

Peoria R/C Modelers

Newsletter

March 2008

The President's Corner

Hi, Flyers!

Just returned from an icy butt-busting trip through Forest Park. What's that have to do with R/C flying you ask? Well, not much except that it was almost 6pm and still daylight. Around the corner is daylight savings time and outdoor flying.

Indoor flying is going strong. Be sure to join us if you have not. Spectators are welcome. At least one member has suggested that we continue to fly indoors one evening per month. Let's consider this at the March meeting.

Our new field progress is moving ahead. We have received an agreement from Caterpillar regarding the use of the existing lane for access to our field. The agreement will be forwarded to the Peoria Park District, as the agreement will be between the PPD and Caterpillar. Several of the requirements of the agreement suggest that the best long-term situation for the club is the construction of an access road on PPD property. If the PPD reviews and accepts the agreement, it would allow us good access for a construction period and longer. The agreement could be cancelled with 10 days notice. Access is granted to club members who are PPD members and members of the club. Traffic would be limited to 30 vehicles per day. We will continue to make progress on the new field and keep members informed. The agreement for our old field is in place, so a flying site for '08 is not an issue. We'll plan a field maintenance day in the spring.

The Four Star committee from the four area clubs will be meeting in March for a final touch up of the rules. A date



In this photo released by the Department of Defense, U.S. Army Pvt. Jeremy W. Reid, with 4th Battalion, 42nd Field Artillery Regiment, assembles an RQ-11 Raven unmanned aerial vehicle in the early morning hours in Taji, Iraq. The use of unmanned aircraft in Iraq has surged by nearly a third since the recent build-up of U.S. forces began early this year, racking up more than 14,000 hours per month in the battlefield skies. The increased use of unmanned aerial vehicles (UAVs) has put greater pressure on the military to better coordinate the purchase and use of the high-tech aircraft, particularly between the Army and Air Force.

for our Four Star Race is July 19. Be sure to put that date on your calendar and stand by for fun!

We are already into March. If your dues and assessments have not been submitted, please take a moment, send a check to Jim and join the fun in '08.

Terry Beachler

Club Officers

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

FLY R/C: Learn to fly for free!

Contact our instructor Dave Olson 688-6204

www.Peoriarcmodelers.com

AMA Club #313

Flyboy Advisor

By Dave Olson

Writing at this time of the year, it occurs to me that this is a great time for new folks to think about getting into RC flying. I intend to be available for instruction again this year, on any schedule that will work for students. Just give me a phone call, and we can agree on when to meet at the field. My home phone is 688 6204, and my work phone is 578 4882. It is best to arrange an instruction session a day or two in advance, so I can load up my training equipment the night before and take it to work with me. Last year, travel for work kept me away from the field for several weeks in summer and fall. I expect that will not be the case this year, as my section is staffed a little better.

My preference for introductory instruction is to use my own gear. I have a trainer with tricycle gear, a flat bottom wing and some dihedral. I once wrote an article for the web page about the assembly of that plane, and still have the article, if anyone is interested. I like to use that plane for instruction, for checking out new jugs of fuel, and for verifying new receivers.

I think the introductory instruction period should be free from anxiety for the student. That's one reason I like to use my own plane setup. I know the setup, it has been quite reliable, and both the student and I know what to expect with it. With a few flights on that plane, the student can build some confidence and get used to the peculiarities of controlling an airplane by watching it from the ground.

Sooner or later, students will want to use their own plane. My function as the instructor remains the same, to help make the experience a rewarding one. Another goal is to make the plane last long past the instruction period. I think it is valuable to have an 'experienced' plane to pull out and practice with, even years after the learning experience.

A new member would be well served to look at the bargains available right now. As I write this, the remains of the Lanier kit name are being sold off at attractive prices, and some good training planes are still available. Of course, our local hobby shops provide other good products for introduction to the hobby, and I recommend a visit.

For those of you thinking about getting into flying RC, I would be delighted to help out. I hope to see new people and, of course, our more 'seasoned' club members flying a lot this year.

