The AMA INSIDER
A National Newsletter for Newsletter Editors and Club Officers
Celebrating 75 Years of Model Aviation
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AMA ACADEMY OF MODEL AERONAUTICS
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PRESIDENT TO PRESIDENT

Latest News on the FAA Situation

Contact Dave at *dmathewson@mindspring.com*

Dave Mathewson, AMA President

AMA continues to work hard to preserve the future of model aviation, just as the FAA continues to work toward regulating model aircraft. The pending regulations—really intended to focus more on the commercial, public-use small Unmanned Aircraft Systems (sUAS) that want to assimilate into the National Airspace System (NAS)—will most likely have some impact on model aviation. In fact, while the FAA bylaws cannot tell us exactly what will be in the proposed rule, they have told us it will include some restrictions that modelers are not going to like.

As you know, AMA has an internal workgroup that has been developing a set of standards for aeromodeling that, once adopted by the FAA, will allow modelers who operate within the standards some latitude from the restrictions in the (default) rule.

Developing our standards has been nearly a two-year process and once completed, will be vetted through the entire model aviation community for comment before they are sent to the FAA for consideration. The members who make up our workgroup come from a diverse modeling background and bring an incredible amount of knowledge and expertise to the table. They have worked countless hours on our members' behalf (www.modelaircraft.org/aboutama/govcontact.aspx).

Since the regulatory effort began, we have been asking our members to be aware and engaged in its progress and to be prepared to react when the time is right. That time is here. The proposed rule will be released as a Notice of Proposed Rule Making (NPRM) later this year. Although the original release date was scheduled for June, it now looks like it's been pushed back until late July or early August.

AMA has developed a multipart strategy to deal with this impending regulation. The first part, working with the FAA to

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CLUB CORNER

The Club Corner

Contact Jim at *sjwallen@tde.com*

Jim Wallen, *Insider* Club Column Editor

Have you had difficulties finding members to raise their hands and volunteer to hold office for your club? Actually, I think the only officer required by AMA is a Safety Officer. Filling other positions adds bedrock to your organization and helps give it a sense of direction. Each AMA club should strive to add members to fill the different roles for their organization.

The president is the focal point for all club functions and activities. The vice president fills in when the president is not able or willing to preside. This is much the same as our national government, but the club should delegate some specific responsibilities to this position.

You need a treasurer. This position should be filled with a reputable individual who not only takes the dues, but ensures that the club funds are protected. There are several sad tales about inappropriate treasurer activities, so do not take this position lightly.

Designate a secretary to keep notes on club meetings so misunderstandings are minimized. Find an individual to keep the flying field in good shape and the mower blades sharpened. He can organize work crews with pizza to keep the site in good shape.

Find a person to organize training. This is one of the most important functions a club can define. It is an investment in the club's future and adds members to keep the club from stagnating. The safety officer is required and can help enforce site rules and keep members safe. A safe field is a fun place to fly. AMA can help with a wealth of information.

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ON THE SAFE SIDE

Ready to Solo?

Jim Tiller, *Insider* Safety Column Editor

Contact Jim at *jtiller@hotmail.com*

Just as in full-scale aviation, an RC pilot's first solo is a memorable milestone. To have your prized airplane leave the ground, tear though the air, and then return safely to earth—all under your control—is a moment that no pilot forgets.

As we all know, RC pilots reach that milestone in many ways. Some, supremely overconfident, leave the hobby shop with an armful of equipment, go straight to the park, and throw their new purchase into the air.

Others think an hour of simulator instruction is plenty. I remember a story about one prospective flier who had flown the simulator awhile and then had a couple of buddy-box sessions from an instructor. The next weekend he went to a public field without his instructor. Despite offers of assistance and warnings to the contrary, he decided he could do it on his own. As you can imagine, his next flight was a short series of over-controlled gyrations ending with his new trainer in pieces a hundred feet from the runway.

I also know of a situation where an instructor told a student he was ready to solo without the buddy-box well before he had mastered the proper skills. In this case, both the student and the instructor did their very best to salvage the situation, but once again, the student's new trainer ended up not far from the runway and the discouraged pilot going home to fix the damage.

