



The Aviator's Reader

Modeling's Finest Electronic Hobby Magazine

www.modelingmagazine.com

Issue #11

September 2011



- ▶ **With the help of the internet**
- ▶ **How to...**
- ▶ **How to build an RC plane with**
- ▶ **How to build a model of a...**
- ▶ **and how to make a...**
- ▶ **and how to make a...**

The Airborne Reader Issue # 11

Michael Brown



I have a request to all newsletter editors.
Would you please post a note about this publication, what it is etc..., my email address, and my personal web site (so anybody can go to see all the issues so far). Those addresses are....
cabrowns@citlink.net and theclearimage.com.
Thanks Mike

Ok down to business, I had a fellow email me and say he wanted his address removed from my mailing list. He said it was because my publications was too much about California clubs. That it did not include enough about clubs in other states, meaning in District X. I think it was an excuse and that's ok, I only want readers who like and want to read this publication reading it, so I was fine with removing his name and email address from my files.

But it is true there is more material from California, so...why is this? First unlike other publications, I publish what I am sent. If mainly California clubs and members send material, mainly California clubs will get represented. This is why every once in a while I email every club from Arizona, Nevada and Utah, state by state, club by club, asking for articles from those clubs and there members.

I do this because I want this publications to promote every club, every type of modeler, every type of flying there is in this hobby. Lets face it, I have always gotten plenty of material to fill this publications, but it will become mainly a California sport flyers publications if those of you who live elsewhere and fly these other types of flying don't get your planes and events in here.

The majority of clubs in the Western United States are in California so I understand more California articles (although I would like a better, more even mix), but I honestly don't understand why I'm not getting ANY 3D or IMAC type articles, very little slope or glider material. All of these (I will use the term SIG or Special Interest Groups) SIG's promote themselves and their planes to the max...at least in some places...so why not here?

Maybe they just don't care? But I offer a free place to adver se their way of enjoying this hobby., so I don't understand. I allow you all to..... Continued.....

Continued.....

I allow you all..... to write whatever you want, send the pictures you want. I don't change a thing. This is totally different than a normal magazine. There you are told yes or no on what, when and in some cases how you can write. The pictures have to be perfect and sent an exact size. Some have templates for specification where you put engine size, servo, radio etc... (I am not saying this way of publishing a magazine is wrong), it makes for beautiful pictures and just the right things get said about a manufacturers ARF's or whatever is being written about). It's just not what this publication is about.

I will publish anything you want to write about. All I ask is: One, it's about the hobby and Two, it's positive. I also will publish articles from anywhere. This is NOT an official or unofficial AMA or District X publication. It leans towards that as I am from District X and I support it and the AMA all I can. I just welcome articles from anybody, anywhere. Oregon, Colorado, Texas, I

don't care. Actually wouldn't you like to hear what a club in Texas is doing? I know I would. Let them write, I will publish it.

This is my publication. I produce it to share this great hobby with anyone who wants to read about it. ALWAYS have, ALWAYS will.

Ok enough of that.....

Right at the start of sending the 10th newsletter I had 18 bad email addresses. If you change your email, I must have your new address.

You will notice this issue is small. I have been very busy these past couple months with non aviation related things, so have not gone to as many events as I usually do, but.....this isn't supposed to be a magazine filled with things I did. This magazine is for ALL OF US to talk about the things WE did in this hobby.

Since the last issue there has been a LOT of events. If you do not send articles or ask others to do so they will not get in here. Furthermore this FREE publication you all say you like so much will go away.

In every issue I ask for material, even though I have always had enough for 1/2 of the next issue before the current one is done. For the first me that is not the case. If you want me to continue this you MUST support it, its that simple.

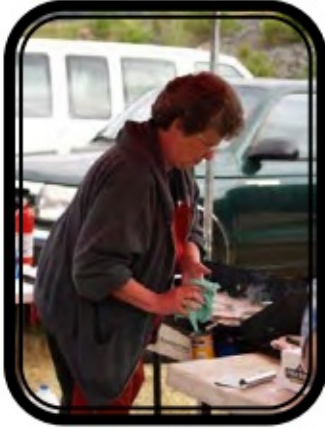
Oh yeah. I did not have me to work on the advertising, I will soon.

Mike

It is with the sadness of heart I must say yet another modeling friend of mine has passed away. His name, Jim Sharp. He was from Crescent City California, the small coastal town I was raised in. Because this publication covers such a large area most of you won't recognize his name, or his picture, but I assure you, if you had met Jim, even just once, whether it was last week or 10 years ago, you would remember him fondly. He would have made you feel welcome, liked and respected. He would have treated you like family. He also would not have cared what type of plane you flew or how you flew it. He just wanted you to have a good me and enjoy whatever you were doing. Oh yeah and likely feed you while he was at it. If ever there was a modeler who liked to cook it was Jim, he even flew in his apron!

Although seen below with a by-plane I would say Jim's favorite plane was a Sig Cadet with a Saito 4-stroke on the front. Like all of us he had many others large and small.

Here are a few pictures of my very good, very dear friend.



Left; Jim and his wife Pat. Not two better people anywhere, in this hobby or not.

I don't know about you but I am sure sick of losing all my flying friends.

I know lots of young modelers, but it's just not the same. It feels like the hobby is shrinking right in front of my eye's.

Goodbye my friend.

Model Estate Planning

I thought I would take the time to talk about, model estate planning. What do I mean? I will explain.

You own all kinds of model airplanes, kits, ARF's, motors, radios, servos etc... right.

Your wife or immediate family likely doesn't know a thing about any of it. What happens if you pass away? They are stuck trying to figure out what to do with it, what it is worth, or worse yet, other family members or friends start arguing about all of it. *I want that or that was supposed to be mine or Dad said I could have that!*

END it ALL before it happens.

Do some model estate planning now and your wife won't have to deal with it. I used to recommend this when I was the newsletter editor of one of the clubs I belong to and a few club members I know took advantage of the advice.

Think about the club members you know. Who do you trust to have your wife or family's best interest at heart. I bet you already know the answer, don't you. If your wife doesn't know the person or even if they do, you need to get them together. Tell them both in the case of your passing (I will use the name "Bill") Bill is to take care of all this stuff. Now Bill has to agree, but make an agreeable arrangement with him and all will be fine. You might give him his pick of your planes or possibly you already know the one he likes best and he gets that one for doing it, but either way, make an agreement ALL 3 of you know about.

Some guys are fortunate enough to only have 2 or 3 planes and not much extra gear, but for most modelers, especially if you've been doing this any number of years, you have accumulated a huge pile of the stuff!!! I know I have. I have a 24' square shop packed full of stuff, along with a 10x15 storage shed and several kits in the house!

The average age of the AMA member (if my memory is correct) is right at 59 years old, so this conversation is due now for many. But anybody can go at any time, so this is something ALL of us should do.

I remember a wife who's husband passed away and the vultures came a flocking. It bothers her to this day.

It would be nice if some newsletter editors might pass this info on. If it helps one wife or family from going through a horrible experience..... then its worth it.

