



PRESIDENT TO PRESIDENT

# Tips on Communicating With Club Members

by Dave Brown, AMA President

Most of you who have served as president of a club or organization will recognize this situation.

Your organization does something after much thought and deliberation and someone doesn't like the action and blames *you*. Ironically, it doesn't seem to matter whether you were personally in favor of the action. In the mind of the person in front of you, it's entirely *your* fault.

How do you handle that situation? If you have an absolute answer, I'd sure like to hear it. In my experience, each instance is unique and no one approach will diffuse every situation.

I have developed a number of personal guidelines based on my experience to deal with these situations and I'll share them with you. (Keep in mind that my definition of experience is "recognizing a mistake the second time you make it!")

My first rule in handling this type of situation is to try my best to avoid arguing with the individual. This is probably the most difficult to follow and the one I most often fail at! It's tough to avoid having this sort of situation dissolve into a heated argument, but being sensitive to this is very important.

You need to listen to the member's prob-

lem and try to understand why he is unhappy. In many instances, there will be an obvious lack of communication. The difference of opinion will be the result of not understanding what was done or why it was done.

Although it's often difficult, it's best to let the person wind down in his argument before you try to respond. When you reply, try to explain the reasoning behind the action. Often this will suffice since he or she may not be aware of some of the factors that went into the decision.

Frequently the decision involved elements the person with the problem wasn't aware of. In many cases, once he or she realizes that this decision was the result of significant thought and was made only after many factors were considered, he or she will accept that decision, even when disagreeing with it.

The secret is communication. Come to think about it, communication is the secret to solving a majority of an organization's problems.

What if the action the member disagrees with is one that you disagree with personally? That is the situation most of us fear the most. We are forced into a corner where, as the spokesperson for the organization, we are supposed to support the decisions of the organization although we have opinions of

our own not in agreement with that of the majority.

What I have found is that you need to directly state that you did not support the subject when it came up, but that you will support the decision.

This cannot be stressed enough. You need to support the decision of the majority and do everything in your power to make that decision work. Explain this to that member. Do your best to explain to him or her the reasoning behind the decision. Make sure that he or she understands that you have accepted the result, and will support it.

Sometimes this will convince the person to support the decision as well—and sometimes it won't. There are no absolutes in this type of situation.

In the end, the most important thing is to end the discussion on a positive note. If all else fails, and you cannot convince that individual that the decision is worthy of support, make sure that the individual knows that you understand his or her concern and that you have listened to his or her arguments.

Don't be afraid to hold your hand out for a handshake with the indication that "we may disagree, but we will remain friends."

Isn't being an officer in an association fun? ♦

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## TIPS FOR CLUBS

# AMA Club Outreach: Helping New Modelers

by Dave Mathewson, District II Vice President

Hundreds of AMA chartered clubs have programs designed to offer assistance to newcomers entering the hobby. Programs range from simple flight instruction to more elaborate and structured programs that even include classroom sessions. The intent in each of these programs is to help ensure that these new modelers' first experiences are enjoyable and successful.

In some cases, many who have purchased their first model are testing the waters to see if model aviation is something they would be interested in pursuing. Today's low-cost trainers and entry-level models make it easy to do that.

Several years ago AMA created the Introductory Pilot Program so that our clubs could reach out and help these new modelers

without his or her having the initial, additional expense of an AMA membership and, at the discretion of the club, a club membership.

Throughout the years, the program has resulted in several thousand new members for AMA and our clubs, although the program was a little cumbersome.

Recently the AMA Introductory Pilot Program has gone through a complete revision to make it easier to utilize. Some significant changes include extending the program period from 30 to 60 days, eliminating nearly all of the required paperwork, and adding the ability to register online both Introductory Pilot Instructors and students. Any limit on the number of Intro Pilots a club may have has

please see **OUTREACH** on page 2

been removed. The key advantage to this program is that it allows AMA chartered clubs to help non-AMA members while being able to provide liability insurance protection to the non-member student provided he or she is flying at the club field under the direct supervision of an AMA Introductory Pilot Instructor.