Next Club Meeting

Tuesday, April 1st 6 PM dinner (optional) – Meeting at 7 PM
Peoria Pizza Works
3921 N. Prospect
(just north of War Memorial) * **Guests are Always Welcome**



Those of you who own a large gas motor know that starting one of those things can be a daunting task if there's not a super heavy duty starter in the neighborhood. Bob Wilson has a tempermental gas motor attached to the front end of his Laser.

The Pattern Shop – "Questions" & "Answers"

Is it just me, or does this happen to other people?
Sometimes, the more I practice, the worse I get!

Case in point, the sixth maneuver on the Intermediate pattern is an outside loop...no problem...wings level, reduce throttle, push the stick forward, throttle up at 1/2 loop...and so forth. I've done it hundreds of times...simple. The other day the airplane drifted a bit, and I make a mid-loop correction. The result was ugly...real ugly. "What's this?" I'm thinking. So, I break away and fly the outside loop again. This one's worse. "Holy s..."! What's happening to me? I must have the palsy. How embarrassing! For the next three days I struggled to analyze what I'm doing wrong.

I think I have it worked out now, but it's not the same anymore. Now as I approach, the sixth maneuver I get bad vibes and a case of *rectal puckeruptus*. The outside loop isn't easy anymore...I have to really concentrate to not screw it up. Hope the other 18 maneuvers don't self-destruct. Bob Wilson

Relax!!! The more you pucker, the worse the maneuvers will become.

Yup, that happens. You're psyching yourself out. In your mind's eye you have this picture of the flubbed maneuver, and you keep repeating the mistake. I butchered this maneuver so badly one day that I not only zeroed it, but the rest of my entire sequence too. I went on to win that contest (thank God for throwaways) simply by putting it all out of my mind. Envision the maneuver in it's most perfect form -- then fly. Also, try flying the 6-sided outside loop (in Advanced). It will help you figure out rudder and aileron corrections more easily than the continuous loop in Intermediate allows you to do. It's basically just 6 straight lines pointed in different directions. :)

Stop thinking...your head gets in the way and you can't see enough to get out of your own way. Keep on doing it, and it will come back. We all go through it. Back when I was "in the

Hunt," I would practice like crazy up until the Wednesday before a contest. I did not even fly a practice flight when arriving at a contest. I seemed to do better that way. Leave it for a few days and see what happens.

I sometimes found I became rusty at making the correct adjustment based on what I thought I was seeing. It happened to me when I would have 2 or 3 weeks of ideal flying weather and no issues with plane and life was great. I was getting in a relaxed rut and WHAM. As soon as I needed to work my digits and make more than subtle corrections, it appeared I joined the ranks of newbies to the sport. When I approached my flight with renewed awareness, my flights also improved.. Not talking practice burnout. That is another similar symptom but has a different cause.

Editorial by Roger Stegall

The new technology is here to stay. Probably the single greatest change to RC in the past 25 years has been the introduction of 2.4 GHz radios. When I started in RC about that many years ago, my radio frequency was Brown & White. I believe at the time there were 13 frequencies to be shared for RC use. The advent of 2.4 GHz radios has now individualized frequency use almost to the same extent that a Social Security Number is able to identify a unique individual. Just as there is only one active Social Security number for each individual, there is likewise one unique frequency available for each 2.4 GHz radio.

E-fest, held in Champaign, Illinois, was a true indication of where RC radio usage is going. At that event there were approximately 400 registered pilots and darn few long antennas were to be found. I'm amazed to see ads in our AMA magazine for FM transmitters. A 12-channel FM Futaba can be delivered to your door for the meager sum of \$1,200. I wouldn't pay \$100 for the thing. Although we will likely be able to use FM radios for many years to come, the question of "Why Purchase More?" begs to be asked.