Mike

Beautiful SR-7

I received this from Gary Gullikson of Garden Grove, CA. He says...Hi Mike, not sure if you want this type of input but here goes: **Obviously because you see it now, I do want articles like these!** Thanks Gary.

I have been obsessed with the Stinson SR-7 Reliant since building the Comet stick model at age 10 in 1949. Pat Tritle came out with his 58" wingspan electric powered SR-10 short kit a little over a year ago. His prototype "floater" weighed 28 ounces with Super Tiger .10 brushless motor and 2S 2100 lipo power. I bought his first short kit and started planning to convert it to the older more gothic looking SR-7 version. I ran across some pictures of Pepsi-Cola's 1937 PR/ Executive SR-7. SR-7 mods included 4 pane windshield and instrument panel and more bulbous cabin top,



I ordered Pepsi-Cola graphics including logos, slogans and Pepsi bottles from Callie of Callie Graphics. I did a detailed build thread on RC Groups E-Zone Scale Electric Forum. The resulting model weighs 52 ounces and is powered by a Scorpion 3014-1040 outrunner, 2200 mah 3S 30C lipo and Scorpion 55amp speed control. RC is by Hitec 2.4 ghz Optima 6, a Park BEC and six HS-55 servos. It has trimable flaps with elevator offset.

The cabin is fully paneled all RC gear is concealed, there are seats with seat belts and instrument panel and "steering wheels", plus rudder pedals you can't see. Doors are functional. There are simulated dome lights and leather grab loops etc all done "folk art style" External details include entry ladders, brass exhaust pipe and vacuum ventures.



I maiden the model out at Bob Swenson/OCMA field in Black Starr Canyon on Tuesday, T'was an eventful first flight , very nose heavy . Added stick on weights to stab and everything improved. Will modify battery mounting to allow more rearward placement and will remove tail ballast. BUT IT FLEW!!!



Now I can go back to completing long delayed Sig 1/6 scale J-3 Cub electric conversion and other old kits out in the shed.

I am a member of the Harbor Soaring So-

ciety, Orange Coast RC Club, OCMA and long time member of AMA # 89729

Keep up the good work on the newsletter. I was editor of HSS newsletter for 2 years, can appreciate what it takes.

Gary Gullikson, Garden Grove, CA
"E-Challenged" on RCG E-Zone



I am sure all of our readers agree, this Stinson and Gary's article are perfect for this publication.

Those graphics look nice as well Gary. I use Callie's Graphics and trust her work with my best builds. For those of you who need some, try calliesgraphics.com.

I also use Scorpion brushless electric motors. Lucien makes great products.

I know I enjoyed my Stinson Reliant 109 for several years before letting another gentleman in Fresno talk me out of....come to think of it I wonder if he's still flying it? I hope Gary's sharing helps get more of you to grace us with stories about your favorite plane. Kit built, scratch built or ARF bashing as it can be called, all are welcome.

My First Attempt with Carbon Fiber Veil

By Brian Massey

As well as my first experience using carbon fiber veil, this is a tale of woe. I just completed my new Trophy Trainer; barely in time to get it trimmed, and get a little flight time before the Northwest Control Line Regional Championships in Eugene, OR over Memorial Day weekend.

With just a few weeks to go, I was jamming (mistake) to get it done. By hurrying as much as possible, I was able to make the maiden flight a few weeks before the big event. I short tanked the first flight just to make sure it flew . . . it was fine. I hurriedly refueled (again, mistake) and was into my second flight; a few loops, inverted flight . . . ah yes, with a little trimming, all will be fine. Soon the engine was telling me that the fuel was almost gone, so straight and level flying was in order . . . almost empty, maybe one more lap? And then it happened! The engine let go of the plane and sailed about 40 feet before gravity took over. The plane??? It fluttered gently down to earth landing on the tail.

At first glance I thought that embarrassment was going to be my worst injury, but alas, the fuselage broke at the trailing edge of the wing, the plane was in two pieces (well 3 if you count the engine).

What happened?? It seems that in all my hurrying I secured two of the engine bolts properly, but not the other two; those screws evidently backed out during flight, and the other two sheared off.



In the excitement of the maiden flight, I did not take the time to recheck things, like retightening the engine mount bolts, something that I should have done! Can anyone say "mistake"?

Continued..... on the next page...

Meanwhile, back at the shop (as they say in the old movies) with only two weeks before the contest, I had a dilemma; along with a broken plane! How best to keep the fuse straight and true, and make the repair as strong as possible. Fellow PC Flyer club member Norm Gayer suggested carbon fiber veil. He gave me a few scraps left over from some of his work. I've never used it before, but have heard a lot about the strength it has. So here we go . . .

I had read in the forums about clamping stuff in a Workmate table to keep it straight, so let's try. I slipped the fuse pieces in, and gently closed the clamps . . . it was fine! Now let's do it; I lined the clamping surface of the workmate with wax paper so I wouldn't glue the plane to the

bench and mixed up a batch of 30 minute epoxy. I was lucky that the break was fairly clean, and the two halves slipped back together evenly. I put the epoxy on the joint and gently squeezed the two halves together, and placed the fuse down between the open jaws of the workmate. Holding carefully, I tightened the bench down on the plane. I “eyeballed” from every direction I could, and after feeling comfortable that the fuse was straight, left it alone for the glue to set.

The next step was all new for me; placing the carbon fiber on the plane. Following the instructions that Norm gave me, I started. I cut the pieces to fit over the break, then using clear dope cut by 90% thinner, I began. Norm said to start brushing from the middle of the piece outward, and that process would remove any wrinkles. That worked!



In all, I think I used about 6 pieces, carefully overlapping and doping them into place, and making sure that the break was well covered. The veil is quite porous, so several more coats of 50/50 mixed dope were required to fill it in. Once filled in, I lightly sanded the repair to blend it to the surrounding surface. I was also concerned with a white plane, about covering the “black”. But after spraying several coats of white, the carbon fiber began to disappear.

I finished the repair with only a day to go before leaving for the regional; now with a plane that is untried and untrimmed. Oh well, I’m committed. As it turns out, with a quick basic trim job it got me to second place in intermediate; OK, I’m happy with that. But back home, and with a chance to get the trim closer, it is flying much better! I am now a fan of carbon fiber, and will be using more to add strength; hopefully before a crash!

How strong is it?? Well now I can take the fuse and try to flex it; that joint is now the strongest part of the fuse!
Tight lines all!

I need this magazines readers' help.

A good friend designed this great flying sport plane. He used to sell short kits. But the dust from the balsa has made it impossible for him to continue making them. Me and many others don't want to see this great-flying land and float plane design go away. He asked if I would be interested in continuing the line, but I am so busy. Then another person was going to and nothing for over 2 years!....

So I need to find a company or dependable person to build ARF's of this plane. It's a simple build and if it could be laser cut. Kits as well could be sold. Dealing with a company might be better as costs for 25 or so at a time might be better, but anyone you know that is truly interested is welcome to contact me.

