

Issue
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BIMONTHLY NEWSLETTER FOR CLUB
OFFICERS AND LEADER MEMBERS

AMA INSIDER



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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.

AMA Vision

We, the members of the Academy of Model Aeronautics, are the pathway to the future of modeling 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.

President to President

A NEW YEAR

Bob Brown, AMA President, bobb@modelaircraft.org



Welcome to 2012!

By now I am sure it's no secret, but I am Bob Brown, your newly elected AMA president. I hail from District III and served as its vice president for 21 years. I am excited to have this position and am looking forward to working with and for you, the membership.

The Academy will face many issues in 2012. We are still at the forefront of the FAA issue and we're working very hard to maintain our freedom to fly. We have devoted a lot of time and money

to fight the FAA conflict and protect members of the Academy.

I am here to make the Academy bigger and better. I see myself as a team leader, not a president. My team consists of the Executive Council, the employees, and the membership. Our team will work together and be as productive as we can for the benefit of AMA. If you have any ideas, concerns, or comments that could help the Academy be all it can be, please don't hesitate to get involved, and drop me a line.

Although, we will have a lot of work to cover and a lot of responsibilities, I also ask one more thing of you: have fun. Modeling is fun. We are in this for fun. The best way to garner interest in our lifestyle and hobby is by showing people how much fun model aviation can be! →

Leader to Leader

LEAD WITH COMMUNICATION

Rusty Kennedy, Chairman Leader Member Program, rusty1m@verizon.net

I'm writing before Christmas and you are reading this after the New Year. I hope Santa was good to you and I wish all a Happy New Year.

Clubs are busy renewing memberships and setting their schedule of the year's events. Now is a good time for Leader Members to ask for someone to speak about AMA programs and see if any can be done in your club.

Everything can be found on the AMA website or in the Leader Member Web pages. Subscribe to *AMA Today* and *Insider* so you can stay up-to-date and keep AMA clubs and members well informed.

Good communication almost always leads to good results. I have visited many clubs in my local area and all have invited me back to keep them informed on AMA news. My goal this year is to have a Leader Member in each local club who is willing to become the club's AMA go-to-person at the local level. It isn't hard and takes very little time once you get into a regular routine.

Always have the AMA membership manual on hand because it can answer many questions.

If you have any questions feel free to contact me.

Have a great New Year. →

IT'S AN ATTITUDE

Jim Tiller, *On the Safe Side* Author, jtiller@hotmail.com

After my last column I received a few emails. In that column, I remarked how lucky I was to be surrounded by fliers who stressed safety, forgave the brief lapse that caused my recent injury, and came to my aid when I needed them. The response was that this attitude among my fellow fliers was important enough to warrant an entire column.

It is very important to surround yourself with the right kind of people in any enterprise. At the field, you should surround yourself with fliers who stress and practice safety. One gentleman, who passed on an email, recounted a well-respected member of his group who was proactive on the flightline and was not afraid to step up and tell another flier if he was endangering himself or others. This is an admirable trait but his style probably would get little traction if the fliers, in general, did not put a high value on safe operation.

These are the kind of people you want in your group: those who not only “walk the walk,” but “talk the talk.” We all have lapses in memory or good judgment—this is how accidents happen.

Those kinds of safety-related suggestions should not be taken as criticism or as a reflection on you personally. Accept the help. None of us are perfect. We all need help at some time, as in Hilary Clinton’s book titled “It Takes a Village.”

You report the name of a safety officer for your club each year as your club renews its charter. Is that position in your club just another title or is it a dynamic club responsibility? The person who receives the nod for that job should be the type of person described in the previous paragraphs.

I am not saying the safety officer should be a tyrant or a policeman. That person should be a combination of a mentor, guidance counselor, and motivator. And it is the responsibility of all club members to respect that position and do their best to set a good example.

Safety in your club should not be an issue, it should be an attitude.

There are actually a couple of other issues here, so now to the second one.

There is one other concern I’d like to express about the attitude toward safety among the members of your flying group.

