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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.

CAMPAIGN STATEMENTS

Ed. Note: "Candidate statements reflect the opinion of the author and do not necessarily represent the official position of the Academy of Model Aeronautics. Candidate statements are published word-for-word as submitted by the candidate and are not edited by the Academy of Model Aeronautics' staff for grammar, punctuation, or spelling. The Academy of Model Aeronautics reserves the right to remove any portion of any statement which it determines, in its sole discretion, may contain potentially defamatory remarks."

District II

Eric Williams
Schenectady, New York

Since my appointment by Gary Fitch, I have been privileged to serve as your District Vice President. I am honored to represent each and every member. Aeromodeling has changed my life and the lives of others in countless positive ways. My goal is to carry this forward, so we may expand the hobby that means so much to all of us.

I have been fortunate to serve in various club offices, and as an AMA Leader Member, Contest Director, Intro Pilot, and Associate Vice President. These experiences allow me to understand the needs of clubs and modelers alike. As your District Vice President, I will work to provide resources to assist and build local clubs at the grassroots level, where aeromodeling really happens.

In 2008 I led the AMA Executive Council in its strategic planning sessions. I have represented AMA before New York State environmental officials, and at organizational events such as the Conference of Mayors, the Aircraft Owners and Pilots Association, and the Red Bull Air Races. I will continue to put these experiences to work on behalf of our members.

We have much to learn from our shared modeling experiences. It is paramount that we equally support all of our modeling categories. We must always uphold AMA's history and traditions, while welcoming new interests and technologies.

Model aviation has some work ahead. Protecting our hobby from unnecessary government regulation, preserving flying sites, encouraging aeromodeling competition, and promoting our hobby are all priorities I will vigorously support.

Virtually every weekend I travel throughout the district, spending time with clubs and members. As your District Vice President I will continue to visit your events, listening to your ideas and supporting your clubs.

Thank you for the warm welcome I've received. I ask for your vote to continue to serve as your representative.

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District III

Nelson Gould Mecungie, Pennsylvania

My name is Nelson Gould and I live in Mecungie, PA. I am seeking the Office of District 3 Vice President. I have been a modeler since the age of 6, starting out with a Jim Walker Firebaby and a 049 Cub. I have been president of several clubs in my local area as well as other club offices. I have served for over 25 years as the District 3 AVP and Contest Coordinator for District 3 East. I fly radio control and control line models. At this point in my life I am able to devote the necessary time to the demands of this office.

I seek this position so that I can continue to give back to the sport of model aviation that has been so good to me. Model aviation has influenced my life from an early age, beginning with learning how to read plans, continuing into my life's career in architecture and engineering, and most recently serving as general manager of an engineering company comprised of more than 200 employees. I have had experience working with state and federal government and the legal community.

As District 3 Vice President, I will continue to work for strong communication between members, local clubs, special interest groups, and with the AMA, as well as work with government bodies on all issues that confront us as a modeling community. A positive working relationship must exist with local state and federal authorities to secure more available lands for modeling fields.

Increasing and retaining membership is the academy is important to the success of our modeling community. To ensure a thriving membership, individual members must enjoy optimal benefits without increased cost and pressure. We need to put more emphasis on youth membership for they are the lifeblood and the future of our modeling society.

Thank you for your support.

Mark Radcliff St. Marys, West Virginia

My name is Mark Radcliff from St. Marys, WV and I am your current District

III VP running for election. My father started me in modeling at a young age with free flight, u-control and then RC. I became enthused with RC aerobatics and began flying pattern competitions when I was 15. Eventually I flew on 4 US Aerobatic teams (75-77-79-81) representing the US and AMA in World Championships in Switzerland, USA, South Africa, and Mexico.

Model aviation & AMA have been good to me. In 2007 I decided it was time to give back to model aviation and got involved with AMA as an AVP for District III. When Bob Brown was elected President I was honored to take his place for the remainder of 2012. I am currently serving on several AMA committees and know there are many challenges ahead including the ongoing AMA/FAA rule proposals of which I am actively engaged.