**Thanks,
Mike**

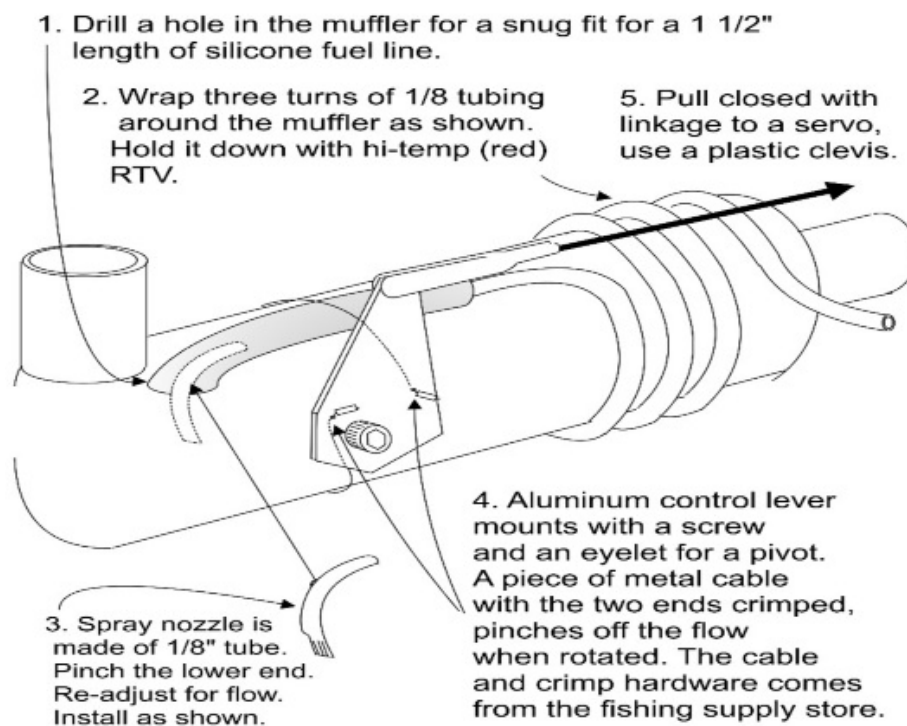
**cabrowns@citlink.net
530-549-3005**

Fast On and OFFSmoke System

This smoke system turns on and off faster than others, because the valve is right at the muffler. This valve is also easy to make yourself, and possibly, easy to service. Mine has been in service for more than three years with no problems at all, so you may never have to service it!

The valve is simply a piece of fishing leader cable, wrapped around the muffler and a short piece of silicone fuel tubing. When the cable is pulled tight, it pinches off the flow into the muffler. The cable is pulled tight with a bell-crank mounted on the muffler with a tapped hole and small screw. A servo pulls the bell-crank, applying leverage to pull both ends of the cable, making it snug around the muffler and silicone tubing. Because of the leverage, nearly any standard servo will easily do this, and you could adjust the arm to go "over center" at the shutoff point to eliminate any holding current required to maintain the tight cable.

Metal tubing can be wrapped around the head or the muffler to pre-heat the oil, but is not always necessary. Be sure to fasten the tubing tightly with wire or Hi-Temp (Red) RTV to keep radio noise from metal-to-metal contact to a minimum.



The pressure for the system is developed from crankcase pressure through a Perry-Varsane check valve, which I prefer to thread into the motor mount for the best thread engagement. Be sure to clean the crankcase of aluminum shavings after this modification. Tower shows an aluminum check valve from Perry at <http://www3.towerhobbies.com/cgi-bin/wti0001p?&I=LXDG62&P=ML> for \$8. The valve must be able to operate reliably because if it fails, the engine quits. Be sure to clamp all tubing on the nipples with a small piece of copper wire or plastic e-wrap, as failure here will be very messy. Make sure fuel tubing that is slipped over metal tubing is a very snug fit, and clamped securely. The oil tends to make the silicone tubing swell, and the non-barbed ends of metal tubing can allow the tubing to slip off. Using brass tubing allows you to solder a small ring of copper wire around the end to form a "barb" that will

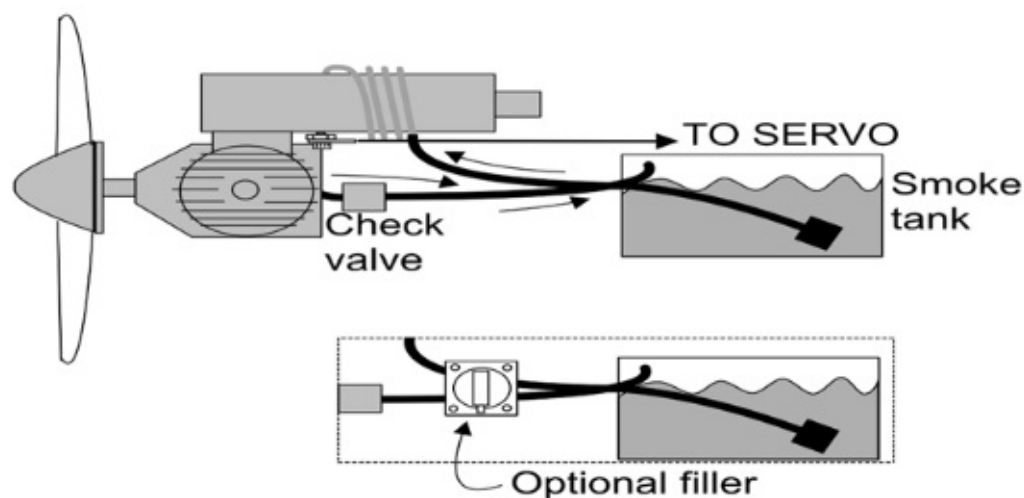
prevent this, but be sure to smooth all sharp edges, as the silicone tubing could get cut otherwise.

The optional 4-way filler makes filling the system easy, and allows you to bleed off the tank pressure after a flight, without wasting oil into the muffler. This unit is the Robart 205 Ultra filler shown at Tower for \$11 at <http://www3.towerhobbies.com/cgi-bin/wti0095p?FVPROFIL=&FVSEARCH=%3Cb%3Erobart%3C%2Fb%3E+205+ultra+%3Cb%3Efuel%3C%2Fb%3E>

Standard kerosene seems to work well for smoke oil, and of course the Super-Dri smoke oil works well but at \$24 a gallon it begs us to experiment <http://www3.towerhobbies.com/cgi-bin/wti0001p?&I=LXAN64&P=7>

Concrete form release oil works well, which is typically a petroleum product such as diesel oil, heating oil or lubricating oil, but it is \$10 a gallon, in 55 gallon drums! Pinch the metal tubing that “sprays” the oil in the muffler for best smoke. If the smoke seems to die out after it is turned on, pinch it off more, as you are cooling the muffler and wasting oil. You can fine tune the smoke in-flight with servo travel adjustments, and get the best results with 1.5 oz of flow per minute.