AMA is creating a campaign to promote this revised Introductory Pilot Program to potential new modelers. More recognition and rewards for instructors, clubs, and students with the potential for more worthwhile benefits to the clubs are coming in the near future. Clubs that participate in the program will have their contact information made available to those searching for help from experienced modelers.

Participating in the program is voluntary but it does offer a club several opportunities. A certain percentage of these new modelers may ultimately decide that our hobby/sport isn't for them and move on to something else. Others might continue, but choose to participate outside the AMA environment. Even so, we will at least have had the opportunity to help these newcomers be successful in their approach and be aware of concerns we all should share as modelers.

A number of these new modelers will consist of those who find AMA and our system of chartered clubs attractive. Some will want to

move to other aeromodeling disciplines once they've been made aware of the possibilities that exist. Some may enjoy what they're now flying but want to take advantage of the camaraderie and social aspect of belonging to a group that shares a common interest. These are the new modelers who will eventually help grow our clubs and increase the AMA membership.

We at AMA are excited about the possibilities this revised program offers, but to be successful, we need the help of our clubs by participation in the program. If you'd like to know more about AMA's Introductory Pilot Program, you can visit the AMA Web site at [www.modelaircraft.org](http://www.modelaircraft.org) or call AMA Clubs Secretary Lois Pierce at (765) 287-1256, extension 291.

If you are a club officer you can register your club's instructors as Introductory Pilot Instructors by visiting the Member's Only section of the AMA Web site.

Introductory Pilot Instructors, as well as any AMA member, are always eligible to qualify for the AMA Ambassador Program. Sign up three new open or senior citizen AMA members during the year and receive your next year's AMA membership as AMA's way of thanking you for your efforts.

For complete details, go to [www.modelaircraft.org/ambassador.asp](http://www.modelaircraft.org/ambassador.asp). ♦

TIPS FOR CLUBS

NEWS: AMA Speaks on Behalf of Members and Sport

from Jay Mealy, Programs Director

AMA Programs Director Jay Mealy testified before the Committee on Transportation and Infrastructure Subcommittee on Aviation U. S. House of Representatives regarding unmanned aerial vehicles (UAVs) and the National Airspace System (NAS).

"From the early days of flight, to the development of jet engines, to the introduction of helicopters, and now unmanned aerial vehicles (UAVs) and unmanned aerial systems (UASs), progress continues and the safe integration of new technologies in the National Airspace System (NAS) must be assured."

This is quoted from the Honorable John L. Mica's opening statements to the Subcommittee on Aviation's Hearing on Unmanned Aerial Vehicles and the National Airspace System, held March 29, 2006, in the Rayburn House Office Building in Washington, D.C.

Congressman Mica went on to say, "While historically UASs have been used primarily by the Department of Defense (DOD) in military settings outside of U.S. borders, there is growing demand for both government and commercial operations of unmanned aircraft in the integrated NAS."

Complexities and challenges face numerous government agencies in their assigned task of accommodating the needs of all the potential users and most importantly ensuring the safety of the system. Because of the similarities and much confusion surrounding the definition and use of UAVs and model aircraft, the Academy felt strongly that it was necessary for our members and sport to be represented at this hearing.

Jay Mealy, a longtime full-scale pilot, has worked continuously with the Federal Aviation Administration (FAA) and was invited to testify at the hearing. Knowing the magnitude of potential impact on model aircraft activities that could stem from regulation of UAVs, Jay defined our sport and members for the benefit of the committee and reported on the long-standing cooperation that has existed between the FAA and the Academy.

Government agencies and private sector representatives were provided the opportunity to speak on behalf of their individual interests and the hearing brought to light the major challenge facing the governing authorities in allocating uses of the NAS.

In a statement defining the Academy's position, Jay said, "Our request to this committee is that model airplanes be permitted to continue operating within the National Airspace System, as we have for more than 70 years, as we commit to tirelessly working with all pertinent government agencies—in particular the FAA—as we always have, to guarantee the safe and sound operation of model aircraft in this country. We request that model aviation not be innocently sucked into a black hole of regulation, a place in which based on its long and successful history, it does not deserve to be."