Three things happen as a result of these training incidents. First, there is the inevitable crash (or crashes) that could surely injure someone. Second, even if the newbie keeps at it long enough to be successful, they have probably learned a lot of bad habits that could still make them unwelcome or even dangerous when they fly at organized events or club fields. And last, but most serious, many quickly get frustrated and quit the hobby altogether.

There is little we can do about the guys who are bound and determined to do this without an instructor. In most cases, they have been told by the Local Hobby Shop (LHS) and other fliers that they should ask for help. We can only hope that they will learn and accept safe flying practices when they join us at the field.

But let's look at the bright side of this issue. Most of those interested in RC flying see the value of instruction and seek us out for help. Most are great learners and take instruction well. But they still face the anxiety that goes with the first solo. Most students are in the middle of the confidence spectrum—not overly timid and not overly bold. And if they tell you they are ready to solo, they probably are.

But how does the instructor know for sure that his student is ready to solo? Many will tell you that they just know the student has the skills to succeed—after all they have been there through the instruction process. I have no disagreement with that, because that is how I have instructed in the past.

Recently, I talked to a few fellow fliers who are a little more formal in that evaluation. Just as in full-scale flying instruction, they have a checklist or check flight that their prospective soloists must master before they wean them from the buddy-box.

Here are some suggestions that you might want to make to your instructors, if they are not already doing them:

1. We all know the student has to be able to make a safe landing. That's number one on everyone's list. But what do you require in preparation for touchdown on the runway? Can he correct for crosswinds using the rudder and still make the runway? Does he set up the proper glide and adjust the touchdown point with the throttle? Can he make both right- and left-hand approaches to your runway?
2. Here's one directly from full-scale flying instruction. At altitude, pull the power back to idle on the buddy-box. Can your student find a good glide angle and make a dead-stick approach that would result in a successful landing?
3. Give the student a task to do, such as flying a figure eight, and then have him announce each part of the maneuver before he makes it. Can he make the airplane go where he says it's to go?
4. Using the proper field safety rules, can he assemble, fuel, start, and shut down his airplane without assistance?
5. On takeoff, can he keep the airplane in a straight line down the runway and maintain that course and direction until the first turn at a safe altitude?
6. Once again from full-scale flight instruction, put the airplane at an odd angle or orientation and then hit the trainer switch. Does the student make the right corrections to bring the airplane back to straight and level?
7. Fly the model quite a ways out and then hit the trainer button. Can your student get it back over the runway?

How well should your student do on these informal tests? Whatever the student does, it should be conducted "with the successful outcome of the maneuver never seriously in doubt." I borrowed this quote from a full-scale instruction manual as well.

Many clubs have a formal instruction manual they give their students at the outset with this and other goals as check off items inside. That is a great practice. If your group does not already have a training syllabus for new pilots, feel free to use my club's as a starting point (rcpropbuster.com/downloads/Rapid%20City%20Propbusters%20New%20Pilot%20Handbook.pdf).

We did not create this document ourselves, but like many of you, gleaned parts and pieces from others over the years.

Good instruction does not happen by accident, and good instruction will prevent accidents. It will also make pilots who are welcome at any field and are a credit to the modeling community—hopefully for many years to come. ✈

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Creating club officer positions will assist in creating an atmosphere of ownership in the club. Granted, smaller clubs can probably not fill numerous officer positions, but the effort to involve more of the club membership has tremendous benefits.

I almost forgot … A club social chairman can add a lot of "wow" to the club by creating an increased level of interest, not only to the members, but to the kids and spouses as well. ✈

New LM Committee Chairman

Rusty Kennedy, Chairman Leader Member Program Development Committee

Contact Rusty at *rustylm@verizon.net*

Hi! I'm Rusty Kennedy and I was appointed as new chairman of the Leader Member Program Development Committee replacing Frank Geisler, who resigned due to pressing professional commitments. Frank, AMA, and I thank you for your many hours devoted to the Academy and its members.