Shut off smoke on final approach for best engine performance at low speed. Turn the Robart filler to “fill” to bleed off the tank pressure at the end of the flying session. If you have any questions please contact David Bacon @ dbacon@flynwolverines.com he is from Shelby, MI



Valley Flyer's Tribute to Fred Burgdorf Q500 Race

June 2011

The Tribute to Fred Burgdorf race is in the books. There were 19 entries. We/I have the following to thank for officiating the event; Luis Acosta, Bob Adams, Orel Elbaz (2), * Benny Elkouby(2), Travis Flynn(2), Willie Gardner(2), Sam Gengo, Gil Greenbaum, Arron Johnson, Frank Miller(2), Dennis Moran(2), Scott Ramos(2), Bob Smith(2), Tyler Smith(3), Mike Stoner (2), * Dave Sweany (3), Mario Sweat(2), Chuck Thompson. Ashley Ziliak (3) and Dan Ziliak (3).

Dan, the burgers and chili were great!

The * symbol denotes a dual role of official and pilot. I know how difficult it is to participate and officiate a race and your help is much appreciated. The (N) represents the number of days officiated at the event.

Thanks to Chuck Thompson for the photos!





Additional pilots that helped were, Dan Thordarson, Tom Hegland, Don Schelling, Doug Killerbrew (didn't race) and Jim Allen. If I missed anyone, email me at flynbs@socal.rr.com !
 The order of finish for APRA, AMA 426, AMA 428 and Q40 was as follows;
 Dave Sweany 3rd place in APRA (Valley Flyer), Mario Salazar 2nd, Benny Elkouby (Valley Flyer) 1st Place and Mario Salazar Fast Time APRA of 1:42.89.
 Mitch West 3rd Place 426 Class, Jim Allen 2nd place, Joanne Coffey 1st and Jim Allen Fast Time AMA 426 of 1:16.45(submitted for record in Class).
 Dave Hill 3rd place AMA 428, Tom Hegland 2nd, Dan Thordarson 1st and Fast Time 1:10.67.
 Dan Thordarson 3rd place Q40, David Lloyd 2nd, Lee Van Der Hey 1st and Fast Time 1:03.27 Q40. Pictured is Travis Flynn the Contest Director, holding the Burgdorf family gift plaque.



JIM ALLEN FAST TIME AMA 426 1:16.45 (submitted for record in class)

DAVE HILL 3RD PLACE 428

TOM HEGLAND 2ND PLACE 428

DAN THORDARSON FAST TIME 1:10.67 AMA 428

Fred was a great contributor to the Valley Flyers, recalling the F3A trials held at the basin as one example. Thanks again Fred for your past support. You'll be missed!

Best Regards, Bob Smith

TRAVIS FLYNN CONTEST DIRECTOR HOLDING THE BURGDORF FAMILY GIFT PLAQUE

My visit to see the "Spruce Goose" in McMinnville Oregon by Lou Fox



I was in Portland, OR the weekend of May 14-15 this year to visit a friend. I remembered that the infamous "Spruce Goose" was supposedly in the vicinity. Sure enough, after checking around it was located in McMinnville south west of Portland. So on Sunday I persuaded my dear wife that it would be nice if we could visit the Evergreen Aviation & Space Museum, about a 45 minute drive from Portland.

It was raining pretty well that day and this was all indoors and to help her decide I told her there were wineries in the area. When we arrived it was hard to miss two gigantic glass and frame hangers with green metal roofs.

We went inside and sure enough dominating the space was the "Spruce Goose", a name given to it by the press even though it is mostly made of birch. It is hard to describe how big an airplane this is but by the literature provided it is to date the largest aircraft built and 99% out of wood. Seems H. Hughes didn't like the name given to it by reporters. This plane was a solution to transporting cargo during WWII to Europe as the German U boats were sinking our liberty ships in record numbers. However there was a shortage of metal during the war effort so wood was used. As you go up the steps to go inside the plane there is a model of the plane in various stages of construction. Needless to say, the Spruce Goose impressed me as the biggest model airplane ever built. Going inside confirmed this looking at the wood bulkheads and plywood skin. The plane was flown only once for a minute at 70 feet. It wasn't supposed

to be flown that day but Howard Hughes surprised everyone at the last minute. On board were engineers and a co-pilot. The short flight was the result of one of his engineers in the tail section communicating to the pilot, H. Hughes, that there was distortion in the fuse just ahead of the tail feathers. You can see the fix, which are some straps perpendicular around the fuse at that point. Don't think that would pass today but who knows.



There are many more planes on display than just the Spruce Goose. Planes of early flight with a reproduction of the Wright Brother's 1903 flyer, a replica of a Sopwith Camel, etc.



Representing the Golden Age is a Ford 5-AT-B Tri-Motor, a Douglas DC-3A, and a Beechcraft D17A Staggerwing. WWI and II planes such as a Fokker Dr.1, Nieuport II, Messerschmitt Bf 109G-10 Gustav, a Boeing B-17G Flying Fortress, a Corsair FG-1D, Curtis P-40, P-38, F6F Hellcat, Spitfire Mark XV1, P-51 D, SNJ-4 Texan, Piper L4H, Fairchild PT-19A, Beechcraft T-34B Mentor (the write up on this plane was interesting to me. It replaced the T-6 Texan and was a modi-

fied Beechcraft Bonanza less V tail and a bubble canopy). There are more WWI and II planes than I am mentioning plus some of them have models beside them as well. Some private aircraft on display was a Curtiss Robin, Beechcraft Bonanza, Learjet, Republic RC-3 Seabee.



Categorized as specialized aircraft was a Gee Bee E Sportster, Christen Eagle II, Wayne Hanldey's Raven, Lancair 360, Pitts S-2B, HAK 50, Glasair SHA, and a Rutan Quickie Q2.



Commercial aircraft on display was a Ford Tri-Motor, Boeing 747, DC-3, dehavilland DH-4, and a Beechcraft D-17A Traveler aka Staggerwing.

There were some great jets on display. T-33A, Northrop T-38 Talon, SR-71A Blackbird, Convair F102A and F-106, deHavilland DH-100, Grumman TF-9J Cougar, F-100 Super Sabre, F-4C Phantom II, F-15, and Migs- 15, 17A 21, and 29.



Helicopters- both military and commercial such as the Bell Cobra, and UH-1 or Huey, plus examples of ones built by Sikorsky, Hughes, and Hiller. There is a fire arms collection on display, guns from every era of American history. In a separate building is the space aviation museum.

Your initial admission ticket is good for this part as well and houses some of the jets mentioned like the SR-71. Starting with early rockets like the German V-2 to US and Russia unmanned and manned spacecraft with examples from the Mercury, Gemini, Apollo missions. There is a replica of the lunar module and the lunar roving vehicle. There is an IMAX 3D theater in its own building but we ran out of time. Films offered at different days and time were Fighter Pilot, Hubble in 3D, and Legends of Flight in 3D. There is plans and construction under way to build a water park to add to all the above. Across the street is the Evergreen Airport in case you want to fly in and there is an RC model field so if driving up bring some planes to fly. I didn't get a chance to check it out but heard it was pretty good.