To read the entire transcript of the meeting, please click on [www.house.gov/trans](http://www.house.gov/trans)

ON THE SAFE SIDE

Safety: As Simple as ABC

by Don Lowe

Hi! I've been in this hobby a long time (forever), and I guess I've seen about everything happen in model flying that's possible. However, I wonder if there is some method of operation that might help preclude crashes and unsafe operations.

I've written about safety many times in past columns for *RCM* and, of course, I chaired AMA's Safety Committee for many years. One thing I've learned is that you can have all the safety rules that you want, but if fliers don't conscientiously observe these rules, then what good are the rules?

Fortunately most fliers exercise common sense in their flight operations, and their airplanes survive to fly another day.

Some say that man is a creature of habit. If you can, in some magical way, coach that creature to use common sense and to follow a set of safety guidelines, then you have accomplished something.

Models come in all shapes and sizes. Some have such low-energy content in their flight operations that they are not much of a threat. By and large, the typical model airplane flown by the average modeler is of a size, weight, speed, and complication that logical care in flight operations is mandatory otherwise serious damage can occur to people or property and none of us wants that to happen.

Several weeks ago a friend of mine crashed a gorgeous and expensive Aerobatics (Pattern) model at a contest because of a momentary

lapse of attention and adherence to important safety practices. The model was a typical F3A Pattern aircraft with a plug-in wing and tail. In his haste to fly, he forgot to physically secure the wing halves into position and plug in the aileron servos.

This inattention to flight procedure was followed by a failure to exercise the control system prior to flight to observe normal operation. A takeoff and the resultant crash occurred. Fortunately no one was hit, but the beautiful aircraft—and his ego—were severely damaged.

How do we improve our chances of safe flight? In mulling over this on the way home I thought about our flight training in the Air Force. We used a check system prior to flight that was simple and easy to remember. Each check list was particular to an individual aircraft design; such check lists are used by full-scale pilots today.

The code I used at that time was CIGFT-PR, and I will never forget it. It followed the usual walk-around—inspecting the exterior to see that everything was in place and kicking the tires. Then in the cockpit I went through the list. It goes something like this:

**C (controls):** Operate the flight controls to observe for motion and direction

**I (instruments):** Check the instruments to be sure all are functional

please see SAFETY on page 5

# Cross-Country Flying

by Dudley Dufort

There are usually two objectives in a two-day cross-country contest: distance and speed.

To accomplish the distance task, the pilot flies as many miles as possible around a pre-determined course. There's no time limit; you can fly as long as possible to rack up the miles. The only conditions (in most instances) are both the airplane and chase vehicle must go around the outside of the turn points and the distance flown must be from a single launch. If you land *off field* and time permits, you may return to the field and launch again, but your mileage restarts at zero. As a general rule, no launches are allowed after 3 p.m.

In the speed task, the pilot flies as fast as he or she can around the same course. As is the case in distance, both the airplane and chase vehicle must make the turn points on the outside of the course. A significant factor in the speed task is the two-hour time limit. If you fly for less than two hours, your mileage is divided by two hours. If you fly longer than two hours, your distance is divided by your actual time aloft.

## The Airplane

The biggest difference in cross-country models is their size. The reason they are large size is quite simple—the bigger the airplane, the easier it is to see at high altitudes. Higher altitude equals a longer glide path. It also gives the pilot more time to find another thermal.

Cross-country models have room for a larger battery which permits many hours of flight time. Four to five hours on the road is quite common.

Cross-country flying would not be practical without the use of variometers. As the airplane flies, the variometer can detect minute changes in air density. Warm, rising air is less dense than surrounding air, and cold sinking air is denser. The variometer senses these differences and transmits a corresponding signal back to a hand-held receiver indicating when the airplane is in lift or sink.

## Chase Vehicle

Most cross-country teams use a pickup truck for their chase vehicle. The driver and navigator sit inside of the truck and the pilot and spotter ride in the bed. Seating in the truck bed can be as simple as a bean bag chair, though most teams utilize more comfortable swivel seats. Pickups aren't the only way to fly. Jeeps and convertibles are also appearing more frequently at cross-country events.