There is a classic behavioral psychological study concerning the animal’s adaptation to his environment. In this experiment, a test animal was placed on a wire screen and given a certain level of electrical jolt that would make it jump. That same test animal was then put in a cage where frequent small jolts of electricity were run through the cage volume. In the beginning the jolt was only enough to be noticed. In a relatively short time, the animal ignored the shocks altogether. Over time, the voltage was gradually increased to the point that the animal was routinely ignoring shocks that made it jump before the test began.

The same thing can happen in your flying group. Small infractions of the normal safety codes can often be ignored. “There are only a few of us here, so I guess it’s okay,” or “he’s just learning, he can’t control his plane very well.” Wouldn’t it be better to follow the rules regardless of the numbers present or give a hand to the new pilot who is struggling with control?

The lesson here is that, if you have the right attitude toward safety in your club, you would not ignore even the small things. You should try your best to correct them. That way, over time, you do not live in the world where the “constant shocks” are being ignored.

Once again, I am not suggesting a police state at your field, but rather an atmosphere of high expectations supplanted with a healthy dose of respect and understanding of those who fly with you.

Safety is an attitude. Maybe that message should be on a sign at your field.

And now to the last of these attitude issues. This one is designed to head off the emails I expect to get from this diatribe. What about the member of your group who simply won’t listen to reason? We all know there are a few of those out there.

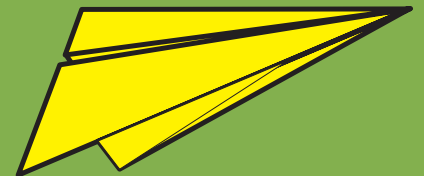
The answer is quite simple. You have to get rid of that person. He or she can infect the rest of the members in short order.

You should have a section in your bylaws that outlines the procedure used to get rid of a troublesome member. Review what you have written there and if you need help, there are documents and samples in the AMA document library you can use as a guideline.

Basically, the general rules are quite similar to those in the workplace. The offender should be informed of his actions and told what needs to be corrected. He should be given a reasonable time to correct his actions and, if no positive results are exhibited, he should be summarily removed. →

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KEEP YOUR SITE OWNER IN THE LOOP

Jim Wallen, Club Corner Author, sjwallen@tde.com

Numerous problems could be avoided if your club owned its own flying site. Unfortunately, most clubs do not have this luxury and they are responsible to another owner. The owner could be a private individual, some governmental agency or department, a corporation or public park or airport. The list goes on and on. In any case, it is in the club's best interest to be acquainted with the owner and vice versa.

If you do not know the owner, go find out who it is. It may be a municipality. Go introduce yourself if you have not already. Attend a city council meeting while wearing your club colors. If a development

company owns the property, make it a point to go visit the homeowners association and invite them and their kids for hot dogs and a buddy box session. If you are in a park, invite maintenance folks or the enforcement agency over to fly at the field and have a good time. It is in your best interests to initiate the proper introductions.

Be a good citizen for the community. Participate in mall shows. Put on flying demonstrations at the field and at the schools in the area. Give your some club some visibility. Volunteer the club to pick up part of a highway. Pick a charity and do volunteer work for it. Politicians take

notice of such activities. It may pay a good dividend for your club down the road sometime.

In addition to being a good citizen, it is important that your landowner becomes aware of the good you bring to the community. Keep the owner advised of your activities. Invite the owner to a club meeting. Send a copy of your monthly newsletter.

Relationship building requires a good line of communication. Take that first step and ensure the owner looks at your club as a valued asset. You may be fixing a future problem before it even arises! →

Editor's Picks

75TH ANNIVERSARY CLUB NEWSLETTER CONTEST WINNERS

Ashley Rauen, *Insider* Editor, insider@modelaircraft.org

Last year, in celebration of AMA's 75th Anniversary, *AMA Insider* invited clubs to participate in a newsletter contest. Clubs were asked to submit any one issue of their newsletter in 2011 that was dedicated to the 75th theme. Submissions included history articles on AMA and individual clubs, member profiles, and 75th design themes.