Membership must grow to support education, competition, and other programs. We must reach out to people buying the park flyer aircraft and give them reasons to join AMA. I have the modeling, professional, & practical background to address these and other issues facing AMA. I am an active CD, fly Masters, IMAC and Vintage pattern, Scale, a member of NSRCA, IMAA, IMAC, VR/CS, FCM, and three local clubs. I am very passionate about model aviation and believe my various competitive & non-competitive activities will translate to representing all modelers in District III.

I would sincerely appreciate your vote in this special election since the future of model aviation is very important to all of us.

Gary Slusser Nescopeck, Pennsylvania

My name is Gary Slusser, and I would like to thank the members of District III that have nominated me for Vice President; it is truly a great honor. As District III Vice President, my first priority would be the AMA members residing in District III. Our hobby and passion is facing a crucial time.

There are certainly issues that need to be addressed not only by me, but by all of the AMA community. However, currently, I see four significant issues facing our hobby: (1) memberships have declined;

(2) flying sites are becoming scarce; (3) youth interest has diminished over the years; (4) new FAA standards that can apply to model aeronautics.

These certainly are not our only problems, but are four recurring difficulties that we must seek to find innovative answers for. Current President, Bob Brown, and other AMA officers have addressed these problems with the implementation of novel ideas, and programs (i.e. Tag Day, trial memberships). But, we can not stop there.

We must continue to refashion our ideas towards model aviation, and continue to be future-oriented in our approaches. For example, I would like to develop plans for an AMA-owned flying site in District III. We should look at the feasibility of creating AMA sites in every district. I believe this can help alleviate some of the problems facing the AMA, and will better serve our members. The issues facing our hobby can be addressed with well-thought out, strategic approaches. If we come together as a community, there is no doubt in my mind that the AMA will grow stronger.

Sincerely,
Gary Slusser

District IV

Bliss Teague Hickory, North Carolina

I became an AMA member for the second time in the mid 60's. The first time was in the mid 40's. In 1978 I became a Contest Director and have handled more than 50 contests since. I attained Leader Member-status in 1989 and was appointed AVP for Western North Carolina in 1998. Then I was responsible for approximately 40 clubs and visited approximately three-fourths of them.

I have held the office of club president of over 25 terms, though not all consecutive, and was vice-president for several years. I was instrumental in starting the first modeling club in our area and securing four flying sites.

I enjoy meeting people and talking modeling. Everyone has something to contribute and that makes modelers

CAMPAIGN STATEMENTS

special. With your input and consideration, hopefully I can vote your wishes. As time and invitations permit, I would like to visit as many clubs as possible. Let me know what you think about the issues.

My modeling started at the early age of nine, being interested in balsa gliders and rubber powered models. Then my interest moved to control line. I worked in a Hobby Shop to support my modeling. After a time out for family and home, I started back in the late 60's in radio control and building my own radios. Like most, I flew trainers, sport types and then pattern and racing.

Later, I tried helicopters, some sailplanes and little electric. Eventually, I got into scale and the larger models. I enjoy all facets of modeling, although I haven't tried them all. Perhaps some day I will.

Since I have committed to several projects and if you think I can represent you fairly through your input and comments, then I would appreciate your vote.

District VI

Dale Arvin **Jeffersonville, Indiana**

A candidate for District 6 Vice President. Dale Arvin AMA 4135, Jeffersonville, In.

I have been a modeler for over 55 years. A contest director for over 40 years and a leader member for over 30 years. First flying controlline then Radio control with a little free flight and rubber power in the mix.

I am a cofounder of one controlline and two R/C clubs. I have worked with city, county and state governments to secure flying fields for two of these clubs.

I am an active modeler on both the local and national level.

My business background is in sales, design, and project management for environmental control equipment.

I am a firm believer in the AMA and in what AMA can for or model aviation. It will be my intention to aid the AMA by providing good feedback on what the modelers in district 6 need and what the modelers in district 6 can do for the AMA.

If elected it will be my pleasure to represent the modelers in District 6 the best of my ability to help you realize the maximum enjoyment from this wonderful hobby/sport. Your input will be important to me and I will carry your suggestions to the EC.

Thanks for your support.

Jonathan "Randy" Cameron **Springfield, Missouri**

I am honored to have been nominated for the AMA District VI Vice President position and I am asking for your vote. I've been involved in aero modeling since I was a child with my father, and love every aspect of this hobby and aviation. I have been an AMA leader member since the mid 1980s, a contest director since the mid 90's. I volunteered as a contest coordinator for 10 years, and have been a District VI Associate Vice President for the last 4 years. I've held about every club officer position in multiple clubs over the past 30 years.

