

November 2008

DISTRICT X

The Newsletter

A publication designed to bring you news and information from the people of District X

ISSUE #10

NOVEMBER 2008



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The Airborne Reader Issue # 6

Michael Brown

Hello again!

I want to congratulate our districts members and clubs. You are doing a great job supplying material for your newsletter. So congratulations, and keep up the good work.

As you can see inside this issue, our districts clubs have been busy. Flying events have been going on all over with many to choose from each weekend. Many clubs are starting their swap meets, so get the planes you don't fly anymore ready to sell. If you are like me sometimes messing with them again reminds you of all the fun you had in the past and it makes you want to keep them all over again. Clubs are gearing up for Toy's for Tot's events as well, nice!



Arizona is into their flying season now and that's great as they have been on hold a bit because of their summer weather. Not many events there when its over 100 degrees every day! Check out the event calendar for some of their events. Hopefully we will have some fresh event reports for the next issue.

My next subject; I have said, *and will say again*, I support EVERY type of model flying. BUT... I cannot write, nor do we want me to write, all the articles. This is not the Mike Brown Newsletter, it is **District X The Newsletter**, your newsletter. If you want to read about rubber articles, then you need to either write one or get a buddy to. The same goes for slope or control line. How about a combat article? I used to love combat but cant get guy's to do it in my area any more. I am surprised by the lack of 3D articles as well or even articles from Jet flyers.

Please don't think this is a complaint, it isn't. I feel the newsletter is really successful, but a few of the districts members have complained about not enough this or that, and, as I tell them..... I can only print what I am sent. Also for the newsletter, to really do what it is intended to do, it needs content from ALL of our various types of flying and building.

So let's get more types of articles coming. Maybe a build article?



I need a little help. Besides doing the day to day duties as your District X Vice President I have been trying to come up with a few free benefits for the districts members and clubs. I had a members photo section added to the district X web site so you could show us all your favorite pictures. Maybe one of you and your latest creation, or one with a family member posing with one of your planes. Maybe a birds eye view sent from a club, whatever you want.... but as of my writing only 1 of our District X members has responded with a single picture? Why is that?

I started an "advertise your club" promotion in this newsletter, what 2 issues ago. All I asked for was a 1 page flyer advertising your District X club. Although I did not say so at the time I planned to pay the charter fees for the clubs with the best 3 flyers. Not 1 club or member replied. Again, I don't know why?

I announced that I want to hold 2011 District X Fly-ins, 1 at least, in each state. The events paid for by the district as a thank you for your continued excellent safety record and your support of the Academy of Model Aeronautics. I stated the district would pay for lunch for the registered AMA members that come to the event.....only 1 club contacted me stating they would like their club to be considered for the event site for that state. Of course these events will only happen with my continuing my position but I am going ahead with the planning as soon as possible.

These are simple things I am offering but they are free to you so why not participate?

So how about 1 more. I used to do this in my club newsletter. I will hide 1 District X members email somewhere in this newsletter. If the member finds his or her newsletter they will win a prize. I am not saying what it is but it will come in the mail *and it will be cool!* **Look inside this newsletter for details.**

On another subject, I want to remind folks that change their email addresses to send me there new ones. I get many back each issue that are returned as bad address. Always remember you can get a missed issue at AMA10.org, *your district X web site*. I know it's kind of silly to write this here because if you changed your address you aren't going to receive this but maybe you will get this months newsletter and it will remind you for the future?

The almost last thing for my rambling this month is a tip. I was actually reading the First Weedwacker Aero Squadron's newsletter and the first part of this was in it.

"Put Your Name On it! *Recently one of our members went home from Cactus Park, leaving his new transmitter at the field. He didn't have his name on it, and when he went back—it wasn't there. Fortunately another member found it and when word got to him, who the owner was, it was returned. As a reminder, AMA requires that you have your name and address or AMA number on each model. If you have anything that has value, put your name on it."*

After I read what he wrote I thought it was a good reminder so I decided to include it here. Another good thing to do but one that is not the most fun, is have a fellow club member or another modeler, you TRUST, be assigned to take care of your hobby items after you pass away. Like I said, not the most fun subject, but a serious one. You should talk to the person and see they are ok with it, then talk with your wife or family and make sure they know each other and everyone involved knows what your desires are. Most wives and families don't know anything about our stuff and they can be taken advantage of by greedy..... well I need say no more.

Last but not least. The newsletters front page has 2 text boxes with descriptions of what is on some pages. **The white ones are Hyperlinks.** Just click on them and you will go to that page. Also, some pictures aren't that great. I had so much material I went ahead and made it bigger 41 pages, but had to reduce the overall quality at the end. I hope its ok with all of you. Have a great 2 months. Our next issue will be Jan 1. We will be celebrating the AMA's 75th anniversary next year and the first full year of District X The Newsletter! Mike, Your VP



Above; On Sun August 8 2010 District X AVP Jerry Neuberger presented the 5 year Gold Leader Club award to the Coachella Valley RC Club and their President Dan Metz. Coachella Valley RC, one of the oldest continually operating clubs in Dist X has been in existence for 38 years. Their current location is on a California Department of Reclamation flood plain that was given to the county Parks and Rec Department specifically for the development of an RC flying field. Coachella Valley RC got a great deal on a 25 year lease with the option for 25 year renewal and the flood plain designation ensures the area will never be developed. The members of the Coachella Valley club have built themselves a first class flying site, are very active in the community and are most deserving of the Gold Leader Club award.

Below; Here's a photo of the club members at the San Fernando Valley R/C Flyers 60th Anniversary BBQ, held 9-26-2010. It was 106 degrees! Look for articles about this chartered AMA club and many others in your 6th issue of District X The Newsletter





Turlock R/C Club 19th Annual Lake McSwain Float Fly

The valley may not have been too verdant, but with blue skies, temperatures in the low to mid 90 degree range, and water as smooth as glass, the Turlock R/C Club opened its 19th Annual Lake McSwain Float Fly on Friday this year, September 24, 2010. AMA members from around District X united together which helped make the Float Fly not only fun, but a complete success. In addition, with sponsors such as A Main Hobbies.com, ProTek RC, A-1 Bait Shop, Amilia's Cocina, ReadyHeli.com, Modesto Hobby & Crafts, Oakdale Hobby, Arts, and Crafts, RC Country Sacramento, and the Snelling 76 Gas and Mini Mart, there were plenty of great items to be raffled off. Friday morning brought just over 21 pilots to the registration table who then participated in the pilot briefing led by Contest Director Larry Date. Once everyone had been informed of the flight boundaries and flying expectations, the group took a moment to pledge their allegiance to the Flag of The United States of America. Afterwards, Ron Scott, who had already set up his flight area earlier that morning, placed, just one of the many RC airplanes he brought to the fun fly, a T-28 Trojan on floats, down on the beach area, plugged in the battery, and then made the first ripples in the smooth water as he took for the sky and set the pattern for the morning.