If you will check out page #7 (Michael Ramsey Reply) of your February Model Aviation magazine, you will notice 2008 will be the first year the NATS will maintain flying locations for practice, demonstrations and recreational flying (while the NATS is going on), assuming you have an approved 2.4 GHz radio. The possible applications for 2.4 are almost endless. Surface and air frequencies no longer need to be segregated. Say good-bye to frequency shoot-downs, waiting for your frequency pin, and interference. In a few years, I believe the RC FM radio will be about as extinct as AM radios are today. The explosion in sales of Park Flyers, complete with radios, for \$49.99 has dramatically increased the likelihood of FM radio interference from a casual flyer who just wants to have fun. The flip of a switch two blocks from the flying field may spell doom for a 12-pound ¼ scale plane going 100 MPH. The postmortem

(Editorial Continued)

analysis of the crash site will likely yield no clues concerning the origin of the mishap. There's a saying that goes, "If it ain't broken, don't fix it." A prolonged history of no radio interference on your frequency may abruptly end Wednesday evening on Johnny's 12th birthday. This sad fact of the situation is that you will likely fly another plane on that same frequency and have a similar undesirable "landing" for the very same reason. I believe the recent 2.4 GHz revolution better fits the saying "An ounce of prevention is worth a pound of cure."

Every year there will continue to be evolutions of technology. Even the ARF has been redefined to become a Quick Build or Ready To Fly (RTF). The final evolutionary step in this process may someday become an AR (Already Running – when you receive the package). Technology always gives us two choices. We can put our heads in the sand and pretend it's not happening to us, or we can embrace the change and try to find new ways to make the change even more beneficial. Personally, I'm not ready to go back to Brown & White.

SWAP TIL' YOU DROP 2008

Radio Control Swap Meet

March 22nd 2008

8:00 AM through 12:00 PM

Table Set-Up and Check In at 7:15 AM

General Admission at 8:00 AM

Planes – Boats – Cars – Helicopters – and More

Held at the DuPage County Fair Grounds
2015 West Manchester Lane, Wheaton, IL 60187

Tables \$17 pre-registered/\$15 (3) or more - \$20 at door

One Adult admission with each table

Admission, Adults \$5 - Children under 12 Free

Coffee – Donuts – Pop Available

For Info Call: Debbie or John Howe – (630) 541-3054

Mail table reservations to: 6204 Stable Road, Woodridge, IL 60517

Email - RcWife2@comcast.net -Web Site:

www.suburbanrcbarnstormers.com

AMA Chapter #640 IMAA Chapter \$194

Why Airplanes Are Easier To Live With Than Women

- 1) Airplanes can be turned on by a flick of a switch.
- 2) Airplanes don't object to a pre-flight inspection.
- 3) Airplanes come with manuals to explain their operation.
- 4) Airplanes don't notice if you leave the toilet seat up.
- 5) Airplanes don't expect presents.
- 6) Airplanes don't care about how many other airplanes you've flown before.
- 7) Airplanes and pilots both arrive at the same time.
- 8) Airplanes don't mind if you look at other airplanes.
- 9) Airplanes don't comment on your piloting skills.
- 10) Airplane problems can usually be fixed with glue.

"Questions" & "Answers" Concerning Fuel Tanks

Question: On a fuel tank set up for aerobatic planes, has anyone experimented with longer clunk lines so that the clunk will travel to all four corners of the tank? Longer meaning approx. five inches in length to allow the clunk to freely travel in the tank. I am currently flying a Great Planes G-202 with a Saito .91. I have a good tune-up on the engine, yet every once in a while after more than 6 minutes of flying and during a long vertical drop, the engine will flame out. This only happens during vertical drops. This set up will idle at 1950-2100 rpm for more than three minutes, then throttle up with no issues.

Answer: A header tank is what you need to solve your problem. A header tank is a second small fuel tank (perhaps 3 oz. in your case) that you plumb in between your engine and regular fuel tank. The purpose in your case is to keep one of the tanks (header tank) completely filled with fuel at all times, thus less likely to suck air. Do a search on "header tanks" and you should find some photos of set ups.