I've been married to my wife, Fina for 28 years and she has always supported me in our hobby. We have 4 sons and 6 grandchildren and are currently teaching our 4th generation of family flyers.

I'm a 22 year Air Force veteran, where I was an electronic communications technician, and project manager. I'm currently a system administrator for a hospital.

Areas I feel the AMA needs to improve in: Programs to involve more youth to continue hobby and AMA growth. Flying site assistance and retention, to include financial assistance and education to local and national government. I would push for programs to maintain or decrease dues. We need programs to help clubs improve their memberships and to gain involvement from current members. Better communications to the membership on programs that exist that aren't widely publicized, as well as more electronic form processing to speed up application and eliminate cost to the members and the AMA alike.

If elected I will maintain a 24/7 open door communications policy, via phone, email, etc. One of my goals would be improvements to the District VI website, including a blog for district members.

I will do my best to understand and communicate your issues to the executive council. Feel free to contact me at flyrcam@gmail.com.

Thank you for your vote.

District VIII

Randy Brown **Kemah, Texas**

I am Randy B. Brown from near Houston and am a member of Ft. Bend and Alvin Flying Clubs. I am humbled and excited by the prospect of becoming District VIII VP.

I received my first AMA card at 14 and have been a modeler for over 33 years. Dedicated to the continued growth and safety of the hobby, my experience as President of my local club gave me hands on experience in helping a club grow and prosper.

As District VIII Safety Coordinator, Contest Director, and Large Model Aircraft Inspector, I have gained insight into the needs and desires of AMA members. I have promoted and organized large modeling events including full scale aerobatic and skydiving performances as a way to motivate new people into aviation and AMA.

I support all aspects of modeling, RC, control line, free flight, fixed and rotary wing and all power systems from turbines to gliders. I believe that all venues can peacefully coexist as we are truly all of similar minds and interests. I have a tremendous passion for all aspects of the hobby.

Fifteen years as a pilot and full scale aircraft owner gives me additional insight into dealing with the FAA for compliance and regulatory issues concerning the safe operation of aircraft. This experience will be invaluable as we head deeper in FAA regulation.

My current role as Director of Transportation Land & Marine Operations for a large privately held multi-faceted company has given me the opportunity to sharpen my management, organizational,

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and communication skills. Working with the FAA, US Coast Guard, DOT, OSHA and others has prepared me for these DVP responsibilities.

I am committed to AMA's continuous improvement processes and advancement of a safe, secure and enjoyable environment for all. I will maintain a strong volunteer base to promote District VIII and AMA.

Let's keep our sport fun and safe! Thank you for your trust and vote.

Mark S. Johnston

Albuquerque, New Mexico

My name is Mark Johnston and I want to be your next District VIII VP. I currently serve as the Associate VP for NM and El Paso and have done so for the past 5 1/2 years. I joined AMA in 1993 and am both a Life and Leader Member. My personal hangar includes aircraft for RC sport, scale, soaring, fun fly, and helicopters, but I enjoy free flight and control line models as well. I have traveled to many clubs across the district and also attended AMA's 75th anniversary event in Muncie, IN. To gain an appreciation for the depth of duties of the VP position, I have attended EC meetings and the XFC event in Muncie and have met many staff and EC members.

I have served as President, Vice President, Treasurer, Secretary, Newsletter Editor, Board Member and Contest Director for two clubs at various times over the past 11 years. I was appointed by the Mayor to serve on the Albuquerque

Balloon Park Commission. My mission there is to retain availability for model aviation at the Balloon Park. I am also involved in the city's 25-year plan for the park, as well as monthly meetings to discuss park events.

AMA faces challenges in the near future which will impact modeling for the rest of the century. I want to help us move through these sensitive times as we negotiate with the FAA and face new modeling opportunities with advancement in technology and creativity.

If elected, I will work towards making progress on these obstacles and I will also place a strong focus on our members. While membership decline has slowed, our utmost attention is required in regards to recruiting and maintaining membership of all ages. AMA needs all of our help in order to allow us to continue enjoying the hobby we all love and enjoy.