## The Players

**Pilot:** The pilot's primary responsibility is to maintain constant visual contact with the airplane and keep it on course. At 2,500 feet it's easy to lose sight of the airplane. Reacquiring visual contact creates some of

the tensest moments in flying. Sometimes when you finally spot it, it's too late. The pilot constantly discusses strategy with the rest of the crew to keep the airplane on course toward its intended goal.

**Spotter:** The spotter works in close accord with the pilot. He serves as an extra set of eyes when the airplane is at high altitude. Since the pilot can seldom take his eyes off the airplane, it's up to the spotter to continuously scan the route ahead. He's looking for other airplanes or birds circling in a thermal and approaching turns. It's important for the spotter to focus his attention in the quadrant of the sky where the airplane is headed. If 12 o'clock is the direction of travel, the spotter should be scanning the sky between 10 and 2. Signs of potential lift far off course are of little value.

**Driver:** There's much more to driving than the title implies. The chase vehicle driver has many responsibilities. It's up to the driver to safely stay close to the airplane. Smooth starts and stops are important for the safety and comfort of the pilot and spotter. He or she to adjust speed and juxtaposition based upon conditions and the pilot's ever-changing preferences.

Essentially the driver becomes an extension of the pilot. He or she anticipates the need to stop and allow the pilot to thermal when the airplane is low. Like the spotter, the driver is always on the lookout for other teams, approaching turn points, and indications of thermal activity. It's important for the driver to alert the pilot of approaching visual impairments such as trees along the side of the road, and find a safe location to pull off the road when it becomes necessary to stop. A good driver is essential in cross-country flying.

**Navigator:** If manpower is available, some of the driver's responsibilities can be shared with this fourth member on the team. The navigator keeps the team on course and provides an additional set of eyes to scan the route and flying conditions ahead.

## The Fun

Cross-country is all about team work, camaraderie, and a good measure of luck combined with flying skills. Working closely with the members of your own team is not only exciting, it's essential. Inadvertently, you also experience teamwork with other groups that you encounter along the course.

In glider flying, nothing beats the thrill of a low-level save with a cross-country model. There you are; you're at a couple of hundred feet getting ready to land when suddenly the variometer bursts into a staccato. You roll 13 feet of airplane on a wingtip like it's a hand launch. Before you know it, you're at 2,000 feet and in the immortal words of Willie Nelson, "on the road again." ♦

# Ins and Outs of Buying and Selling on eBay

by Jay Bickford

I sell and buy quite a few items on eBay, the online auction site. I am guessing that many of you are not familiar with the site and how it works, so I thought I would give you a quick run down on some of the ins and outs of buying and selling on eBay.

First of all, I have a fault to admit. I am a terrible hoarder. I keep stuff—lots of stuff. Old or new, it really doesn't matter. If I think I may have a use for it in the future, I hide it away; however, this has actually worked out to be an advantage. It has given me a pretty good supply of stuff to sell on eBay, and selling stuff I already have has helped fund my RC hobby. Here are just a few examples of things I had laying around the house that I recently sold on eBay:

- Aurora space shuttle Orion plastic model kit from *2001: A Space Odyssey* sold for \$100.
- Aurora Ragnarock Orbital Interceptor plastic model kit sold for \$100.
- Assorted old Tom Swift hardcover books sold for \$10-70 each.
- Aurora AFX HO scale slot cars sold for \$14-22 each.

You get the idea, and best of all there is a lot of RC airplane merchandise on eBay, whether you are a buyer or a seller.

## Buying on eBay

Getting set up as a buyer on eBay is simple. All you need to do is register. Just go to [www.ebay.com](http://www.ebay.com) and follow the registration instructions. It is also helpful to set up a PayPal online payment account at [www.paypal.com](http://www.paypal.com). Most buyers and sellers prefer to handle their payments through PayPal, and you will usually get purchased items faster if you pay this way.

You do have to register a credit card online with PayPal, but the sellers never see your number; only PayPal does. This makes your online transaction much more secure. If you don't feel comfortable giving out your credit card number to PayPal, most eBay sellers will accept money orders. However, check the specifics in the auction before bidding. Some sellers only accept payment via PayPal.