My apologies for such a short column, but this duty was just recently brought to my attention. My plan is to keep the AMA membership up-to-date on Leader Member activities. Your AMA is working for you. ✈

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develop standards to allow modelers latitude from the rule, has been the most visible—until now. The March issue of *Model Aviation* magazine, which you should have received in the last couple of weeks, outlines phase two of our plan. In this phase, we're asking our members to reach out to their elected representatives and tell them about the positive aspects of model aviation, its value as a family recreational activity, the value as an educational tool, and the fact that model aviation is a perfect stepping stone for our children that can lead them to careers in aviation and aerospace.

We want to point out that unnecessary regulation of model aviation can have a serious negative economic impact on an entire industry that supports what we do. In short, we need to educate our federal representatives, and this needs to be done in advance of the release of the NPRM.

All of this is outlined in detail in *Model Aviation* magazine as well as on a special section of the AMA Web site at www.modelaircraft.org/gov. There you will find background information on the entire process and learn more about AMA's team working on your behalf. There is also an area that will provide some suggested text that you may use to automatically draft a letter to your representatives along with a way to identify who those representatives are.

The third phase of our plan will be an additional campaign in response to the NPRM, if necessary. Since we won't know exactly what the NPRM will contain until it's released in the Federal Register, we won't know how to react to it until then.

What we all need to do today is to visit the AMA Web site and draft a letter to Congressional representatives to let them know about all the positive aspects of model aviation and the potential harm that overly onerous regulations may cause to a viable recreational and educational family activity. As Leader Members and club officers, I'm asking that all of you please inform your membership and modeling friends of the importance of becoming involved. Ask them to send a letter to their representatives. It will only take a few minutes to help preserve the future of an activity that we all enjoy.

See you next time …✈

Do You Know Insurance?

The AMA Insurance Committee is searching for a volunteer to become a part of our group. Our mission is to serve in an advisory capacity to the Executive Council on matters related to AMA insurance. We meet four times a year; three by conference call and a fourth in-person meeting, usually coinciding with a major modeling event.

If you have professional insurance experience and would like to donate your time to the committee, please submit your résumé to the Academy of Model Aeronautics, c/o Insurance Committee, 5161 E. Memorial Drive, Muncie IN 47302, or e-mail it to insurance@modelaircraft.org. We would prefer to find someone with claims experience at this time, but we are not necessarily limiting our search to those with that criterion. ✈

Large Model Aircraft (more than 55 pounds)

AMA Safety & Member Benefits Department

On January 25, 2011, AMA's Executive Council (EC) approved an update to the Large Model Aircraft Program. This program includes some significant changes. To review the document, go to www.modelaircraft.org/files/520-a.pdf.

One of the most prominent changes is the weight increase to 125 pounds for propeller-driven models (LMA) and 100 pounds for turbine-powered models (LTMA). There are four classifications referenced within the program: LMA-1, LMA-2, LTMA-1, and LTMA-2.

Classifications LMA-1 and LTMA-1 (55 pounds to 77.2 pounds) will allow for a self-inspection by the owner of the LMA or a Large Model Aircraft Inspector (LMAI). It will require two demonstration flights in front of two observers. The owner can serve as one of the observers, as long as he/she is not the pilot of the model. The other observer has to be an AMA Contest Director (CD), Leader Member (LM), or Large Model Aircraft Inspector (LMAI).

Classifications LMA-2 and LTMA-2 will require inspection by an LMAI followed by demonstration flights observed by the inspector.

Please note that all required documentation (as outlined in the program) has to be received by AMA Headquarters no later than 30 days after being issued for the permit to be valid! AMA Headquarters will send a receipt notification to the owner listed on the Permit to Fly and update the Web site listing. This document can be found in the "Members Only" section. ✈

From the Imperial Radio Control Club, Lakeland, Florida

Improve Your Flying Skills at Home: Part 1

John Burdin

For years, most of our friends who have learned to fly RC aircraft did all their training at the local flying site. Each day was a new adventure, and if something happened to preclude them from flying on their selected day (weather, mechanical or otherwise), it was wait until next time. Not only is this frustrating, in today's world it's wasting time. Occasionally a new student won't connect with an instructor, and numerous other things can cause delays.