Left to right front row; Jesse Overholtzer, Turlock RC VP. Tom Moore, Denny Baker AVP, Larry Date CD, Ranger Jason, Ranger Brian, Park aid May, far right; Etan Miller and son.

Back row; Gary Wolz Turlock RC Chairman and Secretary, Damion Boyd Turlock RC Treasurer and Rick Maida AVP. To check out the club further their web site is;

turlockrc.wikispaces.com





Left Tony Brown and company take in some lunch.

Below: John Strauss and his Align T-Rex 600 Electric Flybarless Helicopter with no system on floats.



As flying drew to a close on Saturday, families united together and enjoyed a wonderful dinner by Branding Iron Catering. The Santa Fe Espresso out of Hughson, CA. Afterwards, dinner tickets were drawn to see who would win door prizes provided by Amalia's Cocina (amiliascocina.com), ReadyHeli.com, and the Turlock RC Club. Nobody went away from the dinner hungry as they all feasted on Tri Tip, Chicken, Green Salad, Fruit Salad, Red Potatoes with Garlic Cream Sauce, Green Beans, Rolls, Pink Lemonade, and all topped off with a desert of homemade brownies. And, it was all delicious to the taste. The event came to a close on Sunday afternoon September 26, 2010 when two raffles took place. The first raffle consisted of many really nice items provided by the sponsors, and the second was for a Super Sportster 40 and Great Planes 60 size float combo. Turlock RC Club member Dr. Robert Clark was the lucky winner this year. Congratulations to all who won.

The Turlock R/C Club extends a sincere thank to all those who helped make the Lake McSwain float fly possible; the participants, spectators, sponsors, and all those who worked behind the scenes. In addition, we thank Rick Maida and Denny Baker, both District X AVP's who helped keep up public relations with the Park Rangers by teaming up on a buddy box with Lake McSwain Park Ranger Jason and let him experience the thrill of RC flying.



How to look-up club address/web sites.

To find any AMA chartered club paste this address in your tool bar.

<http://www.modelaircraft.org/clubsearch.aspx>

You can either put in your zip code and find clubs in a certain mile radius from it, ask by state, or ask for a club by its name. There are several ways. It's a great way to locate clubs, and get their event dates off their web sites. It especially helps me find clubs when I travel.

FPV what is it?

For those who are not aware FPV or first person viewing is a way a person can fly a model airplane from the view of the cockpit. Another way to say it might be, from a bird or pilots eye view. A system that is kind of like wearing glasses or goggles is worn by the pilot actually flying the plane (he has to be on a buddy box). A type of lens is mounted on the plane and when it flies the pilot sees, well... from a bird or pilots perspective. Personally I don't get the desire as a hobby, *although a chance to experience it would be welcomed*, but its out there and people are using it, so rules for its use had to be made to keep all pilots, spectators and the public safe. The rules below are how any AMA FPV operator is to use their equipment. I met an FPV pilot and asked why he liked it, he said I like to watch the people below my plane at Sea World. I said "you fly over the top of the people" and he said ya. I said you know you could really hurt somebody if your plane went down way over there, he said, I never thought about that. He did say it was boring to not fly over them or to just fly over the water. I hope (for those reasons) he quit flying FPV. I did ask if he was aware of the rules and he said no, so that is why I wanted to publish them here. These are AMA's FPV rules.

First Person View (FPV) Operations

1. An FPV-equipped model must be flown by two AMA members utilizing a buddy-box system. The pilot in command must be on the primary transmitter, maintain visual contact, and be prepared to assume control in the event of a problem.
2. The operational range of the model is limited to the pilot in command's visual line of sight as defined in the Official AMA National Model Aircraft Safety Code (see Radio Control, item 9).
3. The flight path of model operations shall be limited to the designated flying site and approved overfly area.
4. The model weight and speed shall be limited to a maximum of 10 pounds and 60 miles per hour.

Remembering our fallen friends.

We are truly a remarkable bunch of folks. We like to fly, build, talk aviation....heck...talk anything. We help each other with everything and we become good friends. I would say, other than long time school friends all of my friends are into this hobby in one way or another, or are related to one. This brings me to some of the special things we do for each other. Remembering the time spent with a modeling friend that has just passed is one. Of course we all would like to see our best buddy highlighted and remembered in the pages of a modeling magazine, but sadly, it just can't be done. We would have an R/C buddy memorial magazine that wouldn't be very happy reading. But we can do it together at our flying fields. This next story is how one of the local clubs I belong too remembers its fallen friends.

The Northern California R/C Unlimited Flyers club (some call it Ash Creek) have had for several years, a memorial board. The board is stainless steel with a beautiful wooden frame. When a member passes a metal name plate is engraved with their name, date of birth and passing. Originally it was displayed at the field only during events. A few years later it was decided to hang it permanently, out of the sun and rain under the radio impound cover, and although the weather is taking a toll on the wood, its nice its always out where it can be seen. 2 years ago President Mike McFarland and Russ Deedon thought why not gather, one day each year to remember every club member who passed, that past year. The pictures shown tell a bit how it went. The folks gathered at the flag pole and the national anthem was played. We then move to the memorial board and the plaques were placed on the board. Then each person was remembered by any who wish to talk. After this we move to the pit area and flights were flown in honor of our fallen friends.





This year we remembered three, Vince Boysa, Bob Harts and Jim Giffin. Myself and Jim Finch flew for our fallen friends. Open flying followed. It was a great day to remember friends. I'd like to personally thank Mike MacFarland and Russ Deedon for providing this great idea to our club.

Any club can do this type of thing and of course many do. Its another way we come together. We become more like family than hobby-friends, it makes for a stronger club as well.

We happen to do this on 9-11 and I asked Russ why the date was chosen.

These are his words. *"The reason 9/11 was chosen last year was not to over shadow the horrific event that occurred in America on that date by any means. 9/11 has started to take on a date to remember Americans, whether that be for military personnel, civil servants, government officials, etc. So for our club, since a lot of our fallen members were Vets, Civil Servants, etc. we felt that this day should be utilized to honor their contributions to the club and the hobby."*

Thanks to you both for the idea.