## Selling on eBay

While selling on eBay is not hard, it is a bit more complicated than buying. First of all, you have to register. If you have

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# Making Meetings Memorable

by Joe Hass, Skymasters president

The Skymasters of Michigan is a 160-member RC organization based in the northern suburbs of Detroit. We are the host of the Midwest Regional Float Fly now in its 16<sup>th</sup> year (September 9 and 10, 2006). Visit [www.skymasters.org](http://www.skymasters.org) for more info.

While we have an active flying schedule throughout the summer, our winter activities are truly unique. We typically have two meetings a month from September to May. Approximately 10 years ago our meetings had degenerated into two-hour arguments. With a shift in leadership, the bylaws were changed to a strong board format leaving the meetings for the promotion and education of all things modeling.

So, we added a show-and-tell to our meeting format. This allowed our members to share their latest projects. We also arranged to have speakers for each meeting. First we tapped our own membership for experts on a given topic. With a bit of experience under our belts, we then went out to other aviation organizations and the modeling manufacturers. It takes a bit of work and planning, but the results have been great.

We recently had two representatives from Hobby Lobby International in Brentwood, Tennessee, spend an evening with us. My first call was to Jason Cole, PR director at Hobby Lobby. I gave him an overview of our club and some of the nationally known manufacturers and modeling leaders we have had as our guests.

I explained that if Hobby Lobby would come to town we would visit the four local hobby shops, provide meals, and lodging. Our club would also extend an invitation to all of the local clubs to attend. Flyers would be created. A network for rapid dissemination of information was already in place, so getting the word out involved some telephone calls, some mailings, some visits to other club meetings, and many E-mails.

Jason had to work within his organization to find the money for an unbudgeted trip and another member of the Hobby Lobby team to meet with the local retailers. With a date set and the people in place, Jason supplied us with topics for the evening which

included the next generation of Li-Poly batteries, converting glow to electrics, using variable-pitch propellers, and micro helicopters. That was a lot to cover in two hours. We titled the evening *Hobby Lobby Symposium* and outlined the topics on the flyer.

I personally picked up Jason and Dan Wensell, Hobby Lobby Operation Manager, at the Detroit Metropolitan Airport and embarked on a busy day. Jason had pre-shipped samples for the local retailers and supplies for the presentation to the modelers. We drove all over southeast Michigan, spending time with the hobby shops, while Jason and Dan demonstrated products and addressed any issues they had.

After a 30 minute break at their hotel, I picked up our guests for dinner with our officers. It was a quick trip from the restaurant to the meeting.

Jason and Dan were greeted by more than 90 modelers from six area clubs, some traveling more than an hour to be there. The presentations were informative with plenty of hands-on demonstrations. There were tons of questions on each topic. We easily could have used another hour, because of to time constraints we continued the evening at another local establishment where our guests continued to answer questions and give us insight.

Was it worth it? Absolutely! Was it hard? Not really. Identify those individuals in your club who feel comfortable in a promotional role. Be professional in all your contacts. Remember that the people you are contacting have other responsibilities. Gain support and backing by network with other clubs, retailers, suppliers, and local media. Don't get discouraged. Some of our programs have taken more than two years to put together. The results? Your meetings will be fun, educational, and memorable.

Here is a start for your program. Contact Jason Cole, Hobby Lobby International, at (615) 373-1444, ext. 217 (Central Time) or at [jason.cole@hobby-lobby.com](mailto:jason.cole@hobby-lobby.com).

*Please note that Hobby Lobby is just one of many companies that might be willing to speak at club meetings. ♦*

# Summer Sun and Skin Safety

by Howie Kelem

Many of us are not young kids anymore, but whether you're young or old, it really doesn't matter. There are so many problems going on all around us that I think its time to slow down and get familiar with yourself.

Being here on our little piece of heaven (Florida) is wonderful, but it comes along with an unforgiving sidekick. I'm referring to that great big beautiful sun that brings us all of those wonderful days. However, it also brings along with it many nasty problems. Statistics show that there are 700,000 Americans who develop some sort of skin cancer every year. Naturally, the best way to avoid this is to stay out of the sun, but we can't do that; we have to fly!