Regardless of each person's skill level, we are always learning, and to use an old adage, "the day you stop learning you are finished." One great thing in today's RC world is the availability of very high-quality, computer-generated flight simulator flying.

RC flight training has evolved over the years. From someone telling you what to buy, how to put it together, and some basic flight instruction and then wishing you luck, today one can literally go from the hobby shop (or UPS delivery) to the flightline with a brand new model in a matter of days, and in some cases, hours. So why not speed up the learning process as well?

I remember discussing the RealFlight R/C Flight Simulator product with Bruce Holleck (founder of Tower Hobbies) many years ago as it was about to go to market. The goal was to produce a product that could dramatically shorten the learning curve for new RC pilots, get more people interested in RC, and save time and money with the process of learning to fly RC. His focus group consisted of all ages, and as he made clear at the time, it was working well.

Think about the capacity and functionality of computers then versus now. I remember the early versions of RealFlight, and as well as they performed then, the latest version is spectacular. In the early days of RealFlight, many hobby shops kept one running so patrons of a particular shop could stop by and try it out. Not too many different airplanes to choose from in the menu back then, but it was fairly realistic. Other manufactures have come into the marketplace over the years with their versions of RC flight simulators, and some are really terrific.

I am now on my third or fourth version of RealFlight combined with the upgrade/service packs there is an almost unlimited number of different aircraft and airframe types to choose from. Just about everything that is flying RC is in the menu: trainers, electrics, giant scale, multiengine, sailplanes, jets, helicopters—you name it, and it's available.

There are also many different flying sites to choose from. The operator/pilot can also change the weather at each flying site. If you don't like the wind, you can change the direction or eliminate it all together. If the sun is in the wrong place you can change that. You can even fly at night if you wish. There are also many variables on each aircraft that can be changed if you prefer a different setup.

As technology has improved so has the realism of each flight. Engine noise related to power settings, flaps and landing, retractable gear, canopies, and smoke are all part of the program.

If you are offered an RC flight simulator with an option to buy an interlink controller (transmitter) I strongly suggest that you take this route. You will be glad you did.

For beginner, novice, or experienced pilots, there are added benefits. If you are trying to learn or perfect a maneuver such as a slow or four-point roll, an RC flight simulator is the place to do it. And, an RC flight simulator crash won't cost you a dime! If you are having trouble with your confidence during a specific maneuver, the "sim" is the place to practice.

Sometimes we never learn some of the basic maneuvers needed to do such things as land properly. These may include doing a figure eight in both directions in front of you, or a left- and right-hand circle in front of you. Possibly something as common as a right- or left-hand traffic pattern approach is giving you a problem. The sim is the place to improve your skills, regardless of your level.

A couple of additional things one can work on using the sim are learning to fly with your fingers instead of your thumbs, and using slightly longer stick settings. Both of these will greatly improve feel with each and every flight as you get comfortable with them and your confidence increases.

The use of an RC flight simulator won't guarantee anything, but my guess is that your confidence and skill level will increase. It's certainly great training and a lot of fun anytime. ✈

Steps to Keep Your Site Safe

Jim Rice, District VIII Vice President, Chairman Safety Committee,
District8VP@satx.rr.com

Safety Officer/Coordinators and club officers: we have a new Safety Code for 2011. It hasn't changed much in content but the appearance is different. Safety Officers should review the code at least annually with their membership and early in the year is better as it starts everyone off in the flying season with the same knowledge base and interest in safety. It might ensure that the Safety Coordinator gets to fly more and enforce less if a good discussion at the club meeting irons out the issues.

Along with that, Safety Coordinators should invite a couple of members to join them in an inspection of their flying site at least twice a year—once in the winter when vegetation is down, and again in the summer when things get covered up and harder to see.

Start at the access road and parking lot looking for trip hazards, guy wires, sharp stakes that should be marked, covered or removed. Look at shingles on the club house, fencing, frequency board/impound areas. Be critical while it just involves work instead of blood.