Winners were chosen by the *AMA Insider* Editor, members of the publications staff, and Executive Director Dave Mathewson. The first-place winner will receive an award plaque for its club and the club's newsletter editor(s) will receive a one-year free AMA membership. Monetary awards for redemption at the Cloud 9 Museum Store will be awarded to all three winners at \$75, \$50, and \$25 respectively.

First Place

The Fox Valley Aero Club,
St. Charles IL: *Flypaper*

Second Place

The Las Vegas Radio
Control Club, Las Vegas
NV: *The Aerial View*

Third Place

The Rapid City
Propbusters Radio Control Club,
Rapid City SD: *Propbusters Newsletter*

Honorable Mention

Chino Valley Model Aviators, Inc.,
Chino Valley AZ: *Chino Valley Official
Newsletter*



Thank you to all clubs who entered the contest and congratulations to our winners! →

Need Money for College?

Applications for AMA grants and scholarships are due April 30, 2012.

Visit www.modelaircraft.org/education/scholarships.aspx

SCALE PLANS BUILDING FOR THE NOVICE: PART 4

Jerry Bates, www.rcscalebuilder.com

Tips on Strip Planking

Oh no! Not strip planking! I know, time consuming, tedious, messy and inaccurate. Well, let's try to take most of the work out of this process. The real key to making strip planking a much easier task is the method used to strip the balsa wood into accurate, beveled planking, and the adhesives used.

Cutting accurate strips is best done using a modified balsa-stripping tool. The Master Airscrew balsa stripper is ideal for this job. Glue a piece of 1/4-inch-square hardwood to the long edge opposite the cutting blade as shown in the photo below.



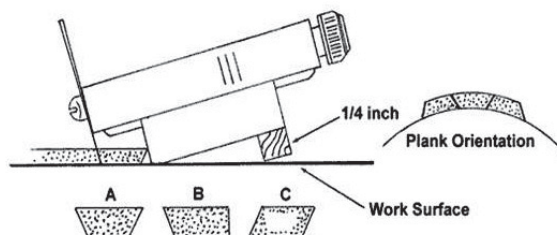
Adjust the blade so it just touches the work surface. Adjust to cut strips about 3/8-inch wide. Wider strips will not develop the shape required of the finished piece. Your first cut will not be used, but will be waste. Flip the strip 180° (end for end) making the following cut on the same edge as the previous cut. Do not turn the sheet over between cuts or the planking will be trapezoidal and thus useless. Strip as many sheets as required to cover the area to be planked.

Start planking on opposite sides of the fuselage and alternate until you meet at the centerline. This will help ensure you do not build in a warp. Alternate each strip plank edge angle to keep the seams between the two as close as possible. Very little filler material will be required when finished.

My favorite method of installing each piece is to place a bead of aliphatic resin (white glue) adhesive along the edge to come in contact with the previous sheeting. Then put medium-viscosity CA adhesive on those parts of the airframe that will come in contact with the new strip plank. Place the strip in place, pressing firmly into the edge of the previous plank

or sheet. Wipe excess white glue from the surface with a damp paper towel.

Continue application alternating from side to side, until complete. Cut each piece where it meets the centerline stringer.



After each pass of the stripper, turn the main balsa sheet 180° (do not turn it over). This will result in shape "A." The first cut of the main sheet will look like "B." Use a plank with cut "B" where a flat surface meets a rounded one. All succeeding cuts will look like "A." Be careful not to cut a parallelogram like "C" this plank is useless for precision planking.

Upon completion, rough sand the planked areas to shape. Blow off the sanding dust and apply a lightweight filler material to any voids or gaps. Sand the surface smooth and glass with 0.50- or 0.75-ounce-per-square-yard fiberglass cloth and resin.

These illustrations were taken from a similar article published in Model Airplane News magazine.

The model can now be disassembled and finish sanded and glassed prior to canopy construction and addition of details.