That means you should find ways to protect yourself. I suggest getting rid of those baseball caps. They may look great with fancy slogans and designs, but they only have one good feature, especially for guys like me. It covers the part of the head where the hair is thinning out a little, but it leaves your face, ears, and neck uncovered and that's just asking for trouble. Wear a hat with a wide brim, or one that has a flap in the back to cover your neck—anything that will shade the skin.

Where other exposed parts of the body are concerned, use a sun screen with at least a 15 SPF rating. If it's the dollar that is making the difference, think of it as another tank of fuel. It's a good investment.

There are so many different types of cancer. Should you ever develop some sort of abnormal looking spot, don't be a *Mr. Macho*. It could be nothing or something minor, but check it out ASAP before it turns into something major. ♦

## TERMS AND DEFINITIONS

**Melanin:** The substance found in skin that gives it its color. The darker a person, the more melanin they have. It acts as a natural guard against harmful UV rays.

**Basal Cell Carcinoma:** The most common type of skin cancer; usually found on the face and neck. Those who work outside or spend long hours of leisure time in the sun are more prone to this type of cancer. Basal cell carcinoma is rarely fatal.

**Melanoma:** The most dangerous form of skin cancer; usually found on larger parts of the body: arms, leg, and trunk. It appears as a dark patch on the skin. When caught early, melanoma is almost 100% curable.

**Metastazize:** The spread of cancer throughout the body.

**Squamous Cell Carcinoma (Non-melanoma Skin Cancer):** The second most common form of skin cancer caused by prolonged exposure to the sun. It is found mostly on body parts exposed to the sun: head, ears, shoulders, and arms.

**Sun Protection Factor (SPF):** The amount of protection the sunscreen provides. Usually expressed in numbers; the higher the number the more protection. For the best protection, apply sunscreen liberally and often (especially if you come in contact with water).

## Need Articles for your Club's Newsletter?

In the Archives section of the INSIDER Web site you will find back issues of the National Newsletter and the AMA INSIDER. It's a great resource for construction, safety, and how-to articles as well as hints, jokes, and cartoons all for your to use in your club newsletter!

Visit the newsletter archives online at [www.modelaircraft.org/insider](http://www.modelaircraft.org/insider)

## Save that stamp!

If your club newsletter is sent to AMA electronically there is no need to send a hard copy.

E-mail your newsletter to [jessicab@modelaircraft.org](mailto:jessicab@modelaircraft.org)

already registered as a buyer, you are ready to go as a seller as well.

The next item you need is a digital camera to take pictures of the stuff you want to sell. You can use a regular film camera and have a CD made during film processing, but this is more expensive and time consuming than going the digital route.

Items listed with clear, detailed photos bring more money than those that aren't. Also, make sure you write an accurate description of the item, including any defects or damage.

Next, if you are new to selling on eBay, it is a good idea to sell a few inexpensive items first to get the hang of it and to build up your eBay feedback profile. The feedback profile is a valuable asset on eBay. It tells people what kind of a buyer and seller you are. It is a good idea to build up some positive feedback before you try to sell an expensive item.

Also, even though it sounds counter intuitive, list your auctions with no reserve price or with a low starting bid price. You will get more money for your items and more interest in your auction if you do it this way. If you are concerned that you won't get what you think you should from an item, search for completed auctions on items similar to yours before listing your item. This will give you an idea of what your item will bring.

Veteran eBay sellers will also tell you that there are certain days and times to end auctions that bring more money. I have found that Sunday evening is a great time to end an auction. Most people are home and getting ready to start the work week. Basically, if it is prime time for TV, it is also prime time for ending eBay auctions.

I hope this has whetted your interest a bit for the excitement and profitability of online auctions.