Make sure fencing can withstand the kids who we know aren't supposed to climb on it but invariably they get loose and do it anyway. Make sure it still can perform its intended purpose to divert aircraft or prevent inadvertent foot traffic into the pits and flight stations.

Look through your club house/concession stand for splinters, tired wiring, rotted/rusted chairs and tables, fire extinguishers out of tolerance, or a first aid kit in need of updating. Make sure the GPS coordinates are easy to see and read in the event emergency crews need to find your location.

Walk around the field to see if there are cracks from drought or dug up places from wild animals (or not so wild animals) which could trip up or divert an aircraft.

Look over the flightline and see if vegetation has encroached on the flying area or creates a tough situation for inexperienced pilots.

Claims for trips and falls are as prevalent as claims for injuries from aircraft. Make sure you look at everything; an uncovered piece of cut off rebar used to stake up a flag pole or shelter could be lethal if someone fell on it!

Several sets of eyes are better than one and you can feed off of each other as you check out your facility. Don't assume everyone knows that a certain wire is hot, or that they should avoid sitting at a certain table or that the soft dirt over the septic area is off limits. If it can be a hazard to someone, it probably will be some day. Fix it now so that your great summer flying day doesn't get interrupted by a trip to the ER.

The site will look different in summer so do it again then; takes a little time but could be well worth the effort!

Have fun, fly safely, and see ya on the flightline. ✈

Need Articles for your Club's Newsletter?

Visit the AMA *Insider* archives online at

www.modelaircraft.org/insider/archives.html

Announcing the First Annual Camp AMA!

We will be hosting our first Camp AMA All-Stars on June 6-9, 2011, for our youth members ages 13 to 18. Mark your calendars now! Registration will be open to the first 20 qualified participants. This is not for beginners—we're looking for the 10 best helicopter and 10 best aerobatic, fixed-wing pilots who want to learn from the best!

Watch *Model Aviation*, your e-mail, *AMA Today*, and www.modelaircraft.org for more details! ✈

From the official newsletter of the Tri County R.C. Club, New Jersey

Spring Prep

It has been a long winter for some of us. We have cleaned our models and engines and checked all the electronics. But now that the equipment has been sitting for three months, it needs a little late-winter refresh.

What am I talking about? Battery cycling. If you are using Nicad or NiMH cells, you will need to recharge the batteries about now. These batteries tend to self-discharge over time.

This is also a good time to cycle the batteries and ensure that they still have the capacity to be viable for the coming flying season, or order new batteries if they are of diminished capacity.

Now, if you are using Li-Poly cells, you don't need to charge or cycle the batteries. However, you should check the voltage to make sure they have held the storage charge you gave them. You do bring the cells to the recommended storage voltage, don't you? Yeah, me neither. Well, I will be doing that soon since I bought a charger that can put a storage charge on a Li-Poly.

Oh, and while you're at it, go through your field box. Dump everything out and purge stuff you don't need. Put the paint stirrers (broken propellers) in a container for later use, or just throw them out if you have too many already.

Check your starting and glow batteries and charge them, too. If you have a power panel, remove it and inspect all the wiring. If you keep repair tools in the field box, make sure they are fresh (glue, fuel tubing, rubber bands, band aids, dressings, ointments [for the other guy, of course], etc.) While you're at it get some fresh cleaning solution and paper towels too.

Now, when the weather turns fair, you are ready to grab your stuff and go flying. ✈

Survivors of the Last Flight

Dan Griffin

I stood in my RC workshop the other day wondering what was going to happen to all my RC gear. Then it dawned on me—I will not have to deal with any of this stuff when I slip the surly bonds. Even though I plan to be around for a while longer, my family and friends will be left with the task. Not knowing when that last flight may take place, we owe them some guidance.

I have had the opportunity to assist many individuals in the disposal of their worldly possessions. There are always some sobering considerations for them. Who gets what? How much is this or that item worth? How is it all going to be distributed? When can it be distributed? Your survivors will be grateful if such questions are answered for them prior to your last flight.