If you plan to visit this museum complex, plan to do so with several days in mind, as one day is not enough to take it all in.

I hope to go back soon with some planes to fly.

For more info about this place go to www.EvergreenMuseum.org.

This is the web address to an aircraft center of gravity calculator, So...if you don't know the balance point of your plane, enter its measurements and it will give it

NMUSAFVirtualTour.com

This is a new virtual tour of The National Museum of The United States Air Force in Dayton Ohio. I went through a lot of it the last time I traveled to Toledo and Muncie (I spent the whole day from the time they opened the doors until they closed, and still could not see it all!).

1. Click on any dot on the Map to see what's around you at that point.
2. You can "x off" the map for an unobstructed view of the planes. A small "Map" icon is available in the corner of the screen so you can easily go back to the overall view whenever you want.
3. Take a walking tour of the Museum by clicking on the Blue Arrows on the floor to move through each building. Pretty amazing stuff.

When we think we have seen everything...

<http://youtu.be/ZboxMsSz5Aw>

<http://www.dailymail.co.uk/news/worldnews/article-1383532/>

[Knuffingen-Airport-German-builds-worlds-largest-model-airport.html](http://www.dailymail.co.uk/news/worldnews/article-1383532/)

The above link is of a miniature airport....a working miniature airport. Personally I think if you appreciate good work it deserves a look, but if you're a modeler it REALLY deserves a look..

Below is part of an email I recently received. I get emails like this from time to time. I thought you might like to hear more about the work I do with the public and the kids. The benefit from what I do goes far beyond the day I do my events. The same happens when any of us does something for or with kids and the public.

At minimum its excellent public relations. A relationship that may some day save a club from losing a flying site, or help in getting a new one.....you never know....

Hi Mr. Brown

I met you on Father's day at the Redding Airport when I saw you with those wonderful, simple foam airplanes made from a foam plate.

(She means the FPG-9)

I finished my vacation and am now back at school in southern California. You gave me a pattern for the planes, but you offered me more information if I would email you. I would love to share your airplane pattern with my co-workers and would appreciate any help you can give us. Our children range in age from infants to five-year-olds.

My husband and I owned a hobby shop for 17 years in the LA area. He and our children did a lot with radio controlled cars, airplanes and helicopters. I would love to give the children here a chance to figure out how to make those foam planes fly as they want them to fly, i. e. to work with where to place the penny and how to "trim" them!

I sent this nice lady a pattern, the instruction and activity sheets for the FPG-9 and she has been using them ever since.

Last week I sent a club member who is now starting an education program in his area a set of Aero Lab CD's. The Aero Lab CD's, (I have mentioned them before) are a great program, and best of all one of the CD's teach people how to do the various things with the kids. So if your not doing it because you don't know how get them!

If you, or your club is seriously interested in starting an Aero lab program or your own type of education program and would use the CD's, please contact me and I will send you a set.

Please be serious in starting a program if you ask for the CD's is all I ask...and send us an article and some pictures of the fun to share with others.

Email me @ cabrowns@citlink.net



After an extended winter season delayed their normal weekend flying, members of the Rascals Control Line Club in Reno, NV were able to enjoy some calm winds in mid-June and several members brought out winter projects for shakedown flights.

Sent to us by Leon Mills



Safety from another point of view....

I like having a safety article in here each issue. I do NOT want gory pictures or gory stories, but if we can remind one person now and then to not do something and save a finger or doctor bill, well then we have done good, haven't we.

I do have a different topic this issue though, one that most don't talk about. I know why, but it needs attention in some places anyway.... so I am going to talk about it. Those that know me, know that's just how I am.

Anyway it's kids at the flying field, and for some of the same reasons, dogs.

For this article lets split them into 2 categories.

OK, Kids first. Let me just say, I welcome every kid who comes to the flying field, whether they are there to fly or not. You never know what might spark an interest in the hobby or aviation and I believe both are a good thing for anyone. So if they just want to play off to the side, safely out of the way, great, let them come and be kids. If they want to fly, better yet. I will be there to help.

The problem comes when the adults don't watch the kids they bring. The kids get bored after a while, so they let them run lose in the pits to play. Because they don't have good control over their kids, the problem gets worse. To top that off some parents don't worry about whether or not their kids are going to break a plane, slip and fall into a prop, or into a charging battery next to a fuel can etc... and say nothing.

There is another type of problem that can arise with kids.... Maybe not a safety issue but an issue just the same. I was at an event the other night. It was a local club affair, a pot luck/meeting type event where family members were welcome. After some flying, and the club meeting, we began to eat. There was a family attending, 3 cute little kids. 2 were maybe 6-8 years old? But they were not eating the same as everybody else was, they were running around being kids, but every once in a while one or the other would go grab a handful of food right off a dish or bowl. One took her finger and swiped a bit of icing off all the deserts, between those bites, playing with the ground, old chairs etc... Let's just say I didn't eat any dessert....and I like dessert, darn it! Besides germs and all that this type of behavior is just WRONG...control your children when they are at the field folks.

Dog's. My opinion....dogs don't belong at the field. I know some of us have very well minded dogs and they will stay where told, but most don't have the slightest control over their dogs and they run loose. I even saw one pee on a plane once.... This is wrong, wrong, wrong.....

Some might even eat off the table...but I doubt they will take a swipe of desert and lick it off their paws.....

We all love our kids and our dogs. But....because they are kids and dogs its our responsibility to teach them right. Its our responsibility to keep them out of others property...or food! Most important.....Its our responsibility to keep them safe.

PYLONPALOOZA

Hosted by Sacramento Area Modelers

Sunday, June 12, 2011

Pylon racing for Warbirds is alive and well attended at the Sacramento Area Modelers Flying site located at 11000 Florin Rd.

The pilot count for the classes were a total of 38 brave souls. 8/Bronze, 20/Silver and 10/Gold. This type of racing is similar to bracket racing. You have to stay within a time to stay healthy in that class or if you fly faster than the course time you break out and you basically blow your heat. Not the fastest man wins. Makes for some interesting racing results.

Now if you are interested in racing you need to get ahold of a set of rules and follow them very closely. No deviations or it could get you a no fly or no race day. These guys are rule oriented to the hilt. Be sure to look at the flyer located on the website for any info. Also do not be late for registration because they will turn it off after 8:30 am as I found out the hard way. Apparently their matrixes are done by hand and cannot be altered which I find pretty archaic. Denny Baker got with the person doing the matrixes and introduced that person to a program that does it all for you and is easily modifiable. It is pretty sad to turn away folks that drive a distance and are not allowed to fly due to being 5 minutes late. My wife Merriam and I were really disappointed that we could not race.





The weather was perfect. We were all dressed up to go fast and turn left but oh well. Their game their rules. We know for next time.