Goodbye to my fallen friends....

Maui RC Modelers and the Unknown Abandoned Airfield

While vacationing in Maui, I wanted to visit an RC field and meet members and see what is happening on the island of Maui. I emailed the club president, Stephen Goff, and he invited me to the flying site and lunch. However, I didn't know that I was about to see an abandoned air field with history.

The Maui RC Modelers flying site is located on the windy side of the island. In the AMA article "Air Show in Paradise" August magazine, 2010 issue, on page 10, there is a description of the weather conditions that these brave modelers fly in on a good day. Please, no complaints about wind in your flying site!

The Unknown Abandoned Airfield known as The Puunene Naval Airstation is where the Maui RC Modelers fly when the wind isn't too strong. At this field, there are remains of bunkers that were used for military materials.



Photo 1

On the left side of the RC airstrip, you can see the remaining bunkers. The green vegetation around the airstrip is sugar cane fields.

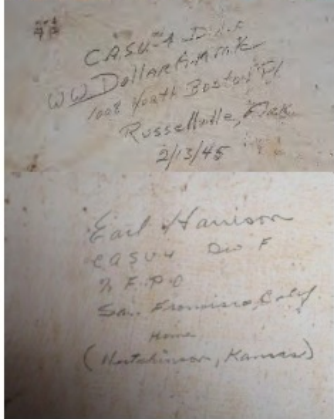


Photo 2

Lenie Lawrence and Vernon Felterira showed one bunker where military personnel wrote their names on the wall of the bunker. Most of the names were difficult to read due to age and vandalism. Again, this was the only bunker where I could read names with dates with some art work.

Photo 3

To me this is history of men and women serving on a remote island of Maui during WWII. They were serving our country at the time, and they left their names for us to remember them.

I explored other bunkers, but unfortunately there was extensive vandalism. Here is a quote from John Sullivan who visited this airfield: "There is no sign or memorial to indicate the former nature of the site or service performed by 3,300 men and women and 271 aircraft station there or the 106 squadrons and carriers air groups that passed through there during WWII." Now, I would like to have you meet some of the members of the Maui RC Modelers who were having a friendly club competition.



Photo 4
Duke Baldwin has a FW 190. Plane is kitted by KMP, Power is G26, Weight 19 lbs.



Photo 5
Lenie Lawrence flew an Extra 300 ATF by Great Planes, Power OS Max with SMOKE
Thanks for sharing the history of your flying site.



Photo 6
Dave Cowan built his Sig Liberty Sport Power Thunder Tiger 46, Weight 8 lbs.



Photo 7
John Dunning flew 1/4 Cub by Hanger Nine



Photo 8
Bob Paris used a reliable K&B 61 Ultra Stick, Weight 5 lbs.



Photo 9
Greg flew a Skybolt
Power OS Max 75



Photo 10
Stephen Groff, President of the Maui RC Modelers
Aero Words Edge 543
Power OS Max 91 4 Stroke,
Weight 8 lbs.



Photo 11
Vernon Felterira
Hanger Nine Twiter
Vernon showed me the bunker where we found names of service personnel.

Mac Johson, whose wife made some great cookies.
Right, Less Yargin flew rotary wing.



I would like to thank the Associate Vice President Wayne Hamada in getting me in touch with President, Stephen Groff of Maui RC Modelers, and the Members for sharing their day with me and the history of their flying site. They fight the trade winds and they are a hardy group of pilots. Oh yes, and thank you for the great lunch.
Paul Hasselbach,
Member of the SCCMAS

More Hawaii!

I was going to put this article in here but received the article above from Paul so thought, I better make my article a bit shorter since 9 of Hawaii's modelers are already in his article. Oh well, it just goes to show we have a bunch of active modelers in Hawaii.Just a little information- there are right at 300 AMA members in all the Hawaiian Islands.

The Biggest Little Air Show

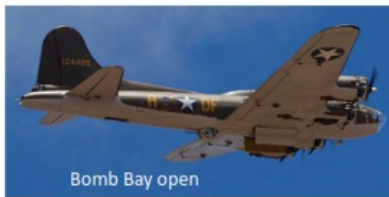
The biggest Little Air Show was held to remember 100 years of manned flight into the Hawaiian islands *and more importantly* to help raise funds to restore the world famous tower on Ford Island where the Japanese bombed Pearl Harbor on December 7th 1941. I was going to write a bunch of words but I will let the pictures tell some of the story. I will say, the Hawaiian modelers like Mark Malczon treated me like family. He made me feel I was among friends everywhere he took me, as did AVP Wayne Hamada. Wayne and Mark were the best hosts ever. Lets look at the pictures.

Next year the Navy will be celebrating 100 years of flight August 20-21-2011

Contact me if you want more info on next years event!

Pilots, museum and event staff, and the tower of course. Funny how it was most of my photographs





Bomb Bay open



The District X booth was busy all weekend signing up interested newcomers (and giving them a chance at the Stryker raffle prize! Embry Riddle was right next to us. **Below;** The flight simulator was kept busy as well. Lots of kids...young and old alike :)



Left; Its never to early to get em interested. I couldn't persuade the mom into letting her try the simulator but I'd bet she would have wanted to! **Below;** The raffle winner was all smiles. The Stryker was a perfect choice for a windy or calm day.



Next year come and celebrate 100 years of Navel flight on the Hawaiian islands Aug 20-21-2011.

The top two rows of pictures are all of the line of kids waiting for the candy drop. I wish the page was wider but if you just look you can see.....this is one loooong line of people.



My friend Mark Malczon holding the kids back until the all was safe



As you can see the candy drop was popular. 2 airplanes and a helicopter were used. The Heli could fit 5 huge bags of candy at a time, including a few balsa gliders or little parachutists. Right; The memorial is just one of the many historical things you can see if you come for next years event. A trip to this event would be much more than a normal fly-in.



Honestly there was a LOT of flying!
How can I not show the kids. They had so much fun. It was impossible to not share in their joy...no I don't mean I went after the candy with them....really, I didn't!

If you might be interested in attending next year, contact me and I would be glad to fill you in on the details. A family trip would be great. You can visit the museum while at the air show and the famous hanger with the bullet holes is open with airplanes on display. There were two popular Hawaiian bands that played live music and a car club brought 150 cars to view as well. I can honestly tell you. I got goose bumps when my feet touched the soil where the Japanese bombed Pearl Harbor. I will never forget it.