*\*Please note that this article is not comprehensive. Please check with eBay and PayPal for complete rules, terms, and conditions. ♦*

From the Central Coast Chapter of the Society of Antique Modelers, Santa Maria CA

## Zen Sarcasm

Bob Angel, editor

- The journey of a thousand miles begins with a broken fan belt and a flat tire.
- It's always the darkest before dawn. So if you're going to swipe your neighbor's newspapers, that's the time to do it.
- Never test the depth of the water with both feet.
- Always remember, you're unique and so is everybody else.
- Give a man a fish and he will eat for a day. Teach him to fish and he will sit in a boat and drink beer all day.

**G (gear):** Landing gear lever down and locked

**F (flaps):** Flaps are set to proper position

**T (trims):** Control trims are set properly for takeoff.

**P (propeller):** Propeller controls are set for startup and takeoff.

**R (run-up):** Engine run-up to check proper operation.

This system worked well and I'm sure the precheck saved many an aborted takeoff.

Okay, such a system works for full scale, but is there a system that is easy to use for model fliers that will be remembered and may be used to prevent disaster down the road? How about using ABC? It's simple and easy to remember. The check would go like this:

**A (assembly):** Check that everything is in its proper place, controls are still intact as installed and securely fastened, and all assembly fasteners are in place.

**B (batteries):** Must be fully charged—very critical to safe flying.

**C (controls):** Controls checked for deflection, without evidence of servo malfunction, and operate in the proper direction.

Have you ever taken off with the ailerons running backwards? The average flier will not survive this error, and many models have been lost because of reversed ailerons. Remember, make sure they are operating and in the proper direction. Just stare at the aileron; did the right aileron deflect up when I commanded right aileron?

Simply observing motion is not enough; you must check direction. You probably would be unable to execute a takeoff if any other control is backward, but the ailerons are another story! When I taxi I am consciously flipping the ailerons to make sure they are working correctly. When I flew full scale I always checked controls one last time before initiating takeoff.

Will you do your ABCs? I sure hope so since it hurts to see a gorgeous airplane in pieces and maybe someone hurt. Let this little memory jogger help save your beautiful aircraft. Yes, safety is common sense, and for some it is habitual. Be sure and practice safe flight.

Happy flying! ♦

### ABOUT THE AMA INSIDER:

The Academy of Model Aeronautics' *AMA INSIDER* is published electronically on a bimonthly basis for members of the Academy of Model Aeronautics. Its purpose is to create a network of information exchange between the Academy of Model Aeronautics-chartered clubs as well as the Academy of Model Aeronautics officials and chartered clubs.

The newsletter's contents are collected from Academy of Model Aeronautics club newsletters and various other sources within and outside of the organization. Implicit consent to reprint articles found in club newsletters is given whereupon the newsletter editor completed and returned the Club Newsletter Exchange form or initiated contact with the Academy of Model Aeronautics by sending a newsletter, either via mail or E-mail, to the newsletter editor.

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### CONTACT US

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

**Newsletter Editor:**

Jessica Booth, [jessicab@modelaircraft.org](mailto:jessicab@modelaircraft.org)  
(765) 287-1256, ext. 228

**Technical Editor:**

Ed McCollough, [vpxi@pacifier.com](mailto:vpxi@pacifier.com)

**Senior Graphic Designer:**

Liz Helms, [lhelms@modelaircraft.org](mailto:lhelms@modelaircraft.org)  
(765) 287-1256, ext. 213

**Director of Publications:**

Rob Kurek, [rkurek@modelaircraft.org](mailto:rkurek@modelaircraft.org)  
(765) 287-1256, ext. 220

# 2005 Leader Clubs

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South Shore Radio Control Club  
Susquehanna Valley Radio Control  
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Amarillo Radio Kontrol Society  
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Paulding County Model Aviation  
Pontiac Miniature Aircraft Club

Propsnappers RC Club  
R.A.M.A.C.  
R.A.M.M.  
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Radio Controlled Sport Flyers  
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River City Radio Control  
River District RC Eagles  
Rochester Aeromodeling Society  
Rocky Mountain Flying Machine  
S.M.A.S.H.  
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Sarasota Radio Control Squadron  
Skymasters RC of Michigan  
South Park Area Radio Kontrol Society (Sparks)  
Southern New Hampshire Flying Eagles  
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Tel.: (765) 287-1256 | Fax: (765) 289-4248