Glassing the Model

This is an area where it seems everyone has his or her own favorite method. If you are satisfied with the way you are accomplishing this task, then, by all means stick to what works for you. If you are unfamiliar with this portion of the hobby or wish to try a different method, the following article is an explanation of how to "glass" your airframe. The article was written by Pat McCurry and was published in the September/October 2001 edition of RC SCALE International magazine.

McCurry's Way: A step-by-step guide to glassing

Preparation: The key to getting a high quality, fast and lightweight surface of fiberglass onto a model is summed up in one word – preparation. Fiberglass does not cover up or hide imperfections in a balsa wood surface. For this reason it is important to thoroughly fill and sand smooth the entire surface that it to be covered with fiberglass. Once filling is complete, finish sand with 320 grit paper or lighter.

Then use a vacuum cleaner or tack rag to remove ALL dust and debris from the surface. This will ensure a good bond of the resin to the surface. Also at this point you need to assemble all the other items you will need for the job so they are at hand when required. These items include rubber gloves, brushes, mixing sticks, plastic spreaders, paper towels and small mixing cups.

Begin by cutting a piece of cloth to cover each item that you wish to glass. You need only to cover one side at a time. For instance, if you are covering a wing, begin with the bottom. For a fuselage, try to cut a piece or two that will allow you to cover one entire side. Cut the larger pieces first and work down to the smaller, this will minimize waste. The cloth need only be slightly larger than the piece itself as there will be no significant shrinkage. Make sure all cutting of the cloth is performed before you begin to glass. Find a table or space where you can layout all the pieces of the model with the glass (cloth) that you have just cut laying in position and ready to apply the resin. What we are aiming for is to have each section of the model dust free, with cloth in position on top of it so that all needs to be done is to apply the resin. This will minimize the handling of the cloth.

Mixing the Resin: I use Pacer's "Z-Poxy Finishing Resin" which is a high quality resin with excellent flow

SCALE PLANS BUILDING

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PUT SKIS ON YOUR MODELS (FOR YOUR WINTER WINGS)

Bob Karasiewicz, Roxbury Area Model Airplane Club, Chester NJ

You've probably noticed it's gotten pretty cold and unfriendly outside. That only means it's time for the winter duds. Did you ever think how cool it would be to fly from the snow?

Get some skis, dress warmly, and go flying! I like the DuBro line of skis because they have a good torque rod set up to keep them at the proper angle to the airplane.

The proper angle means the front of the skis is higher than the back with respect to the airplane fuselage. This means when you land, the skis won't dig

in and flip the airplane.

There are other commercial skis out there so don't hesitate to use them. Look for a sturdy spring system to keep the skis at the proper angle. Also, look for a reliable way to put the skis on the landing gear.

If there are several inches of snow, don't think dressing for cold weather will keep you warm for hours. Waterproof boots, double socks, and long underwear are needed. Hunters already know this. If your flying field has a heated shed, that is the best way to keep warm. You can run

out and fly for 15 minutes, then run back inside to warm up.

If you have floats, you'll find that flying off snow with them is easier than flying off water. Snow can be an abrasive, so if your floats are painted, using them on snow may require another coat of paint later. I wouldn't use molded fiberglass floats in the cold as the material gets brittle. Plastic floats work great, such as the ones made by GeeBee Products.

Taking off and landing on snow is as easy (or as hard) as doing it on grass. And it is often much prettier. →

PINNING HINGES FOR INCREASED SECURITY WHEN FLYING

From the Miramar Radio Control Flyers, San Diego CA

If you've ever had a control surface come loose in flight and lost an aircraft as a result, you've probably given serious consideration to pinning hinges for added security.

Sometimes you get away with a detached control surface, but when you have no elevator, or an aileron is partially pulled out at an angle, you can lose an aircraft quickly.

The most common hinge types used today are the nylon hinge and the flexible CA hinge that Sig markets as the "Easy Hinge." You'll also find metal hinges used in some of the Almost-Ready-to-Fly (ARF) airplanes. Nylon and metal hinges are normally glued into position using epoxy glue. To avoid epoxy from getting on the hinge joint, modelers sometimes coat it with Vaseline or oil.

