor prior to its maiden flight Friday evening, December 14, 2007.*



*Terry's E-Flight Tensor was re-configured after suffering from inertia trauma that was a combination of pilot error & ...*

## YEAR-END BANQUET News

### **Our Year-End Banquet night out is nailed down**

**When:** January 26th

**Where:** T.G.I. Friday

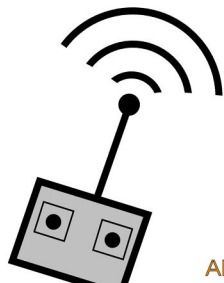
**Directions:** War Memorial Drive across from the Shops At Grand Prairie

**Time:** 6pm Social Hour, Eats at 7pm

TGIF has a very nice meeting room with direct access to the outside. We'll order from the menu. Please email Terry Beachler, [terryb@beachlers.com](mailto:terryb@beachlers.com) or call 579-2209, and leave a message with the number attending. If you have photos, be sure to send them to Jim Fassino, [fassino@insightbb.com](mailto:fassino@insightbb.com) or Terry Beachler. To participate in our short program, you need do nothing except show up and jump in. Maybe we'll have an award for extemporaneous speaking and who knows what else. This will, as always, be a good time. Kids, wives, new recruits, significant others and just finished projects are welcome.



peoria park  
district  
Public Welcome



AMA Chartered Club

Peoria  
Radio  
Control  
Modelers

*Shown above is our new club Logo - courtesy from several hours of work by Kerry DelVecchio. Thanks Kerry!*



*John Hoelscher mans the transmitter while Jim Fassino observes and George Knight documents the carnage of flying multiple foam airplanes in an airspace that would drive a seasoned air traffic controller to multiple shots of tequila.*



Roger Stegall's Divo did not fare so well on its maiden flight. There appears to be a motor suspended from a crumpled and rumpled nose of this foamy. Repair time was less than 20 minutes (Jim Hogan in background)



*Pictured above is John Hoelscher's Divo before it was placed in a plastic bag and sent to the Peoria landfill.*

### **For Sale – 77" WS Edge 540 -- \$500**

Excellent Condition (8-10 flights)  
OS 1.60 FX W/Top Flight 18" X 8 Propeller & Pitts Muffler  
Expert SL 571 Servo on Rudder, Two Futaba S3004 Servos on Elevator, Two Hitec 605BB High Torque Servos on Ailerons, Futaba S3003 Servo on Throttle  
Futaba Switch Harness  
Futaba 700 Mah Battery for Receiver (new)  
Remote Fueler, Reversing Y-Harness on Elevators, Remote Glow Plug, Pilot Figure, Wheel Pants, 3" Aluminum Spinner, 8 Servo Extensions  
Available with New Futaba 7 Channel Receiver for an Additional 50  
Available with New Futaba 2.4 GHz Receiver for an Additional \$80

**Contact Roger Stegall**

*Peoria R C Modelers*  
*Minutes*  
*DECEMBER 4, 2007*

The meeting was called to order by President Beachler at 7:15 p.m. Members were asked to introduce themselves. Without objection, the minutes of the November 6, 2007, meeting were approved. Treasurer Fassino reviewed the November 30<sup>th</sup> Financial Report, which now reports expenditures on the new field and monitors the dues and assessment status of members. Without objection the Treasurer's report was approved. Members were reminded that both the 2008 dues and the 2008 assessment are to be paid by January 1, 2008.

President Beachler asked members to make pictures available to him for the 2008 banquet. Upcoming events include E-Fest in Champaign in February and Toledo in April. He also requested members supply information for the newsletter to our editor.

President Beachler reported that the Peoria Park District, through David Wheeler, gave their approval to the field layout. John Hoelscher gave the Field Committee report. The field has been cleared, having removed the bean stubble, and the field is quite smooth. The landscaping will have to wait until the moisture is reduced in the field. He reported there is verbal agreement to execute a lease for 2008 on the existing field. Caterpillar's legal department is reviewing the licensing agreement for use of the road into the property.

President Beachler said that he and Dan Ibrahim would be heading up the Four Star Racing for our club. They expect to have the final rules in January of 2008. President Beachler reviewed the rules in general for the Club members.

Treasurer Fassino was asked to give a brief report on the indoor flying. The indoor flying has been popular with anywhere from 15 to 17 participants each Friday night. The club has a profit of \$100 after the two events. Members were asked to consider continuing at the Midwest Soccer Complex through March 7, 2008, on Friday nights from 9:00 until 11:00 p.m. That motion was approved. Next, a motion to hold one event on, December 28<sup>th</sup> at the Pearce Recreation Center in Chillicothe from 10:00 until 12:00 pm was approved by the membership. The Midwest Sports Complex is not available on December 28<sup>th</sup>.

President Beachler discussed the 2008 banquet. A number of options were being considered, but no action was taken. Other items discussed were the storage of the mower, the old field lease, and members paying their dues for 2008. The Club discussed where to hold the balance of the meetings during the winter. Upon a motion, it was approved to continue meeting at Pizza Works for the balance of this winter.