Here's how you plumb it:

Run the fuel line from the carb to clunk line of the header tank.

Run the vent line from the header tank to the clunk line of your regular tank.

Run the vent line of the regular tank to the exhaust nipple.

The header tank will stay almost completely full at all times, as that header tank will not fill with air until the regular tank is dry.

Notes:

Since you are running a glow motor, try to keep this header tank (and the regular tank) as close to the center line of the carb if possible. Also, keep in mind the header tank will give you usable capacity so you can also decrease the size of your regular tank by 3 oz. if desired to save weight/space.

Hope this helps.....Mark



Above is a photo of one of the very first Cessna. These were the days of daring mixed with bailing wire.



ARF airplanes more than 50 years ago, not made in China

Question: Does a 3-blade vs. 2-blade prop cause less left turning tendency?

Answer: First off, every prop you try will behave at least a little differently, regardless of the number of blades. P-factor gets talked about a lot and is not as big of a factor as you might think in a model. However, spiral slipstream effects do have a noticeable effect.

P-factor is a term for gyroscopic precession, which only occurs when the model pitches or yaws, thus changing the plane of rotation of the propeller disc. The higher the RPM, the more massive the disc, and the faster the rate of change in the plane of rotation, the more you will notice P-factor. So, if you fly relatively smooth corners, you don't really notice P-factor, and you can basically not worry about 2-blade vs. 3-blade when it comes to that.

Spiral slipstream happens because the air movement from the prop is twisting around the fuselage structure and exerting varying amounts of force on it. For example, it causes the fin and rudder to have a higher pressure on the left surface than the right surface, making the nose tend to swing left. This is where your flying technique and awareness of what is happening matters a lot more than the number of blades. Spiral slipstream has its most pronounced effect at low airspeed and high power settings. That's the main thing to remember.

So, picture what happens when you are tooling along at full speed. From the standpoint of what the slipstream looks like to the model, it's as if you took a Slinky and stretched it way out. Much fewer "spirals" are striking the structure than if you were transitioning from a very low airspeed and had just nailed the throttle. Additionally, at higher airspeeds the balancing forces of the flying surfaces are proportionally much higher and do a better job of resisting the effects of spiral slipstream.

Anyway, no matter what else, always be ready to use the rudder. You are never going to get a perfect set-up that works at all airspeeds, etc. where leaning on the rudder isn't needed. Prop selection should have more to do with whether or not you are getting good performance out of engine/airframe combo. Good brakes downhill and good acceleration when you need it.

Dear Amelia,

I have never written to you before, but I really need your advice. I have suspected for some time now that my wife has been cheating on me. The usual signs such as phone rings but if I answer, the caller hangs up. My wife has been going out with "the girls" a lot recently, although when I ask their names, she always says, "Just some friends from work; you don't know them." I try to stay awake and look out for her when she comes home, but I usually fall asleep. Anyway, I have never broached the subject with my wife. I think deep down that I just don't want to know the truth, but last night she went out again, and I decided to finally check on her. Around midnight, I hid in the garage behind my work bench full of planes with the garage door open so I could get a good view of the whole street when she arrived home from a night out with "the girls." When she got out of the vehicle, she was buttoning up her blouse, which was mostly open. It was at that moment, crouching behind my bench full of planes, that I noticed a crack in my brand new Pitts-Style muffler.

Is that crack something I should try to fix myself or should I send the muffler back to the mail-order location while it's still under warranty?"

Signed,
Concerned for making too much noise

Dear Amelia,

I have hit a new low point when it comes to my interest in flying. The problem I perceive is that most of our club members seem to be satisfied with a form of flippity-flop flying that seems to have no purpose. When these same people get in their car and start the motor, they almost always have a purpose for being in their car and some destination in mind to which they would like to travel. The same should be true for flyers. When our club members show up at the field to expend their \$15 a gallon fuel, one would think they would have some purpose or improvement goal in mind. I try to push my comfort zone and challenge myself to be the best I can be by flying recognizable maneuvers. This way, I can judge my effectiveness, make necessary corrections and hone my skills with the ultimate goal of becoming a more precise and accomplished pilot.