The installation of nylon or metal hinges is a more time-consuming and tedious process than the installation of the Easy Hinge. The Easy Hinge is slipped into slots in the control surface and in the wing or tail structure after which CA is dripped on to the exposed portion of the hinge and wicked into both ends of the hinge by capillary action.

In order to provide assurance that control surfaces won't detach in flight, many modelers pin their hinges. There are two basic methods.

The first is the use of the classic, round toothpick. Using a $\frac{3}{32}$ -size drill, drill through the hinge on both the control surface side and wing or tail structure side. Install the toothpicks using epoxy or white (aliphatic) glue. When the glue sets, clip the toothpicks as close to the surface as possible and then sand the ends flush.

Because sanding is impractical when covering is already on the aircraft, you can carefully grind the toothpick ends flush using a Dremel tool. Cover or paint as appropriate. Note: Some articles recommend the use of CA glue. I don't because CA can set so quickly the toothpick may not be properly installed.

Another method for pinning hinges involves using two types of steel pins in combination. This method won't work well with metal hinges because of the difficulty of drilling through the metal with the larger pin used as a drill bit, but I have used it with nylon hinges and it is especially suited for the Easy Hinge. I've found using the steel pin method with Easy Hinges is the quickest and most secure method.

Here's how the steel pin method works. First, you need two types of pins—a box of "Tailor" pins and some modeler's T-Pins. You can get the Tailor pins from any store that carries sewing items. Modeler T-Pins can be found at

your local hobby shop.

You may encounter some difficulty drilling through nylon hinges. Conversely, your T-Pin drill bit will go through the Easy Hinges like butter. Note: You might use a $\frac{1}{16}$ -inch drill bit versus the T-Pin bit. The diameter is slightly bigger than the T-Pin shaft but it should work and may make the job easier when dealing with a regular nylon hinge, and especially a metal hinge.

Now that you've drilled your pin holes, it's time to install the Tailor pins. Since the shaft of a Tailor pin is thinner than the T-Pin, the Tailor pins fit easily into the drilled holes. Install them in the holes from the top down so the pin top will appear on the upper wing, tail, and control surface.

Leave roughly $\frac{3}{8}$ -inch of the pins exposed. Mix up a batch of 30-minute epoxy. Dab some epoxy on the exposed portion of each pin and slide all the pin tops flush. Let the epoxy set. Then, clip off protruding pins on the underside of the wing, tail structure, and control surfaces (or one side of the vertical stabilizer).

This method is fast! When you get done, the tops of the Tailor pins will show but they are quite small and far neater in appearance than the toothpick method, particularly when used to pin the hinges of an ARF. →

SCALE PLANS BUILDING continued from page 4

characteristics. It requires an equal part of both the hardener and resin for accurate results. Combinations of more or less of one of the parts is unnecessary and thinning is not recommended. As this tends to affect the hardness and curing times. Also, thinning tends to leave resin 'gummy' and difficult to sand. If you are in cooler temperatures try to set the individual bottles in a pan of warm water before mixing. This will make the resin less viscous. Typically, epoxy-curing times are affected by temperature and thickness. That is to say it will cure faster in warmer weather and thicker applications. Resin will cure faster in a cup than when spread on to a flat surface such as a wing. For this reason, when mixing resin, only mix an amount that you can work comfortably with for approximately 20 minutes. While the resin will not be cured by this time, this is about as long as the resin in the cup will have the consistency that is best for spreading. For large areas such as a wing, we will mix up only about a third to half a cup of resin. As resin is emptied from the cup, another amount is mixed (*in a new cup*) and so on. It is far easier to work with in this way.

One of the most common mistakes when glassing a model is to mix up too much resin in the beginning (shortening curing time) and trying to work too large an area or too many pieces at once. By extending the working time you will risk having the resin begin to 'gel' on the surface, which leads to dragging of the cloth and an overall mess. Plan on mixing several smaller batches of resin throughout the glassing process. By doing so you will stay ahead of the problems that can lead to an undesirable situation.