George Knight discussed indoor pylon racing and hoped to kick that off at Friday night's indoor activity. Kerry DelVecchio discussed the sign at the existing and new field. He plans to have an image included in this month's newsletter for comment.

The meeting adjourned at 7:55 p.m. for show and tell. Members present include: Roger Weber, Kerry DelVecchio, Scott Ferguson, Bob Wilson, John Hoelscher, Steve Blessin, George Knight, Don Stedman, Jim Hogan, Roger Stegall, Terry Beachler and Jim Fassino.

Respectfully,

Jim Fassino,  
Secretary/Treasurer

## The Top Ten Reasons to Fly Electric!

### By Michael Seyfert

1. A TRUE year-round hobby: Winter flying ...is... possible, despite your experience.
2. Enjoy a little 'peace-n-quiet'. You'll never loose the flying field, or have to move it, due to noise. Electric flying is 'neighbor friendly'. Good for talking with fellow flyers too!
3. Cleanliness is next to godliness. Mom was right after all. You don't need to wipe the plane (and hands, and starter, and field box, and...), and you don't need to keep spending hours and money to maintain an endless supply of rags.
4. Cheaper in the long run. You have to have a battery in the fuselage anyhow, so why clutter the plane with a second fuel tank. Besides, lower costs gives you more money to buy your wife something really nice for Christmas.
5. Healthier for you. Saves throwing out your back hauling all the stuff from the car to the pilot stands – with electric you bring out 1) the plane and 2) the transmitter.
6. Guaranteed get-up-n-go! The motor starts regardless of temperature, humidity, needle valve setting, fuel selection, starter motor speed, field box battery condition, and all the other excuses for your lack of talent. Who needs that?
7. Safety First! You can start the power-plant remotely, rather than 1) stand in front of a blood-thirsty prop aching to move ..toward.. you, and then 2) reaching over this bloody thing to adjust a needle valve and hope it doesn't catch your sleeve and suck it up in a red whirlpool.
8. Build more & faster! Can't make a gasser complete in 2 nights, can you? And say goodbye to spending 3 nights just to seal the front end to prevent the naturally absorbent balsa from saturation with nitro & castor oil.
9. Vertical Take-offs. Yes, it decreases the size of the flying field, turning any patch of green into a small field. Fly more often, and in more locations, to attract others to the hobby. With reversible props, we are working on vertical landings to further decrease the needed field size.
10. Increases romance! Yes, it is a well-documented fact that mature women prefer the scent of "All Natural Electric After-shave" to "Castor Oil/Nitro Musk" by a 5:1 margin. Most women will relegate Musk and anyone who wears it to the garage, couch or some other inhabitable area of the home.
11. Indoor Motor Tuning: Pretty handy during cooler seasons – no need to go outside to tune your engine or size a prop. Just pull out an ampmeter.
12. Indoor flying: No more smog creation to choke the family. Low weights and slow speeds add safety to fun, leisure flying all year round.
13. Fun! We have so much FUN. We don't stop at 10 good reasons to Fly Electric!



A visiting helo pilot takes good advantage of indoor flying during a Friday evening session. The pilot was very good!

Dear Amelia,

Lately, I have had several occurrences when planes I have flown have suffered damage of an unexplained nature. I will be flying along and all of a sudden, the craft unexpectedly goes down for no obvious reason. I'm concerned that something may be happening. I'm beginning to loose confidence in myself, and that lack of confidence is affecting me in other ways. I have started to avoid opportunities to try because I don't want to have to try to explain my poor performance. What should I do? Are these problems simply a consequence of getting older?

Sincerely,  
Feeling A Bit Down

Dear Mr. Down,

I can't be sure, but from the information you have provided me, I would guess that you are suffering from ED (Elevator Dysfunction). ED problems seem to be prevalent in older guys. At one moment, things are progressing very well and then all of a sudden, for no obvious reason, you lose focus, and the thing goes down at the worst possible time. Such occasions are tough on the male ego. When you are rolling around, it's easy to get disoriented and to pull when you should have pushed or vise versa. The important thing is to get back in the game again as soon as possible. I can't guarantee that you won't have another ED problem the next time you try to display your skills, but you won't know unless you try. Even if your next effort is not that fulfilling, there are things you can take that will help to prolong your experience (take some glue with you). Some guys with ED have discovered that watching video demonstrations staged by experts has helped them improve their techniques and has aided their willingness to try again. The process of aging doesn't mean that you need to give up just because you had one bad experience. Why, just the other day I accidentally upset a potted geranium all over my latest copy of "Muscle Magazine." Do you think I'm giving up growing flowers or cancelling my magazine subscription – NOT BLOODY LIKELY!