Takeoff And Grow!

If your club wants to put on a TAG event you must apply by FEBRUARY !

Do you want to introduce model aviation to your friends and neighbors and receive local recognition and financial benefits in return? If you answered "yes," then you'll want to know more about AMA's Take-off And Grow (TAG) program.

Developed to encourage our members and clubs to promote modeling as a positive recreational activity to those in their communities, TAG was the first of several new programs implemented by AMA in 2007. Intended primarily to indoctrinate and welcome the general public to our hobby, TAG basically provides a one-day extensive introduction of model aviation with the intent of drawing new people into our hobby. This is followed by a flight training program for new members gained from the opening-day activities.

Here's how TAG works: Clubs applying to host a TAG Model Aviation Day will be provided with a complete program "requirements and guidelines" document to use as a guide. This document will include ideas on promoting and advertising your event as well as an outline of possible activities to take place during the actual day of the event. Clubs will be encouraged to preregister attendees to help them better prepare. Each attendee will also be entered into the AMA's newly revised Introductory Pilot Program (IPP). Although there is no cost to the non-member, by becoming an IPP student, he or she will be covered under the AMA's liability protection as long as he or she is working under the supervision of an AMA Introductory Pilot (IP) Instructor.

On the actual day of the event, all attendees will be provided with brief "classroom instruction" to help familiarize them with model aviation and to give them an idea of what to expect. Next all attendees will receive hands-on training under the supervision of a club instructor that will help them become acclimated to the basics of flight and how it all works. If the training involves radio-controlled aircraft, each attendee will be given the opportunity to fly a trainer model on a buddy box under the guidance of an AMA IP Instructor. Time permitting, multiple flights are encouraged.

If your club is selected to host a TAG Model Aviation Day, the AMA will provide up to \$1000 in advance to use to set up your program. At the end of the event, items purchased are your club's to keep as AMA's way of saying "thanks for helping out." Through TAG, individual AMA members can also take advantage of AMA's Ambassador Program. Sign up three new Open or Senior members with AMA, and a current member will earn next year's membership as another way of saying "thanks."

Remember, too, that the rewards are more than just the things listed above. Hosting a TAG Model Aviation Day is a great way to reach out to your community to give it a taste of a family-oriented recreational activity that all of us enjoy so much. In addition, you'll be creating positive relationships with your neighbors that quite often can help when the time comes to keep or acquire new flying sites.

As with all of our developing programs, the AMA wants to provide the tools local clubs need to ensure the popularity of their hobby. It will require the cooperation of many to make it a success. Achieving that success will make our already wonderful hobby even better.

Interested? AMA has a limited number of openings. If your club would like to partner with AMA to promote model aviation and open the door to growing your membership, contact us at (765) 287-1256, ext. 516. An application package will be sent to you promptly.

Or visit the [TAG Links](#) page to download a complete syllabus and application. Model aviation is a great hobby. Let's tell others about it!

The TAG Program is available to Free Flight and Control Line clubs as well.

For more information contact:
April Hathaway
aprilh@modelaircraft.org
765-287-1256, ext. 516

The Spirit of San Diego

On August 10, 2010, I flew my first ever rubber-powered r/c plane, The Spirit of San Diego. What a wonderful success! What went into its design? All designs are compromises, and I 'stole from only the best,' i.e. Dick Korda. Dick Korda, a member of the Cleveland Balsa Butchers in the 1940's, was a popular designer and flyer of rubber powered planes, 70+ years ago, the heyday of rubber powered planes. In those days, gas powered flight was beginning and so rubber was the main source for model power. Some had over six foot wing-spans, although smaller spans in the 20", 30" and 40" range were more usual. In the 1941 September issue of *Air Trails Magazine*, three months before Pearl Harbor, Dick had an article about a 200 sq. inch rubber powered plane named the Stickler, (42" span). (This and other early magazines are in our club library. Contact Larry Hufford, our librarian.) The Stickler and my 25+ year old rubber powered plane served as the basis for the Spirit of San Diego. Dick had been experimenting with the Stickler and its predecessors for six years; this plane was the result of that process. Its wing is perched on a pylon. I admire the classic rubber powered plane, Miss World's Fair (you can still buy plans for it) and substituted its cabin for the pylon, where my radio gear is located. There are two 7.5 gram servos for rudder and elevator, but since I bought these three years ago, smaller 4 gram servos are available. They will be in my next rubber powered plane. The tiny battery is 4.8 volts, 175 ma and specially made for the plane by Batteries Plus in Oceanside. I fly 72 MH.

The fun thing about building a rubber powered r/c plane is that it is simple, strong, quick to build, light, relatively small and inexpensive. The 1/32" wing ribs are spaced one inch apart. This is the way planes used to be built, and you can still see them flying at the SCAMPS field in Perris, California, 54 miles north of Escondido. SCAMPS is the Southern California Antique Model Plane Society. Check out their web site. The plane is covered with Japan tissue and nitrate dope. All up weight is 13 ounces, and nearly half of that is located in the 18" folding propeller assembly and 16 strands of 1/4" rubber, 45" long. The 235 sq. inch wing has a wing loading of 8 ounces per sq. foot, that of a Wakefield. I scratch built *The Spirit* in a month.

On August 10th, after I wound the motor 845 turns and released the bird, it immediately began a firm climb with the elevator set at zero. It can fly as high as I fly my electric *Easy Star*! Rubber has lots of power! The wing has 5 degrees positive incidence. The plane flies itself and little input is needed from the r/c assist, mostly to turn. That morning the thermals were just beginning, and I was able to sail it into a weak one and watch it rise. Its small control surfaces are more than adequate to steer this silent, green flyer, and its light weight made it respond immediately to the early morning lift. When the prop folded, I heard the smart snap of the blades from on-high as they clicked against the fuselage. A small rubber band fixed to the rear of the blades pulls them together.