Keep it Clean: Besides frequent replenishing of the resin supply, the major ingredient in a great glass job is to maintain a level of cleanliness. Once you are ready to glass and all the cloth is cut and in position on the respective pieces of the model and you have your gloves on, you should get a rhythm that goes like this. Mix a little resin and plan on doing the largest sections first, such as a wing. Depending on the size you are working you may need to mix a second or even third batch to complete the wing.

If you complete the wing just before

the resin has cured, take a minute to clean the spreader and your gloves with thinners (*acetone works very well*). In fact, clean up any tools or surfaces that resin may have dropped on in the process before moving on to the next item to be glassed. Take the glassed wing away from the area you are working in and prepare to continue the process as if you are just starting.

When working on smaller sections such as separate ailerons or elevators, you can glass several of these in a row before you need to clean up or mix new resin. Just try to keep in mind that it is easier to mix several small batches of resin than one large one and that keeping your hands and tools clean are very important. I cannot over stress these two points enough.

First set up an area away from the glassing table where you can leave the glassed items once they are done. This will keep the area you are working in from getting cluttered and keep the parts you just glassed from getting knocked over. As mentioned earlier, it is also a wise decision to have all of the parts to be glassed setting with the cloth already in place and ready for resin. By doing this you will minimize the possibility of handling the cloth with resin soaked gloves which could cause a big mess. You want to be able to pick up a piece from underneath, take it to the glassing area, and pour the resin from the cup directly on the surface with very little handling. It is easier to have to separate tables – one for staging the parts and the other for glassing.

Glassing the Model: Here are the steps I use for a light, perfect finish every time.

1. Apply or pour an amount of resin onto the surface (on top of the cloth) in the approximate center of the area you are going to work. It is better to start with too little an amount than to have so much that it begins to run off the edges.
2. Use the spreader to gently pull the resin out onto the surface as if icing a cake. Work one direction then the opposite (*alternate*). You will notice that as the resin saturates the cloth, the cloth will become transparent. This is an indication that the cloth is fully 'wetted' out.
3. Continue to carefully work the resin on the surface. What you want to avoid is pulling resin into holes such as servo pockets and gear wheel openings. Also avoid dragging the resin over the leading and trailing edges. You want to work right up to these points, then wipe the excess back resin back.
4. What we are aiming for here is to saturate the cloth with just enough resin to stick it to the balsa surface and pull rest of the resin away. **DO NOT** try to achieve a glossy or "coffee table" appearance.
5. If you run into a situation where you have too much resin and it is beginning to run on you, don't be afraid to simply wipe it away with a paper towel, you can always mix a little more.
6. With a little practice you will find that pouring small amounts of resin, working it out and then adding more is the proper way, rather than to simply dump a pile out and scramble to keep it from running everywhere.
7. Once you have worked the resin right up to, but not over the edges and various openings you will now need to use the brush to apply the resin. The brush works well to saturate the cloth around leading edges. Simply use it as if painting. For leading edges, I work or 'paint' about twelve inches or so at a time and then use a paper napkin to wipe away the excess. When wiping excess, do it in a chord wise or off-the-edge fashion so a not to displace the cloth.
8. When it comes to an opening, use the brush to apply just enough resin precisely where you want it – right up to, but not in the opening. Remember, neatness is a key factor to a great glass job.
9. Continue along with each piece of the model as above and set aside to dry.
10. When fully cured (at least four hours at 75°F), you can now go back to the sanding block and 100 grit to knock away the excess cloth that is

SCALE PLANS BUILDING

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surrounding each piece. It does not take much work and you are not trying to sand the model, you just want to clean up the edges so you can apply cloth to the opposite side.

11. When finished, you are going to repeat the steps for the other side of the work piece until all of the wood surfaces have a layer of cloth on them.