So we sat back and watched some of the racing. Saw a bunch of familiar faces and met new friends. My buddy Ellis Hall our District X Event Coordinator was there and we had a great time telling stories.

The next race is July 24th
The TRES AMIGOS WARBLER RACE.

So get your crack out of the sack early and make that registration or pre-register and get there the night before. It makes for a great day or weekend of racing around the pins.

Till next time, do I turn at the ready or the oh sh.....t call.

Rick and Merriam Maida
AVP Dist X
mrcorsair@usa.net





This is Jim Finches scratch built float/land plane. As of the last newsletter it had flown twice off land and was tried off water the day I took this photo. The lack of wind, the weight of the retracts and the retract openings kept it from flying that day..... In a few following pages showing the Red Bluff Float Fly we finally get to see it in the air....off water....!!1

Nice plane Jim. It was the first turbine float plane I had ever witnessed. Truly awesome.

The 17th...almost...annual

Red Bluff Float Fly

The short story of the life of a float fly....

The Red Bluff Float Fly started at Bridge Bay Resort on Shasta Lake just north of Redding California 19 years ago in 1993. The originators were Dave Gamlin, Wes Daily and Dan Popoff. The sponsor club was RAMAC or the Redding Area Miniature Aircraft Club. The original site was awful as Shasta Lakes water level varies so much. Restrictions made it so the planes, fuel etc... had to be kept at the top of the boat ramp and carried down to the water. That was almost 100' one year and although the bank isn't sloping making it a long walk, it meant it was up and down that far...over and over and over...not great. But the float flyers wanted float flying so they put up with it....for 3 years. Then the site at Red Bluff was found and Dan and his wife took over.

The water at the new Red Bluff site was the Sacramento river but there was a diversion dam on the river and each year it is lifted filling a large area, say 2,000 acres (a guess) into a lake, now called Lake Red Bluff. Because the event was growing and the RAMAC club small another larger club NCRCUF was asked to share in the volunteer work and therefore profits. The site was perfect. The event started slow but gained more and more pilots each year. Not only did it have great water to fly from there was a long row of huge shade trees for pilots to hang out under. We had a nice Forest Service campground just across the street and the clubs offered a service



Jake Chichilitti having fun, as always



of a flatbed trailer, towed by a slowly driven ATV to and from the camp site to the flying area for both the planes/gear as well as pilots who wanted to ride. One year, then CD Dan Popoff and I were returning from The IMAA West Coast Festival and saw that the boat drags were allowed to park semi's and motor homes in the area next to those shade trees...as you may guess...the next year we were camping there as well. Dan got the permit to include 25RV's I believe to start it off and all was good.





Everyone involved had made this a great event but Dan and Dolly wanted a break, so... in 1999 I took the event over. By the way it was held the second weekend in June each year.

I didn't make many changes but the way I wanted to do things made for some. I was

also energetic just as they were when they started, and my energy started a new growth spurt. In 2005 it became the Western United States largest Sanctioned Float Fly. I had to change the permit twice and in the end I had space for 100 motor homes and 20 acres of land. We do these for fun, but also flying field repairs and improvements and I'm proud to say one event made over \$5,000 for both clubs profit, it also had almost 300 raffle prizes, which included 21 air-



planes, a couple radios, if memory serves me even close... at least 10 gas, glow and electric motors, chairs, coolers, a real flight simulator and much, much more. We served Breakfast, Lunch and a banquet dinner with the raffle after. 2 boats were in the water at all times for airplane retrieval. My wife and I (ok, ok... mostly my wife) designed the shirts and we had about 80 shirts made those last few years.

I also started giving shirts to the volunteers, about 30 each year.



An interested viewer



I ran the event until 2008 when the forest service told us their would no longer be a Lake Red Bluff. Here's why.

The lake's real purpose was to raise the water level to the point it naturally flowed into the ACID canal or (Anderson Cottonwood Irrigation Ditch). The problem....there's always a problem isn't there.... The lake water got warm where the natural river water didn't, this caused problems with the spawning Salmon and Green Sturgeon.

The father of the fairly famous Drag-N-Fly Don Gerfen watching the action alongside Dave Sullivan and Ron Young



So there was no red Bluff float fly for 2009 and 2010. Butt...because (some say) the lake brought so much needed revenue to the town changes were made to allow the lake to fill for 2 months each year, in July and August.

Several of the 2 clubs members wanted the float fly again and because I expected to be your District X VP, so I couldn't, and honestly I wanted it off so I could enjoy flying at it again. So this year, 2011 the two clubs put it on. Jim Finch was the CD and the pictures will tell its story. Various reasons

made the event smaller, but I know one thing for sure....I had a blast! FLYING..... Rumor has it this is the end. Many hope not....we will see.....



Fpg-9s are fun anywhere as you can see here. We gave them to any kids who wanted them along with this summer camp group. They had a blast...as did I giving them....



SCCMAS' 2 BIG WEEKEND HITS IN JULY

Santa Clara Model Aircraft Sky Park does it again
for not 1 but 2 weekends in a row. WOW!

The July 4th weekend starts out with the annual and famous Morgan Hill 4th of July parade. This is where the men and women get together to create the masterpiece of a float that displays a bunch of large scale rc aircraft and a whole bunch of Red, White and Blue decorations. Our float consists of a truck and a flat bed trailer. It magically transforms itself into a work of art. This year's float had Denny Bakers big 1/3 scale Sopwith Pup, Century Jets big Corsair. Mike Leggett had his big electric B17.

Don Coulter had a 1/5 scale P47 and a gyro copter mounted to the uprights on the trailer that displayed the Airshow banner. On the truck was Babe Caltabiano's beautiful Cosmic Wind and on the hood was my big racing Tsunami. Lots of color. As we cruised along the prop of the gyro would rotate the whole way. We also have a sound system on board that Don Coulter plays aircraft sounds



as well as some really cool music. The crowd really enjoys our float. We cruise through the 3 mile parade route handing out flyers for the following weekends RC Airshow that is free to the public. This brings a lot of folks out to the Airshow.

There is a lot of work involved and the hardest job is the walkers that hand out flyers. It is a 3 mile walk in over 100 degree heat and about 1000 flyers get passed out before the walkers pass out. This year flyer walkers were of course members of the club and they were, Mike Leggett, Lew Chee, David and Katie Schurtz. Let me tell you these folks did a fabulous job out there in the heat. Even the crowd was handing out bottles of ice cold water this year. It was so cool. A very big thanks to these guys for making the grade. Same time next year, Hopefully?????

It is a lot of fun doing this. This year out of 15 floats in our category we ended up 3rd place. Not bad.