Continued; The plane balanced perfectly as built. It has a long 13" nose moment. The CG is located at the middle of the 29" space for the rubber from the motor peg to the propeller hook. It flies slowly, and as it passes the sun that x-rays its skeleton, it's 1940 again! With r/c, the plane can land at my feet. What a delight for us old timers because now I have the best of both worlds, i.e. rubber power and r/c. The plane is most gentle and lands on a skid. I dispensed with wheels to eliminate drag. This novelty plane has a duration of under 2 minutes in dead air, but is unlimited in thermals. When the plane landed, a cheer arose from those watching. This was the first time anyone had ever seen a rubber powered r/c plane aloft. What fun! After a particular flight, the receiver antenna wound itself around the rubber motor and broke. Fortunately, it broke about 5" after exiting the receiver, so it was an easy repair. Now the antenna is glued to the outside of the fuselage and presents no further problem. I'm thinking of flying it as a tow-line glider. By removing the prop assembly and rubber, it will have a wing loading of under 5 ounces per sq. foot! Some light, strong thread from my mom used as a towline will raise it to 300 feet where thermals will be accessible. What a lot of pure, nostalgic fun!

Joe Buko
President of the Palomar R/C flyers, Inc.



We build and buy plane after plane. Some we fly for years, our favorites. But what happens to the ones we tire of. Or we build another one that better matches our skills as a pilot.

Sometimes we let them sit around in our shops, so why not sell them? Let another pilot get the joy we did when we first started flying it.

The Laser in the picture hadn't flown for some time. Owned by others, it was sold to first time gasoline powered plane, owner Dave Kirkman. The plane came with an underpowered motor (it was tried and with several props) so he asked if I had one to sell. I said, no but I would loan him a G-62 and it would fly the plane well until he got another. Dave was at the house the next day.

Shown in the photo is Jim Finch giving the Laser it's first trip back into the skies. Letting an experience pilot like Jim take a new/old plane for a spin is a smart move for a first time gas pilot., or for any inexperienced pilot for that matter. A veteran can handle many things, like an untrimmed plane much easier and that can be the difference in it surviving that first flight. Dave knew this and was smart to ask Jim for help.

I am sure there are some club members, maybe even a few of you that wonder why I would loan a motor when it could get crashed and ruined. Well to be honest Dave's a nice guy and I figured the engine would get some needed run time since it had not seen light of day for some time, why not! Then at the field when he flew it for the first time.....you couldn't paint a happier face if you were Rembrandt himself! That look and smile was worth more than a model engine. He was truly happy. So the next time you go into your shop and see that old plane sitting there gathering dust, get it out of the corner, clean it up a bit and sell it. Take it to a swap meet, your local hobby shop if they are into consignment sales and sell it to a new owner. Of course don't plan a vacation on the profits from it, but wouldn't a couple new digital servos be nice, or a new receiver or two?

The Madera Aeromodelers Radio Control Society

May 22, 23 the club held their Gathering of War Birds fly-in and Air Show at the Madera airport. Each day a noon time demo was flown and a display booth of several members models was available for the public to enjoy. They also raffled off a ready to fly Parkzone T-28 ARF and a smaller model. Rob Nunes said the club had a lot of fun doing this and the crowd response was great. The club was already invited to come back next year!



I have said from time to time I will post new rules or refreshed rules or guidelines that have been changed or updated. Here is one that can be found in the AMA's PDF documents. It is something we all need to be aware of when we fly our models, **Manned Aircraft**. These guidelines were developed to help pilots understand what is needed to keep everyone safe when flying in proximity to manned aircraft.

"SEE AND AVOID" GUIDANCE

A. General:

1. The primary means to avoid collisions between all aircraft flying within our National Airspace System (NAS) is "See and Avoid."
2. Vigilance must be maintained by each person operating an aircraft (whether model or manned) so as to "see and avoid" other aircraft.
3. Model aircraft must avoid manned aircraft. Our privilege to fly model aircraft in the NAS depends on our commitment to remain "well clear" of manned aircraft.
4. Simply avoiding an actual collision is not enough. A "near miss" is not acceptable.
5. Unless flying at a mixed-use site where manned and model aircraft routinely share airspace through their own site-specific rules, model aircraft must fly sufficiently far away from manned aircraft so as not to create a collision hazard.
6. Model aircraft flying must not only be safe, it must be perceived to be safe by the greater manned aviation community. Modelers must continually demonstrate their respect for the safety of manned aircraft by remaining vigilant and well clear.
7. Whenever a potential conflict arises between model aircraft and manned aircraft, the pilot of the model aircraft must always give way to the manned aircraft.
8. The pilot of a model aircraft must never assume the pilot of a manned aircraft can see the model or will perform any maneuver to avoid the model's flight path.
9. Visual Line of Sight is required by the Safety Code. It means that visual contact with the aircraft must be maintained without enhancement other than by corrective lenses prescribed for the model aircraft pilot. All RC flying must remain clear of clouds smoke or any other obstruction to the line of sight.
10. Since the model aircraft pilot is exercising control by visual reference from a location on the ground, in general the model aircraft should always descend and turn to pass well below and away from the flight path of the manned aircraft. (Common sense would dictate that if descending endangers other aircraft, persons or property on the ground, other evasive action would be appropriate.)
11. A modeler should never place any consideration for the well being of the model aircraft above the safety of manned aircraft. Maneuvering to avoid the conflict may require that the model aircraft be sacrificed.
12. Free flight models should not be launched with relatively low altitude manned aircraft in sight and downwind or headed downwind from the launch site.

9/2010 B. Spotters:

1. Before a flight, the pilot must insure that the spotter understands his/her duties and expectations.
2. A spotter should be used to assist in monitoring the surrounding airspace for manned aircraft whenever a flight is expected to exceed 400 feet above the ground and that operation is expected to be in proximity to known manned aircraft traffic such as at a mixed-use facility or within three miles of an airport. The spotter must have sufficient visual acuity and be mature enough to take this responsibility very seriously.
3. A spotter should also be prepared to assist his/her pilot in the event that another model aircraft or spectators become endangered or in turn are perceived to be a danger to the pilot or the pilot's model aircraft.
4. If a model aircraft pilot experiences what he or she considers a near miss with a manned aircraft, that model aircraft pilot should notify AMA Headquarters with a written report of the incident, including action taken by the model aircraft pilot to avoid the manned aircraft. This report is intended to help the modeler, the club, and the AMA capture as much detail as possible so that it may be used to assist all parties in recalling the particulars of the incident at a later time. Call 1-800-435-9262

(1-800-IFLYAMA) extension 230 or 251 for assistance with this report

A study in MODEL AIRPLANE FLYING FIELD

SUNSHADES

by Richard Chrystie

Victor Valley RC Flyers, Inc. operates a flying field in the desert 100 miles Northeast of Los Angeles. We are within the city limits of Hesperia, California and are operating on leased CSD property and with a use permit granted by the city. The use permit allows flying within the city limits. Being located within the city, any structures covering more than 100 square feet have to be permitted by the city. This means that plans for any structure have to exist and engineering analysis of the structure is required.