Sanding the Cloth: At this point the cloth has a very thin layer of resin over the top of it. So thin, that with just a few hard strokes with an 80 grit sanding block you could easily sand into the cloth. This is what we want to avoid. You will notice that when you run your hands over the surface that you just glassed (when dried) there may be a few spots that need a little smoothing. We want to just knock down these areas slightly with some 220 or maybe even some 320 grit paper. We are not trying to a slick surface yet; we just want to have it smooth enough so that we can apply a ‘flow coat’ of resin.

If there are arrears that have runs, you can attend to these with coarse paper, just be sure not to sand through the cloth. Your eyes and hands are the

best instruments to tell when enough is enough. If the cloth begins to turn white, you have sanded too far and should stop. Move on and continue to give the model a light sanding in preparation for the flow coat.

Flow Coat: Basically speaking, the flow coat is the step that seals the cloth and gives you that extra hard surface that we are looking for, whereas the first step is merely to get the cloth adheres to the surface.

The flow coat is applied in exactly the same fashion as the first glassing steps using the same tools and methods. The only difference is we are doing it without any cloth this time – which makes it a lot simpler. Here again, we want to stay neat and not apply so much resin that it looks like a glossy coffee table. All you are trying to do is apply enough resin to fill the weave of the cloth and no more. Also, during this process it is a good time to paint the resin into areas such as wheel wells flight surface pockets where you want to seal the wood in preparation for paint but would not be otherwise able to apply a fiberglass cloth. Continue one side at a time as before until the entire model has a full coat to fill the weave. Set

everything aside and let dry completely.

Now you can final sand the model. It’s best to start with 220 and move on up to at least 320 grit paper. If there are any areas that you have accidentally sanded through, you can easily apply a little resin and sand it out.

Priming: The model is now sanded and primed. I choose to use automotive catalyzed urethane primer/surfacer. Check with your automotive paint store to see what is currently available. This primer fills fast and it is lightweight and compatible with all finishes. Mix in accordance with manufacturers recommendations and apply with a ‘trim gun’ at the prescribed air pressure. I like to apply a ‘dry coat’ immediately followed by a ‘wet coat’. When dry, block sand with 320 wet and dry paper. Reapply as needed to low areas. When completed and sanded you will be able to see many areas of the base fiber glassed surface. As long as all imperfections are filled and the surface is smooth those exposed areas will not present a problem and, in fact, are an indication that too much primer (weight) has not been applied. →

—Pat McCurry

TIPS & TRICKS

Hinge Installation is Critical

If you are working with an almost-ready-to-fly (ARF) aircraft or are building from a kit or scratch, you will be installing hinges. This is a critical step in model construction. If the control surface binds or has too much of a gap, your baby is going to be a dog and you will have definite control problems.

There are two basic types of hinges: the “living” hinge that is installed using CA glue and the “pinned” hinge that is put in with epoxy. There are advantages and disadvantages to using either type. I have used the living hinge for several years and like the fact that it only takes a few drops of CA to set the hinges in the control surface; however, I have had these hinges break and always seem to get the CA all over the covering, no matter how careful I am. I also have glued the control surface to the wing and tail.

Recently, I went back to pinned hinges. These hinges

move with much less resistance and are more durable. I cover the hinge with lip balm before installing it with 5-minute epoxy. When the epoxy dries, the excess can easily be removed from around the hinge.

The Great Planes Slot Machine is a good investment, and it makes hinge installation much easier. Just hang on tight when you start it or you’ll have a hinge slot where you probably don’t want it.

Finally, after you have a control surface that moves easily and permits adequate throw, don’t forget to seal the gap. It is amazing how much difference this will make in the performance of your aircraft. A roll of clear MonoKote will seal the control surfaces of all the aircraft you have. It also keeps the hinges secure and helps prevent control surface flutter.