SCCMAS AIRSHOW 2011

This year Airshow dates were July 9th and 10th. Talk about a lot of work. We get er done bigtime as they say. What a hit for the public. 2 days of entertainment starting at 10am and going till 3pm and then going on at night until about 10:30pm with a whole bunch of night flyers. It starts out with RC sky divers and a Helicopter with Old Glory, the red, white and blue colors being presented with our National Anthem. OK hats off folks. Then gliders. South bay Soaring Society puts on a fantastic display. Handlaunch, winch launched and power pod types doing all kinds of different type of flying. Thermal, high speed, slow speed, hand catches on landing, training, tow line by the use of a tow plane, you name it. So graceful. Then it goes onto the electric flyers. All about electrics. Even a flying starship enterprise and our one and only flying super hero. The flying super hero man was a crowd favorite. The next part was U-control with aerobatics and fast combat. A gaggle of WWII aircraft did some straffing runs and formation flying that wowed the crowd.



All pictures by Kelly Collins

Things that are not supposed to fly. For example and flying stop sign, our super hero, the Starship Enterprise, a lawn mower, a what yes even a lawn mower. This is another crowd favorite. We have the lawn mower covered up at one of the pilots stations. Mike Luvara fires it up and Matthew Smith starts mowing the lawn. The announcer

starts yelling at Matthew to not do this and Matthew throws his hands in the air with disgust and off the lawn mower goes with Matthew and a few others in chase mode. It is really cool. Then the big event is the buddy box portion. We have about 6 trainers. All get used and abused for an hour. The crowd comes out and tries their hand at flying the airplanes. David Neves has a helicopter and lets the crowd try their hand at flying a helicopter. At the same



time as people wait to fly everyone puts their aircraft out for display for all to look at. Gives them something to look at as they wait.



After that then Snoopy battles the Red Baron. Always a favorite. Mike Luvara flies the flying doghouse and this year yours truly flew the Red Baron DR1 Triplane only this one was the White Baron who is the Red Barons brother. Anyway the White Baron is contractually held to being shot down by Snoopy. Snoopy always wins. As Snoopy and the White Baron battled, Mike from California Hobby had his Helicam copter and filmed the action in the air. Pretty cool. See it on You Tube.....SCCMAS AIRSHOW 2011. Way cool.

Some more warbird action.

More electrics and things that do not fly.



Jeff from Pacifica usually brings out his unusual aircraft. Anything from the Starship Enterprise to alien warships to flying eagles and not to mention these all light up and are flown at night. Pretty spectacular to see.

Helicopter flying, aerobatic flying, more giant scale stuff, 3d hovering .

The show con-



cludes at about 3pm.

Our local boyscout troop takes care of parking and on Saturday they parked around 600 cars out in the overflow lot. Our snack shack were cooking hot dogs and hamburgers like



there was no tomorrow. We have a shuttle bus that takes folks back and forth between the field and the parking lot. It was estimated that we had about 3500 folks visit us over the 2 days of airshow.

All in all it is an incredible 2 weekends . Lots of work and planning.

All volunteers. Thanks to all who helped and showed up.

It is the best So if you missed it this year, plan on it for next year.

You will not be disappointed.

Till next time, Rick Maida Dist X AMA AVP.

I get to talk a lot about The Redding Area Miniature Airplane Club, or RAMAC , why? Because they are a very active club. They fly together a lot, they have several events at the club and float fly weekly all spring and summer, they also do several types of events in, and, for the community. Here is another community type event. It's the annual Fathers Day event @ Benton Airpark. A small full scale airport in Redding, CA.

Each year the club does this event and this year along with talking hobby to spectators they handed out tons of free magazines and FPG=9's to the kids.



The event starts with breakfast, and thousands of folks come to eat.



CHOLLA CHOPPERS MODEL AIRPLANE CLUB

PRESENTS THE

KARL MARSCHINKE MEMORIAL CONTROL LINE CONTEST

Flying Site Christopher Columbus Park (Silverbell) Tucson, Arizona

TROPHIES and AWARDS THRU 3rd PLACE

Saturday & Sunday --- September 24th & 25th 2011. Class AA

CONTEST DIRECTOR: Lou Crane; 2163 Sonoita Dr.; Sierra Vista, AZ 85635; Ph 520-459-0546

SATURDAY EVENTS SUNDAY EVENTS

1/2A COMBAT (Tucson Rules; Double Elimination) F2D (FAI) COMBAT (Double Elimination)
*75 MPH COMBAT (Double Elimination)

*OLD TIME STUNT (North Asphalt Circle; Cir#2) AMA PROFILE CARRIER

*CLASSIC STUNT (South Asphalt Circle; Cir#3) AMA CLASS I CARRIER

*NOSTALGIA 30 STUNT (South Asphalt Circle; Cir#3) AMA CLASS II CARRIER

Contestants can enter Classic or Nostalgia but not Both. *.15 CARRIER

NO AMA PROFILE SCALE

NO RACING EVENTS NO PROFILE STUNT EVENTS

AMA AEROBATICS SKILL CLASSES

BEGINNER (On Grass) INTERMEDIATE

ADVANCED EXPERT

PULL TEST AND LINE SIZES FOR STUNT EVENTS will be per AMA Precision Aerobatics rules for the 2011 – 2012. A 10G pull test based on the weight of the plane. We will be weighing all stunt planes, OTS, Classic, Nostalgia, Beginner, Intermediate, Advanced, and Expert.

CLASSIC, NOSTALGIA, and AMA SKILL CLASSES: will be scored per the 2011 – 2012 AMA Precision Aerobatic rules (Pattern Points are Included). Both CLASSIC and NOSTALGIA will be flown together in the same circle. Judges selected to judge Classic will also judge Nostalgia.

ENTRY FEES (No Penalty for Late Entries): OPEN \$15.00 first event, \$5.00 each additional event.

JR/SR \$5.00 one time charge.

AMA License Required -- Available at the flying site.

COMBAT, CARRIER, and BEGINNER STUNT ON GRASS CIRCLES CARRIER DECK CLOSES AT 3PM
STUNT (Except Beginner) ON ASPHALT CIRCLES.

AMA Rules and Regulations Apply - *Special Event rules available upon request from the CD; including Nostalgia Pull Test change noted above. Classic, Nostalgia, and AMA Skill Classes will be scored per the 2011 – 2012 AMA rules (Pattern Points).

SATURDAY September 24th: Combat pilots meeting 9 AM (1/2A & 75 MPH Combat are Double Elimination). Stunt pilots meeting at 8:30AM. Registration for Stunt (Old Time, & Classic) closes at the start of the first flight (between 8:45 & 9:15 AM).

SUNDAY September 25th: Combat pilots meeting 9AM (F2D Combat is Double Elimination). Stunt Pilots meeting 8:30 AM. Carrier deck open at 9AM; closes at 3PM. Registration for Stunt (AMA Skill Classes) closes at the start of the first official flight (between 8:45 & 9:15 AM). Registration for the Carrier events closes at 10AM.

SAFETY THINGS REQUIRED FOR ALL EVENTS.

NO ALCOHOLIC OR CONTROLLED SUBSTANCES will be permitted at the Control Line site while contest is in progress. Contestants considered under the influence will not be allowed to fly. THANKS for your cooperation.