Make a List

The first task you need to address is making a list of your treasures. In fact, make several lists: one list for your ready-to-fly craft, another list of your unfinished projects and kits, another of your electronics, and a general items list with all your parts pieces and building materials. You don't need to list every nut, bolt, screw, and hinge. The goal of these lists is for a person unfamiliar with the RC hobby to take the list, go into your work shop, and identify each item on the list.

My longtime friend and fellow adventurer, George Sheffield, AMA #9460, came up with a novel way to make his list and keep his friends attentive. He will invite all his RC friends over to his house. They will assist him in inventorying and making his lists. As a reward, each helpful friend will be put on a list to be given to George's significant other. When, as George says, the big day comes, each of the friends on the list will be invited over to George's workshop. Numbers will be put into his old BAMS RC club hat. Each friend will draw a number. Then, in numerical order, each friend will be allowed to enter George's RC hangar and choose an item as a token of George's friendship and esteem.

How Much is it Worth?

As you make the list, also give each item an estimated fair value you would use at your favorite swap meet. Be realistic. Don't give what you think is the fair market value, or the imagined future value, or ascribe any additional value to the item just because it has sentimental value to you. Your family will be very grateful that you have done this. They most likely will not have any idea what your stuff is worth or what to ask for it when the time comes to sell it.

How to Dispose of It

Many things will change from the time you make your lists to the time your family uses them. I do not generally recommend that you make changes or codicils to your Last Will and Testament to include your RC bequests. Those are costly and unnecessary. I do recommend that you sit down and write a letter of intent to be placed with your estate planning documents.

In this letter, give directions to the person administering your estate about what you want done with your possessions, and who you want to receive which items from your lists. This letter, in most states, is not legally binding, but it will provide invaluable guidance to your estate administrator about your wishes. One reality of any hobby is that most members of your family will not share your passion for the hobby. As a result, disposition of your RC gear should be as easy and expeditious as you can make it.

Where to Dispose of It

Your disposal choices are pretty limited for your RC stuff. You can offer the items to your RC club members, send them to a swap meet, donate them to a worthy cause, sell them in classified ads, or just plain give them away to your friends. Each choice has its pros and cons. Remember that before you can give away or dispose of any estate property, either the Court has to give you permission to do so, or the estate administrator has to be empowered by the Court to do so.

The first items to go are the outright gifts to a person, organization, or institution. The individuals or institutions should be contacted prior to delivery to make arrangements. If you are giving items to museums, schools or other institutions, they sometimes require documentation before accepting the item and giving charitable contribution receipts.

I most often see RC estates offered first to the RCer's fellow club members. You will get a bit more value for each item this way because of the club members' attachment to the person and his family. This is where your lists and estimated values will really come in handy.

Next, there is the RC swap meet. This is where most estates go to dispose of the last items. However, you must bear in mind, most of us that go to swap meets are looking to snag an item at so low a price that it is considered a steal or a bargain too good to pass up. Practically, for your estate, that means you are not going to get anywhere near fair market price or hobby store prices for the items. For this reason, I suggested you add a fair value swap meet price to each item on your lists. Don't unrealistically build your loved ones expectations of the value of your RC gear.

Sometimes, classified ads, on-line auctions, and RC swap sites can be helpful. The big downside is that once the sale is made, someone has to pack up and ship the items to the purchasers. This can be costly and time consuming, so you may not want to put your family through it.

Make a Plan

No one really wants to sit around and

please see **Survivors** ... on page 7

Donate to the National Model Aviation Museum

The AMA Museum does actively solicit donations to its collections. We are, however, selective in what we collect because of space and budget constraints.

If you have items that you would like to donate to the museum after your death, please contact the museum staff to learn if we need the items for the collection, and to discuss an Intent-to-Donate agreement. Before contacting the museum, please create a general list of what you have to donate.

A step-by-step guide to donating to the museum collection, as well as common questions and museum staff contact information, can be found at www.modelaircraft.org/museum/donations.aspx. Or, you can contact Museum Registrar Maria VanVreede at mariav@modelaircraft.org, (765) 287-1256, extension 508, and she would be happy to discuss it with you.