Am I expecting too much of my fellow club members to think that they too would want to improve their flying skills rather than aimlessly bore holes into the sky? I believe most RC flying clubs can honestly say their members have become better pilots by having some type of purpose to their flying routines. Sadly, I do not believe our club has made much progress in skill sets other than takeoffs and landings.

Sincerely,
Hoping for a brighter future

Dear Mr. Quiet,

Hello! Is anybody home? Unless the vehicle your wife exited was a mobile mammogram unit, I think you have bigger problems than a cracked muffler! Quit worrying about missing out on a 90-day warranty while the more important issue involves a multi-year pledge that's been in existence since Carl Goldberg designed the Ultimate Biplane. You need to be paying more attention to your significant other, and I'm not talking about your 12-channel Futaba radio. You and your little lady with the exposed chest need to spend some quality time together (Quality time being defined as a time longer than it takes to recharge a 500 Mah pack from a trickle charger). Each week, if you will make a special effort to become a part of her world, perhaps she won't get so upset the next time you execute a "touch and go." Just because airplanes don't mind if you look at other airplanes, doesn't mean you should not be concerned if your lady is checking out other pilots. Start treating your "gal" like she's the pride of your hangar, and you will be well on your way to flying solo with her for many years to come.

Sincerely,

Amelia Airhead

PS – Even airplanes expect to be tied down every now and then!

Dear Mr. Hope – can I call you Bob?

You bring up a good point. The progression to become accomplished at almost any skill involves training, purpose and dedication. Many RC pilots get weaned from their buddy-box and find they have no other established performance goal set before them. They have learned to do loops and rolls and perhaps some knife edge but there are no other requirements to which they must aspire. Two things will happen. These same flyers will either accept some personal challenge to improve their skills or they will flippity-flop around the sky as you have described. There isn't a lot of satisfaction of doing the same thing over and over (just ask any factory line worker). I would suggest your club have an occasional day where members are encouraged to try to perform a short sequence of 3 -4 recognized flight maneuvers in sequence. Other flyers could still do their own thing on those days. Members wishing to improve skills could join in the challenge and receive feedback from others concerning their routines. Feedback should be as constructive as possible with some good-natured laughing/ribbing thrown in for good measure (not everything needs to change). If your club would decide to identify and publish in advance 4 maneuvers to be flown on the 2nd and 4th Saturdays of the month (for example), in pretty short order, those who wished to participate in the program would undoubtedly improve their skills. I believe you would begin to see quite a few club members begin to practice prescribed maneuvers between selected show-off days. My ma always said – "practice makes perfect". Practice means just that – doing something with purpose. If your club accepts the responsibility to fly with more purpose, your club will become better flyers.

Trust me,
Amelia

Peoria RC Modelers

Minutes

March 4, 2008

The meeting was called to order at 7:15 p.m. by President Beachler. The minutes of the February 5, 2008 meeting were approved with the correction of the spelling of the President's name. The Treasurer's report was discussed and Secretary/Treasurer Fassino reported that we have been averaging about 12 ¼ attendees during indoor flying; 11 attendees are needed to break even. The Treasurer's report was approved.

President Beachler asked members to suggest locations for the club to meet in the fall as an alternative to Pizza Works. Kerry DelVecchio gave the Safety Report. The AMA now requires helmets be worn by pilots and callers for any racing events which would include pylon racing.

President Beachler said our newsletter editor was asking help on articles or items to include in the newsletter. President Beachler called on the Field Committee for a report. The frost is deep in the ground, and it will be some time before the field can be worked. President Beachler said we are still waiting for a reply from the Park District about the access road into our new field. The licensing agreement with Caterpillar for the temporary use of the lane will be sent to the Park District, but this is not a long-term solution because of limitations the license would impose. President Beachler reported that Bob Wilson is now maintaining the web site. On March 6, there will be a meeting of the Four Star Forty group, hopefully to determine the final rules for Four Star Forty racing. It is anticipated that July 19th Peoria RC Modelers will host the Four Star Forty Racing. There will be races during the months of May, June, July and August.