Sincerely,  
Amelia Airhead

## Top 4 Reasons to Fly Fueled Planes

1. It drowns out the noise from the gravel pit.
2. The exhaust residue helps kill the crabgrass on the field.
3. The fog eliminates mosquitoes better than "Raid Fogger:"
4. Your face doesn't need shaving cream to shave with a blade



Below is a 2-page tri-fold brochure developed by Terry Beachler to highlight our club's many features

## Peoria R/C Modelers

### 2008 Membership Application

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ ZIP: \_\_\_\_\_

AMA #: \_\_\_\_\_

Phone: \_\_\_\_\_

Home: \_\_\_\_\_

Work: \_\_\_\_\_

Cell: \_\_\_\_\_

E-mail: \_\_\_\_\_

H: \_\_\_\_\_

W: \_\_\_\_\_

Please bring this application to a meeting or send to:

Jim Fassino, Treasurer

11506 N. Bristol

Dunlap IL 61525

## Field Location

### Old Field

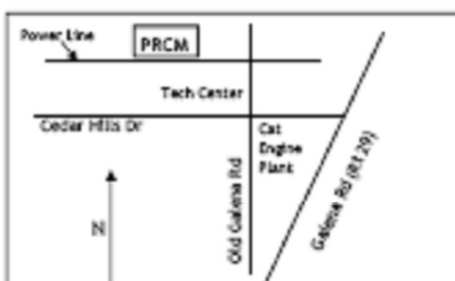
Our old field is located just west of Chillicothe IL on Truitt Road across from Galena Road Gravel. From Peoria take route 29 north almost through Chillicothe and turn left (west) on Truitt Road. Visitors are always welcome.

### New Field

In mid 2008 we will move to our new flying site located at 14501 N Old Galena Road, just north of the Caterpillar Technical Center. From the intersection of old Galena Road and Cedar Hills Drive, go one mile north and turn left (west) under the power lines. The field is about 1/4 mile on your right. See map below.

Our flying site is a Peoria park District property, donated to PDD by the Forest Park Foundation.

GPS coordinates: N40 51.844' W 89 33.788'



Peoria

R/C

Modelers

2008 Membership  
& Club Information

AMA Chapter 313

[www.peoriarcmodelers.com](http://www.peoriarcmodelers.com)

## Peoria R/C Modelers

The Peoria R/C Modelers is an Academy of Model Aeronautics sanctioned radio control model flyers club. We fly almost every evening throughout the summer weather permitting. Members are flying many types of model aircraft including fixed wing, helicopters, and sailplanes. In addition, we conduct several annual events. Visitors are welcome any time we are flying. For information, please contact any of our officers.

### 2008 Officers

President: Terry Beachler

P: 309.579.2209 e-mail: [terryb@beachlers.com](mailto:terryb@beachlers.com)

Vice President: Dan Ibrahim

P: 383.2047 e-mail: [dan\\_ibrahim@msn.com](mailto:dan_ibrahim@msn.com)

Secretary/Treasurer: Jim Fassino

11506 N. Bristol, Dunlap IL 61525

P: 309.243.8590 e-mail: [fassino@insightbb.com](mailto:fassino@insightbb.com)

Newsletter Editor: Roger Stegall

P: 579-3023 e-mail: [Rogerstegall@hotmail.com](mailto:Rogerstegall@hotmail.com)

Safety Coordinator: Kerry DeVeechio

P: 243-1436 e-mail: [kerrydel@aol.com](mailto:kerrydel@aol.com)

### Breakfast

On most Saturday mornings several members get together for breakfast and discuss R/C flying. See the newsletter or web site for location.

[www.peoriarcmodelers.com](http://www.peoriarcmodelers.com)

## Training

For those new to the hobby, we suggest the use of one of several R/C flight simulator computer programs. You will be a proficient flyer sooner and reduce the risk of the loss of an airplane. Free flight instruction is a club benefit. Club and AMA rules and bylaws are followed at all times. Mufflers are required. Power flying can begin after 9 am.

### Winter Indoor Flying

We offer indoor winter electric flying. Check our web site or see an officer for details.

### Meetings First Tuesday Monthly

Guests are welcome. Club business is conducted followed by discussion and/or a program. Members are encouraged to bring new models for show and tell or for building and detailing suggestions from our group.

### May-September

6:00 p.m. at Field/Club grounds

(If Rain TBA)

### October-April

Eat 6pm (optional) Meet 7:00pm

See the current newsletter  
or web site for location

### Newsletter

A monthly newsletter is published and distributed via email (preferred), our club web site, or by postal mail. Please inform us if you would like postal mail.

## Club Dues/Assessment

\$100 (calendar year)

After June 30 \$75 (new members only)

After September 30 \$100

(new members only, includes following year)

### Assessment for New Field

For calendar years 2008-2011, an annual assessment in the amount of \$100 will be made to finance the creation of and improvements to our new flying site. For 2008, a member may pay \$375 up front for the 4 year assessment. Total dues with assessment paid over 4 years are \$200 per year. Donations are also welcomed. Please contact any officer for details.

### Academy of Model Aeronautics

AMA membership is required to fly at the club site. To become an AMA member, visit the AMA web site below or phone the AMA at (800)435-9262. Membership in the AMA includes insurance benefits and Model Aviation, an excellent R/C model aircraft magazine.

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

Also visit [www.mastportaviator.com](http://www.mastportaviator.com) the official AMA web site for the new model pilot.