2011 CALENDAR - R/C FLYING EVENTS

(VENTURA COUNTY & AROUND Revised By: Ron Scott as of 6-30-2011)



September

- 4 Giant Scale Fly-in – Valley Flyers – Apollo Field www.valleyflyers.com
- 3 Swap Meet @ Hemet Model Masters – www.hemetmodelmasters.org
- 11 Funfest - Simi Valley Flyers ONLY
- 17 **Big RC Swap meet** @ Condors field in Camarillo open flyin
- 17-18 Float Fly @ Lake Castiac Lower Lake (pending Lake approval)– Canyon Crosswinds
- 24 Poker Fly – Camarillo Flying Circus (Donuts and Coffee)
- 23-25 Float Fly @ Lake Mc Swane – contact Larry Date (Club President) @ 209-632-7287
- 23-25 Lake Hemet Float fly – Hemet Model Masters – www.hemetmodelmasters.org
- 25 Fun-Fly & BBQ – Valley Flyers

October

- 1-2 Glider Festival @ Visalia, CA (www.CVRCSoaring.com)
- 8 Simi Valley Flyers - Fun Fly, BBQ, & Swap Meet
- 8 Boat Racing @ Condors/Pond Rats – Camarillo www.camarillopondrats.com/default.aspx
- 7-9 Helicopter Fun-Fly – LA – 3-D - Valley Flyers
- 5-9 Tucson Aerobatic Shootout - at the Tucson International Modelplex. Pilots from around the world will compete for cash and prizes totaling over \$100,000.00
- 15-16 Float Fly @ Ventura County Comets - Lake Casitas
- 13-16 Giant Scale Air Races – Rabbit Dry lake, Ca (Unlimited planes flying @ 150 + MPH) www.usrainfo.org.
- 23 All Electric Fun-fly - Valley Flyers – Apollo Field www.valleyflyers.com
- 21-23 Float Fly @ Visalia – Russell Pond for directions Check www.CVRCSoaring.com
- 28-30 Lake Cachuma Float Fly – Santa Barbara R/C Modelers – No BBQ or raffle
- 30 Combat (donuts & Coffee) Pilot and Airplane Dress up Day – Camarillo Flying Circus

- November**
 - 5 Night Fly & Fun Fly -Valley Flyers – Apollo Field www.valleyflyers.com
 - ?? 4-6 Float Fly, @ London Bridge, @Windsor Beach Park, Lake Havasu, Az. (Desert Hawks Club)
 - web site www.deserthawksrc.com/ ????? 6/2011
 - 18-20 Float Fly @ Ventura County Comets – Club members only.
 - 20 T-28 Day – (Donuts & Coffee) Camarillo Flying Circus
 - 27 LA Jets - Valley Flyers – Apollo Field www.valleyflyers.com
- December**
 - 3 Warbird Day @ Condors Field + Toy Collection
 - 4 Christmas party - Camarillo Flying Circus
 - 11 Toys-for-Tots Fly-in – Valley Flyers – Apollo Field www.valleyflyers.com
 - 15 Comets Christmas party
 - 25 Santa Claus brings new stuff to replace all the planes & engines that Murphy broke during the year.



Club Contacts



<u>CLUB OR EVENT</u>	<u>CONTACT</u>	<u>PHONE #</u>	
AVTI (Lancaster)	Jerry Budd	(805) 943-4970	
Desert Hawks (Lake Havasu)	George Field	(928) 855-1197	www.deserthawksrc.com
Comets (Ventura County)	Ron Scott	(805) 522-5455	www.vccomets.com
Condors (Camarillo)	Ron Scott	(805) 522-5455	www.cicondors.com/
Camarillo Flying Circus	David Walk (805-205-3092)	http://members.dslextreme.com/users/t1god/	
Giant Scale Squadron	Dave Hendrix	(213) 758-2935	
Las Vegas R/C Club	Tom Hart	(702) 566-0668	
Port-A-Potti Pilots (Sylmar)	Robby Hombre	(818)	www.RobinsHobbies.com
Pond Rats RC Boat Racing	Ken Wiley	(805)-910-9540	www.camarillopondrats.com/default.aspx
R/C Marathon	Corona R/C Club	(208)486-6063	
Santa Barbara RC Modelers	Jerry Rivers	(805) 964-1370	www.GLIVERS@COX.net WWW.SBRCM.ORG
SGVRCL (San Gabriel Valley)	Jim Riccio	(310) 973-3696	
The Unlimited (Torrance)	Lesley Burnett	(310) 320-8369	
Torrey Pines Gulls	Charlie Richardson	(619) 630-8775	
Valley Flyers (Sepulveda)	George Finch	(310) 459-1577	www.valleyflyers.com
Simi Valley Flyers	Tod Krueger	(805) 526 4099	www.simivalleyflyers.com
Visalia Glider Festival	Ed Hipp		www.cvrcoaring.com
Canyon Crosswinds	Wally Briggs	(661)722-0029	www.canyoncrosswinds.com
	Web Master – Steve @	661-263-0261	
Perris Lake	Oscar Weingart	(951) 684-8712	
Santa Fe Dam R/C Modelers	Web Site / Calander	(626) 821-4133	WWW.SFDRM.COM
Southern Calif - Slope racing Org.			www.socalsloperacing.com
IMAC Int Min. Aerobatic Club	Andy Portman	(805) 388-719	www.mini-iac.com/DesktopDefault.aspx
Riverside RC Club			www.riversidercclub.org
Simi Indoor Electric fly	Simi Valley - Matt Keennon	(805) ????????	Matt Keennon (AV) keennon@avinc.com
<u>Good Internet web Sites</u>			
AMA Calender of events	www.modelaircraft.org/events/calendar/Flying Events/wc012010.htm		
Club Links	www.modelaircraft.org/clubsearch.aspx		
Newsletter	www.modelaircraft.org/templates/ama/newsletters.asp		
Gliders	www.rcsoaring.com	"	www.sloperacing.com
Visalia Glider Club – www.CVRCSoaring.com	www.nesail.com	gliderking.com ,	combatwings.com
Electrics... www.sefsd.org			
Warbirds. www.rcwarbirds.com	-	Airforce Pictures	www.topcover.com

This book was distributed courtesy of:



For your own Unlimited Reading and FREE eBooks today, visit:

<http://www.free-ebooks.net/>

Share this eBook with anyone and everyone automatically by selecting any of the options below:



[Share on Facebook](#)



[Share on Twitter](#)



[Share on LinkedIn](#)

To show your appreciation to the author and help others have wonderful reading experiences and find helpful information too, we'd be very grateful if you'd kindly

[post your comments for this book here.](#)



COPYRIGHT INFORMATION

Free-eBooks.net respects the intellectual property of others. When a book's copyright owner submits their work to Free-eBooks.net, they are granting us permission to distribute such material. Unless otherwise stated in this book, this permission is not passed onto others. As such, redistributing this book without the copyright owner's permission can constitute copyright infringement. If you believe that your work has been used in a manner that constitutes copyright infringement, please follow our Notice and Procedure for Making Claims of Copyright Infringement as seen in our Terms of Service here:

<http://www.free-ebooks.net/tos.html>