It gets HOT out here in the desert in the summer so we wanted shade! Out here the wind does BLOW sometimes. At other times in the winter we do get snow since we are at 3500 feet of elevation. Our club did a study of several different types of sunshades based on what we had seen at other flying fields. These included pipe and/or wood structures covered with various cloth meshes used to shade plants, and structures with wood or metal roofs. The cloth shade fabric doesn't last long in our sun and weather. Wood post and frame structures loosen up in time and we do have earthquakes. Generating our own design would mean making the mechanical drawings of the structure and having the engineering analysis done by someone before submitting the plans to the city for approval.





Then a few of us started thinking about the hay covers at the local ranches and someone mentioned carports. These structures are existing designs and in some cases existing "kits" precut and with the hardware.

One of our members operates a local branch of Western States Decking, Inc. in Ontario, California and informed us that we could purchase an existing 18' x 36' "carport" kit out of steel with the drawings and analysis. The structure is rated for 90 MPH winds, a 20# PSF snow load and had stamped plans approved for California (and Arizona). Better yet, the cost was similar to what the other concepts came to. The precut kit with the engineering analysis and drawings ready for city approval had a catalog price of \$1450.00. Our source was:

Paul Rubio	Darren Downhour
Western States Decking, Inc.	Western States Decking, Inc.
901 W. Watkins, Phoenix, Az. 95007	616 S. Oaks Ave. Ontario, Ca 91762
(602) 495-0048	(909) 467-2016
FAX: (602) 261-7726	

This cost is about what a wood structure with metal roof or a wood structure with a wood roof would run but trying to prove the strength of the structure to the city was the real problem. If your club is a 501-C (3) corporation like we are, you may get a partial sponsorship or a donation as part of the price. Darren is a club member that runs the local office and we were able to get a break on the price.

The biggest hurdle in getting the permit (since it is over 100 square feet of roof) was that the city planners couldn't understand why we wanted to put a carport in the middle the 350 acre field that we have use of. There was no house to attach it to! We eventually and fortunately bumped into a city planner who's father flew RC --- then we were off and running. We have just installed our fourth shade, three along the flight line and one in the helicopter area. We are finding that it is about a 20 degrees cooler under the shade and members tend to gather and chat longer. This approach is durable and requires a minimum of maintenance.

Find your number

One of District X's AMA members *AMA number* is hidden inside this newsletter.

Is your AMA number hidden in this newsletter?

The number can be hidden anywhere, in any article, or in any picture. It can be mixed in between the words or before or after. Who knows where it will be? On the first page, or the last?

Is your AMA number hidden in this newsletter?

How do you qualify?
Any paid 2010 AMA member is eligible.

How do you win? Find your AMA number hidden inside this issue!

Is your AMA number hidden in this newsletter?

Is your AMA number hidden in this newsletter?

What will you win.....? Something cool I guarantee it. Whatever it is will be mailed to you.

Here's the official rules. Any paid 2010 AMA member is eligible. I will pick and hide the AMA number somewhere in this issue of District X The Newsletter. If you find your number you MUST email or call me stating exactly where the number is. You must also send me your mailing address to receive your gift. If you have a small PO box you might want to also send your street address or an address that can accept packages. If you are correct I will mail your free prize. I also must be able to publish your winning name along with what the prize was. If you could take a picture with you and your prize for publication in the newsletter that would be great also. Good luck!



It was my honor to present The Mather Aerospace Modelers with the AMA's 10 year Gold Leader Club Award. The club is located in Sacramento California and has over 100 members flying everything from small foamies to 60% Yak's. There are only 136 gold leader clubs in the country and very few with a 10 year status. Congratulations Mather Aerospace Modelers! This was also meeting night at the field, and as you can see it was getting...well ... dusk.



California Electric Events Report

Jack Tossman

Pictures are by Jack Tossman and John Midgorden

I am an airplane addict. I cannot help myself. I love to fly scale planes but my inner child will fly anything! Keeping that in mind; Our first report is about an Amazing Celebration of Electric Flight in Los Angeles.

The 3rd annual Western States Electric Fun Fly was hosted June 4 – 6, 2010 by the San Fernando Valley Flyers located at Apollo XI field in Los Angeles, California. This event has become one of the premier Electric E-vents on the West Coast and has the makings of becoming one of THE premier E-vents in North America. CD Benny Elkouby reports that 101 pilots had registered. There were somewhere around 250 airplanes at the E-vent. I witnessed just about every conceivable flying object in the air including a very large foam "paper airplane", a flying Surfer Girl, foam profile planes, beautiful scale planes, and several UFOs. There were E-jets of every size and several multi motored planes. Night flying was held on Friday and Saturday nights. Over night self-contained camping was available all weekend.

I met pilots from California, Arizona and Nevada. One group of the pilots routinely perform formation take offs and close (!) formation flights. Another group, the International Dog Fighters Association, do Full Contact Combat with foamie jets! (www.hobbywars.com) Flying never seemed to stop and there were many stunning planes. A Shoestring Racer flew so fast, it was hard to track with a camera, same thing with a Sea Fury. The flying varied from beautiful scale like flying to heart stopping 3-D action. Waiting for flight time was not an issue. I found that, even though 2.4 gig radios were in the majority, there are many of us still flying on 72 MHz. Just remember to make sure to extend your 72 MHz antenna! (Guess how I know that one!)

The support of sponsors and vendors was great. The number of colorful pop up tents and the items within contributed to the festival atmosphere. In addition to seeing new products, there were some very nice deals on planes.. I was surprised to learn that ASC For It Hobbies is now the owner of the great Wescraft kits! Years ago Wescraft made giant scale kits of the B-17, PBY, P-51, the Hughes Racer and more. I knew Wes back in the 1980s and always had my



One more special event that happened at the Western States Electric Fun Fly was the first official flight in California (by CD Benny) of the Wings Across America 2008 airplane. Pat Gagnon from Nico Hobbies brought the plane from Mesa Arizona. Chris Madsen a pilot for DW Foamies of San Diego, California then took the WAA-08 plane with him for its next flights in San Diego.