The Peoria Air Show event needs participation from the Peoria RC Modelers on April 19th and 20th. We will be working with the Washington Flying Club for that event. President Beachler discussed some additional information related to the Peoria Pirates, and we expect to have more information at the April meeting. After a motion and second, it was approved to obtain a banner for the Peoria Flying Club for use at events like the Air Show and the Peoria Pirates. Kerry DelVecchio volunteered to secure a banner. There was discussion about whether our by-laws complied with the AMA rules and mandatory by-law provisions. The officers will review our by-laws compliance with the AMA requirements. President Beachler reported that on April 26th, Bob Wilson was planning a pattern flying class to be held both at the field and in a classroom. More information will be available at our April meeting. The Club approved continuing the indoor flying through the end of April with the exception of no flying on April 4th because of the Toledo airplane show. The club has tentatively set May 3rd as the date for our field work day, but some fieldwork may need to be completed for the April 26th pattern event.

There being no further business, the meeting adjourned at 7:55 p.m. for show and tell. Those members present included Terry Beachler, George Knight, Don Stedman, Jim Hogan, Roger Downing, Kerry DelVecchio, Scott Furguson, John Hoelscher and Jim Fassino.

Jim Fassino
Secretary Treasurer

Pattern Workshop

Classroom & Flying Demonstration

(Sponsored by the Peoria R/C Modelers)

When: Saturday, April 26, 2008

Where: Pearce Community Center & Peoria RC
Flying Field in Chillicothe, Illinois

What Time: 9 AM (Classroom – Pearce Community Center)
12 PM (Lunch & Flying demos at the field)

Instructors: John Konneker, NSRCA District 5 Representative
Others from Chicago will bring planes

In an effort to expand interest and skills in Precision Pattern Flying in central Illinois, the Peoria R/C Modelers and District 5 Rep. John Konneker are sponsoring a pattern workshop and flying demonstration.

The workshop (9 AM to 12 PM) will provide an overview of Pattern flying, maneuvers, sequences, set-ups, judging and scoring. Several pattern aircraft will also be on display. Participants are encouraged to ask questions.

At 12 PM, the group will adjourn to the Peoria R/C Modelers flying field (about ½ mile) for a grilled hamburger lunch and flying demonstrations. Participants are encouraged to bring airplanes and try the NSRCA Sportsman sequence with help and guidance from the instructors.

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

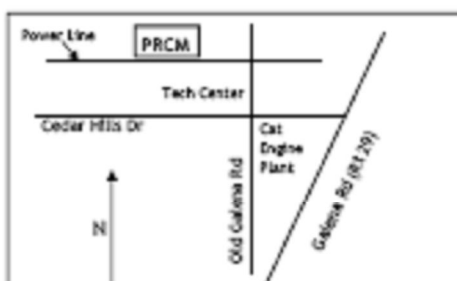
Our old field is located just west of Chillicothe IL on Truitt Road across from Galena Road Gravel. From Peoria take route 29 north almost through Chillicothe and turn left (west) on Truitt Road. Visitors are always welcome.

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 park district
Public Welcome

PRCM



Peoria
Radio
Control
Modelers

Peoria

R/C

Modelers

**2008 Membership
& Club Information**

AMA Chapter 313

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

Vice President: Dan Ibrahim

P: 383.2047 e-mail: dan_ibrahim@msn.com

Secretary/Treasurer: Jim Fassino

11506 N. Bristol, Dunlap IL 61525

P: 309.243.8590 e-mail: fassino@insightbb.com

Newsletter Editor: Roger Stegall

P: 579-3023 e-mail: Rogerstegall@hotmail.com

Safety Coordinator: Kerry DeVeocho

P: 243-1436 e-mail: kerryd@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

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

Also visit www.massportaviator.com the official AMA web site for the new model pilot.