—Jim Bronowsky, Mid-Missouri Radio Control Association, Columbia MI

NOMINATIONS DUE FOR VICE PRESIDENTS IN DISTRICTS II, IV, VI, VIII, AND X

The Academy of Model Aeronautics, Muncie IN

Nominations for the offices of vice presidents in Districts II, IV, VI, VIII, and X are due at the Headquarters of the Academy of Model Aeronautics by June 23, 2012. Any AMA Open Member may submit a nomination.

A special election for District III will run concurrently with the 2012 elections.

To be eligible to discharge the duties of AMA vice president, a nominee must be a Leader Member of the Academy and must reside in the district.

(Nominees and nominators will be notified by AMA Headquarters confirming receipt of nomination. If confirmation is not received within two weeks after you have mailed your document, contact Lisa Johnson at [765] 287-1256, extension 231.)

A letter of acceptance and a résumé of professional qualifications and model aviation experience from the nominee must be on file at AMA Headquarters by July 6, 2012, 15 days before to the published meeting.

Nominating Procedure Document

Relating to Article IX

Approved November 1, 2003

Candidate Guidelines:

- (a) No person may nominate himself/herself for office.
- (b) No person shall simultaneously hold two positions on the Executive Council. In the event a person holding an office is elected or selected to a second position on the Executive Council, that person must choose which of the two positions he/she

will continue, such decision to be made within 48 hours of the announcement of the selection, or else the person so affected will be deemed to have selected to remain in the first office held.

(c) Incumbent is automatically placed on the ballot, provided that he/she has been properly nominated and accepted, except that a $\frac{3}{4}$ vote against may withhold the incumbent's name from the ballot (see Bylaws, Article IX, Section 2).

(d) All nomination letters must be received at AMA Headquarters thirty (30) days prior to the convening of the Nominating Committee's Annual Meeting. If received by electronic mail or fax, it must be received by close of that business day at AMA Headquarters, Muncie IN.

(e) Candidate must be a legal resident of the district in which the election is being held; this does not apply to the office of President or Executive Vice President.

(f) Candidate must be a current AMA member with Leader Member status (other qualifications apply to the office of President and Executive Vice President, Article IX, section 3).

(g) No person elected to and serving as an active member of the Executive Council shall be paid for any regular column or article in *Model Aviation* magazine. Exception may be made for such articles as the coverage of special events provided prior arrangement was made for said article. Articles and columns printed in the "AMA News" section are not paid contributions. No paid columns may be submitted after the individual has been placed on the ballot.

It is strongly recommended that nominations be mailed by certified mail, receipt requested.

Candidate Acceptance:

(a) A letter of acceptance by the candidate must be on file at AMA Headquarters 15 days prior to the meeting; if by electronic mail or fax it must be received by close of that business day at AMA Headquarters, Muncie IN.

(b) Along with a résumé of professional qualifications and model aviation experience, your résumé should include, but not be limited to, the following areas of consideration. *(Note: Campaign Statements to be delivered to AMA Headquarters 10 days prior to the Nominating Committee meeting in a sealed envelope. Those not nominated will have his or her statement returned unopened. Campaign Statements will remain sealed until after the Nominating Committee has deliberated and determined the candidates.)*

Adopted January 2008

1. Management experience.
2. Financial background.
3. Insurance employment and/or expertise.
4. Legal background.
5. Technical background, including areas of aeronautics, electronics (especially in radio frequency propagation and usage), acoustics (as related to noise studies and analysis), and other areas of engineering.
6. Aeromodeling background must be noted. The individual will be required, if elected to national office, to deal with questions related to all areas of aeromodeling and should have a broad-based background.

It is strongly recommended that these documents be mailed certified, receipt requested. →

CONTACT US

We welcome your comments and suggestions about the AMA *INSIDER*. Please send them to:

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SUBMISSIONS

If you are a member of an AMA charter club and would like to submit your newsletter or an article for consideration. Please send it to us via email or postal mail.

Email:

We will accept your newsletter in PDF format

or as a Word document attached to an email. Please send the email to: insider@modelaircraft.org

Postal Mail:

Hard copies of your newsletter can be sent to AMA Headquarters. Please mail to:

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