Gary Gioia of efflux RC had some very nice EDF jets and motors. Their retracts, scale struts and braking systems were amazing! Their F-86 flew with a 90 mm aluminum fan with an ARC 3675-1 motor on 7 cells that puts out 3000 watts. Fast... Effective.. Stunning! Cermark had a great booth with kits and those parts you forgot at home. Fabco Manufacturing was selling a very cool line of foam profile kits (including the Flying Surfer Girl). PureTech had a great line of R/C solutions. Other vendors and supporters included Common Sense R/C, eHobby House, Nico Hobbies, DW Foamies, Hobby People and Airtronics.

The Valley Flyers field has four flying areas; a 600 foot paved runway for larger R/C aircraft, a helicopter area, a park flyer area with solar powered charging and a control line flying area. The way this field is set up with dedicated areas for our various flying passions is a great template for any club trying to make room for everyone. www.valleyflyers.com

On Sept 4th the Tom Cats of the Santa Clara County Model Aircraft Skypark in Morgan Hill, Ca held their Annual Electric Fly In. The turn out was good even though just over the hill the Tom Cats were also displaying and performing at the Watsonville full scale air show. For the past 4 years, my E-buddies, Arnold Atkins (RC Universe user ala722), Chris Meharg (president of my Club in Salinas, Calif.), his dad Robert, Mike Parley of Carmel & I meet up there. I like the Tom Cats Electric Event enough to drive up from the LA. They have great fly in with many pilots & LOTS of great looking planes. The EDF Jets I seen at the Tom Cats E-vent are as totally awesome as turbine jets I see elsewhere. It was unusually breezy this year, but we managed to get up several "Dawn Patrols" before the wind got too crazy.



Upcoming E-events:

My home club, the Salinas Area Modelers, will have held our 11th Annual "Volts Fly" Electric Event on Oct 16, 2010 at the club field in Chualar, California just a few miles south of Salinas. This E-vent draws flyers from the San Francisco Bay Area, the Central Valley and the LA area. Flying usually starts at 8:30 am with a Dawn Patrol of WWI aircraft but the skies are quickly filled with 3-D aircraft, scale warbirds, E-choppers, E-powered sailplanes, E-jets and several multi-motored planes. One of our previous flyers had a Pitts with a smoke system!

Last year, Mark Glansville and his co-pilot, Ben Jensen, brought down several planes including Mark's fantastic B-24..which unfortunately is on the repair workbench right now. We hope Ben will come down and bring his Fokker D-7 and his Bearcat that he kit-bashed from a Parkzone T-28. Arnold Atkins of San Jose will return with his fleet of TWA planes; including a beautiful scratch built Super Connie, Boeing 777 & DC-3 and E-jets.

We hope Mike Legget can bring his BIG B-17 & his P-47 down to Salinas

Mike Parley adds excitement by challenging us to some RC combat. Anyone want to join in?

This year's raffle included an E-flite 777 airliner other goodies from robbinshobby.com of Glendale, Ca, Common Sense RC is sending some lipo necessities, NitroPlanes.com is sending a surprise. Other raffle sponsors include Model Aviation News & Back Yard Flyer and St; John's Attic.

The \$10 landing fee INCLUDES a Bar-B-Q lunch. Spectators are free and they can purchase lunch for \$7. On site self-contained camping is available with prior arrangement. For more info go to: www.salinasareamodelers.org



Above; Mike Leggett's B-17 taking off.

Right; Tom Cats Mathew Smith flew all day.



Right; 7 nice War Birds

Below; Arnold Atkins scratch built Super Connie, 777 he also had a DC-3 all in TWA markings



On Oct. 24th, Tony Naccarato and the Black Sheep Sq. will hold their All Electric Fly In at the Apollo XI in Los Angeles, California (home of the Valley Flyers). The first time I drove up to this event ,, I could not count all the airplanes in the sky at one time! My guess is that it was around 40! The "Basin" is set up with 4 flying areas and they will all be in use. You will find STUNNING scale planes, beat up old foam warbirds, foamie "what's-its", choppers and EDF Jets. A laid back event with lots of flying and some very experienced E-flyers to learn from. Ever seen a 8 foot RC "Paper Airplane"? You just might see Ronald Knight flying his. Again, Ronald and Tony's group who fly FULL ON CONTACT RC COMBAT (!) will be there for a "High Noon" showdown! A "Fun Pylon Racing" event for profile foamies is also scheduled. This E-vent will have some very stunning electric powered flying machines! The cost of the Black Sheep Electric Fly In is \$10.
www.valleyflyers.com For info call Tony at 818-389-5999

For those of you who still have some gas money, the North County Cloud Clippers in Paso Robles, CA will have their Electric Fest on Oct 30th. I have not gone to this E-vent myself but my flying buddy Arnold Atkins has and said it was a fun day with a good group of folks.. We are all planning to meet up at this one this year. Their field is on the western edge of the Paso Robles Air Port. Check out their website for more info and directions. They will have a real Dawn Patrol.. at 8 am! The flying fee is \$5 which includes lunch and it sounds like they might have prizes. They have a 50X500 ft paved runway. This is a low key but enjoyable event in the heart of the Central Coast Wine Country. The Paso Robles airport is also home to the Estrella Warbird Museum.

www.cloudclippers.org www.ewarbirds.org Hope to see you at some of these E-vents

Jack Tossman www.thespritofflying.com

District X Flying Events!



District X announces our new series of events starting with celebrating AMA's



75th year Anniversary



That's right the Academy of Model Aeronautics will be 75 in 2011!

As your District X Vice President I have decided to hold, at the least, one District X flying event in each state, Arizona, California, Nevada, Utah and Hawaii. This is the district's way of saying thank you to the membership for supporting the academy, and making safety first. Lunch will be provided by the District to all AMA members who attend and there will be no landing fees.

Our Associate Vice President's, AVPs, are looking for interested clubs with appropriate flying fields to hold the 2011 events. The events can move from year to year to make it as fair as possible. Please understand the clubs need to be in an "AMA populated area" with hopefully a fairly large flying field to accommodate a large number of pilots.

Clubs may sell additional food to non members or the public, have a raffle or swap meet as a way to earn dollars, but the event itself needs to remain FREE to AMA members! We will need your help, so interested clubs must be able to provide at least 1 person for registration (to check AMA cards and hand out free lunch tickets) and a few folks to cook lunch. The events will also be sanctioned. As your District X Vice President I will also help cook and or work in registration.