Tips & Tricks

Cleaning Pushrod Tubes

The oily residue of model fuel sometimes makes its way into the pushrod tubes, which also capture small particles of grit. The oily residue also makes some of the flexible plastic pushrods and tubes swell and soften slightly, which makes operation in curves almost impossible.

A simple cure is to apply a solution of powdered graphite, mixed with mentholated spirits or rubbing alcohol. Holding the model in an appropriate position (thus having one end of the errant tube in an upright position), apply the solution with a syringe onto the rod (or it can be applied to the mouth of the tube while moving the rod in a back and forth motion) to encourage the solution to circulate. The mentholated spirits, or alcohol, wash away the oily residue and grit, leaving the graphite behind providing a good lubrication to the pushrod.

—San Gabriel Valley Radio Control League, South El Monte, California

Tools for Beginners

A beginner does not need a lot of fancy tools to do a good job. However, there are a few inexpensive tools that make life easier:

- X-acto blade and holder, usually a number 11 for most jobs.
- Coping saw.
- Razor saw to cut across grain and hardwood.
- T-pins. They come in three sizes, but generally the small and medium sizes are the most useful.
- 18-inch steel ruler is very handy. If the ruler tends to slip when using, try spraying with 3M-77 on the down side. Once dry, it acts as an antiskid.
- 90° plastic triangles for squaring assemblies. (Video cassette boxes are square, will stand alone, and are very useful for holding two parts such as a horizontal and vertical stabilizer when assembling.)
- Sandpaper; aluminum oxide sandpaper is best. This is sold at auto paint stores, has a long life, and is often less expensive than what is found at hardware and model stores.
- Sanding blocks. Always use a sanding pad or block. Various lengths of suspended ceiling tile grid make good, lightweight sanding blocks. (Use 3M-77 spray or rubber cement to attach sandpaper strips to a sanding block. Use a heat gun to loosen the adhesive when it must be replaced.)

—Jim Kitchen, editor from the Sierra Flyers, Marysville, California

F3A World Championships Coming to Muncie!

Colleen Pierce, FAI Team Coordinator

The F3A World Championships for Aerobatic Model Aircraft are being held at the International Aeromodeling Center in Muncie, Indiana, from July 24-August 2, 2011. Opening ceremonies will take place Monday, July 25, at 5 p.m. on Site 1. Competition begins on Tuesday.

We currently have 31 teams registered with at least 90 pilots competing:

Argentina	Israel	Trinidad and Tobago
Australia	Japan	Ukraine
Belgium	Liechtenstein	United Kingdom
Brazil	New Zealand	United States
Canada	Norway	Venezuela
Chile	Portugal	
Columbia	Russia	
Ecuador	San Marino	
Finland	Singapore	
France	South Africa	
Germany	South Korea	
Hong Kong China	Spain	
Ireland	Switzerland	

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contemplate the inevitable, but a little PPP (proper prior preparation) will help your family and friends make the necessary closure. Contact one or two of your RC buddies. Be considerate and ask them if they would be willing to assist your family when the time comes. Talk through your wishes. Most importantly, talk to your significant other about your plan and where to locate the letter of intent and your lists.

Update Your Lists

Every six months or so, sit down and review your letter of intent, lists, and valuations. Things change, friendships end or fade, and new priorities arise and need to be addressed. ✈

Dan Griffin, AMA #590996, has been involved in the legal profession as a practicing attorney and adjunct professor for more than 22 years. Now retired from active law practice, he is a member of District VIII's Boerne Area Model Society.

AMA Vision

We, the members of the Academy of Model Aeronautics, are the pathway to the future of aeromodeling and are committed to making modeling the foremost sport/hobby in the world.

This vision is accomplished through:

- Affiliation with its valued associates, the modeling industry and governments.
- A process of continuous improvement.
- A commitment to leadership, quality, education and scientific/technical development.
- A safe, secure, enjoyable modeling environment.

AMA Mission

The Academy of Model Aeronautics is a world-class association of modelers organized for the purpose of promotion, development, education, advancement, and safeguarding of modeling activities. The Academy provides leadership, organization, competition, communication, protection, representation, recognition, education and scientific/technical development to modelers.

ABOUT THE AMA *INSIDER:*

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