Michael Brown *your* AMA District X Vice President

Not every one of my flying weekends is spent with crowds of RC pilots, some are spent helping spread the hobby to smaller or different groups like this group of kids from a church. These kids were treated to some flying, then they got to fly on a buddy boxed plane for us! The duties of District X Vice President are many. I am no different than I was as a regular modeler, just a lot busier! This day was done because of the RAMAC R/C Club, they are always willing to do a good thing. Everyone had a good time.



Below; The owner of the property took a flight on the buddy box after the kids were through.

You can't really see it behind the girls holding the Red Arrow but there is a nice lake for float flying...or swimming as the kids did about 1 hour after this.





AMA's Plans Service

Why not try them for your next project?

The number of actual builders, especially scratch builders is at an all time low I am sure, but as I have always said it's a most rewarding experience to actually fly an airplane you built yourself and you CAN do it! I was witness to some scratch built flyers recently at an indoor event I attended. Along with the many foam ARF's flying all over, there were a few tiny balsa electric airplanes flying. They were made from plans for an old profile rubber powered plane, then they were outfitted with electric gear from a Vapor (a small micro R/C plane). They flew very well and were a pleasure to watch.

Anyway building your own can be as simple as the small profile planes these guy's built to anything you can wish for, maybe a 1/4 scale Cub or a B-25. Maybe a simple, good flying, old Stick is what you need. Whatever your desire or skill level the AMA's plans service has a set of plans for you. I do recommend starting with something simple at first. A trainer type or one of the many sticks as they are sometimes called. A profile fun fly plane would be easy and fun to fly as well. Whatever it is, take your time and enjoy the experience. Don't feel you cant ask for help. One thing I know for sure builders like to help each other. You ask and you will get answers!

Contact Greg Prater @ gregp@modelaircraft.org. for the plans you need.

Sacramento Area Modelers

War Bird Racing

Every good event starts with a good safety meeting. In the case of racing they are usually called a pilots meeting, but safety is always the main topic discussed. The SAM club is no exception. Club racing can bring a club together.

Just remember its for fun.



This is Bianca DaSilva AMA #937365, she just won the bronze race with her YS 63 powered P-51. I asked if I could take this picture before the huge grim left her face. She said ok, but I think I could have taken it 3-4 hours later and it would still be there!

Bianca started racing just after learning how to fly. Her second plane was her first race plane. All the other pilots had nothing but good things to say about her. Our hobby could use several hundred more young girls just like her. Where are your friends Bianca!

Way to go Bianca!

Although I had been to the races before it was a long time ago. I was asked to come and check out their current racing and to see if they should change their breakout times. You see this is bracket racing which differs from the regular first plane across the finish line with no cuts wins racing. In bracket racing you actually can't go too fast...because if you do...you lose!

In watching two rounds at least one plane in every heat had to fly the last lap at 1/2 throttle or less (it sounded) or they would break out. One slowed down the entire last lap and still broke out! Id say they need to lower their breakout wouldn't you? Only 5 seconds in each class (to keep them even) but that should be enough. They only two other ways to help this would be to widen the space between the pylons or go 1 more lap. Changing the breakout is the easiest.



Left; Tuning your engine before a race can be the difference in winning or losing. Right; The pilot and caller are a team. The caller telling the pilot when to turn or about other race traffic.





Racing isn't all about the stress!. It's ok to relax now and then.

Although the racing is quite organized here and a big part of this club. Any club can hold simple club races with the sport class planes listed in the AMA's PDF documents. It's fun and most any soloed pilot can participate.



Take Flight for Kids

September 24th after my wife got off work we headed for San Jose, CA with a loaded down HHR. We headed straight to our motel then the following morning to the Reed Hill View Airport to set up the AMA booth. We had brought with us 250 balsa gliders (donated by the education department), and about 150 foam gliders called FP-9's, 2+ cases of various hand out material, magazines and activity books. The place was buzzing with people when we arrived around 7am and by 9am there were kids and adults everywhere.....*then it really got busy*. Because this was my first time there I thought I would have the kids sit down and build their gliders while I talked a bit about how the gliders worked, aviation and the hobby, then I would take groups of 10 or so over to the area I was told we could fly them in and fly.....well the best laid plans as they say....



Above; My wife Sandie *on her birthday* along with Alan Brown make gliders while I stepped out to take a couple of quick pictures. It took forever to get a clear picture without people in it!

Right; even adults got into the gliders....nice...





The throw and the happy face after....

There was NO break between 1 child and the next, as a matter of fact there were 3-4 in front of us most all the time all day long, all wanting a built-ready to fly glider then and there! My wife and I started and were gladly joined by RC Bees club member Alan Brown. After a super quick introduction Alan dug right in and started making gliders. Because the majority of kids were younger and the balsa glider broke easily as compared to the foam FP-9's I decided to do them first. Oh you don't know what an FP-9 is? Well let me tell you about FP-9's. They are fondly called that as they are made from a 9" foam plate = or FP-9. I had made templates and the plan was to have the kids trace the template onto a plate, then cut them out with a pair of scissors. Slide the rudder on, tape it, then tape a penny at the balance point. Well we could see right away there was no time for this. So my wife started cutting them out and Alan and I built them while explaining to the kids how the elevons and rudder worked. Then I went by the South Bay Soaring Society's booth and noticed they had a billion pre made FP-9's. Noel Eberhardt takes a huge stack of plates and cuts them all at once at home on a band saw (cut with a coarse blade he said). He brought 450 pre cut gliders. Another of his club members brought another 150 small colored foam gliders so all together we had some 850 gliders counting the balsa ones.



This group of scouts was having a blast. There was some 12-15 of them and gliders were going everywhere..

Every club can take advantage of community events just like this. It might not get a new club member today, but what about tomorrow?



Because I was so busy with making gliders for the kids I didn't get a lot of pictures or much of any great ones, but I got a few. Noel and I have already started talking about doing this again, but setting up together and getting other clubs involved with us.

In ending ... it was a long hard day for building foam and balsa gliders....but a LOT of kids had a great time. I also handed out many papers with all the areas clubs listed for parents who wanted to get their kids into radio control flying. Oh ya, almost every piece of handout material was given out. A successful day to say the least!

Is your club looking for a community project to help out with? Call your chamber of commerce, or the city, the Cub Scouts or Girl Scouts. How about just having a free buddy box day or Open house like was reported on in last issue of your newsletter. They will all help the club when needed.

There were about 200 vendors. Some were a little different than ours, like this fire breathing mechanical Dragon!

There was a BBQ that looked like a castle and robots doing...well all kinds of things.....



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