Your vote is important, so please take the time to vote! Thank you for your time and support. I hope to see you at the field!

District X

Lawrence Tougas Fairfield, California

It has been an honor to serve as your District X VP. This has been an opportunity to meet the members, learn the lay of the land and build relationships with the Executive Council and AMA Staff. I have worked hard to understand the issues that are most important to you.

I promised I would concentrate on protecting flying fields, use the internet better, and develop a west coast AMA flying site.

To help your flying field I have made it a priority in the District magazine column to discuss techniques to build relations with your community, so that they will see you as a good neighbor and an asset. I also stand ready to marshal the AMA to help you in your time of need.

Use of the internet has been greatly expanded under my leadership. I have overhauled the District website www.ama10.org. It went from a dead website to one that has an active blog, photo albums, and bios on your district staff. I have used it to expand the monthly magazine column for the months when we have so much information it won't fit in the magazine.

It is my sincere desire to have an AMA property in the western United States. I have been working the issue and have had a great start. We currently have a dedicated financial account approved by the AMA Executive Council to segregate funds donated to the effort.

The biggest issue I heard prior to taking office is that the District VP was never seen. Well I have made a big change in this area I have spent a lot of time on the road, with your vote I will continue to do so for you.

Sincerely,
Lawrence Tougas
AMA 232 →



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AEROMODELING ABROAD

Bob Brown, AMA President, bobb@modelaircraft.org

For the past century, the Fédération Aéronautique Internationale (FAI) has been the sanctioning organization for international aviation competition. This includes such sports as aeromodeling, parachuting, gliding, aerobatics, balloons, and more.

The Academy sanctions all the world championships and continental championships with the FAI. The past several years have seen a considerable increase in new classes with little action taken to sunset those with little interest. Various issues have led to a very costly program with little participation.

To contend with this, the Academy has instituted cost-cutting measures within our international program. The Council, at its most recent meeting, reviewed a new team-selection program. The cost savings should be substantial without eliminating those

classes where participation is worthwhile.

Meetings with the National Aeronautic Association and several of its airport groups have provided insight into various problems. With a focused effort, these problems can be corrected. The election of Antonis Papadopoulos as FAI CIAM president was a positive change. Also, we recently met with the FAI president, Dr. John Grubbström, and the FAI executive director, Bob Henderson. These gentlemen were introduced to our International Aeromodeling Center, the National Model Aviation Museum, and AMA Headquarters. Also illustrated was one of the largest events at the IAC, IRCHA. As a result, the positive dialogue and first-hand experience will certainly prove very valuable.

The modelers of the United States do not wish to become isolationists and recent efforts should prevent this. Additional

information pertaining to FAI activity can be found on its website at: www.fai.org. An informative FAI newsletter pertaining to aeromodeling can be found at: www.fai.org/ciam-our-sport/ciam-flyer.

The AMA Council is constantly attempting to conform to the needs of our hobby's newest technology. Perhaps the most interesting of modern activity is that of first-person view (FPV).

A large number of members have become interested in this exciting variance in model aviation. We can now place our eyes into the video cockpit of our models while they are flying. Council has recently reviewed and modified the documents pertaining to FPV. At present, dialogue with the FPV community is being pursued. Hopefully, this will result in additional enjoyment for our membership. →

Club Corner

WHY CLUBS FAIL

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

Clubs can fail in a variety of ways. The membership can lose interest. Perhaps no one in the club wants to take on the challenges of being a club officer to make things happen. Attitudes and camaraderie within the club start to fail. People just cannot get along. The primary culprit in club failure, however, is loss of the flying site.

To preserve your local club, pay attention to some very specific items. Again, being proactive in some areas increases your chances of keeping your club for a long and enjoyable period of time.

Be sensitive to noise-related issues. If you have housing nearby you always run the risk of complaint. Take on the challenge of evaluating your noise policies before some governmental agency gets a call from a disgruntled neighbor.

Get to know the site owner. Keeping the owner happy is an absolute necessity.

Play an active role in community affairs to increase the club visibility to the public. Organize a fundraiser for a local charity. March in a parade. Put on a mall show.

Invite local government officials to the field and feed them some mouthwatering hot dogs.

Fun-flys and potluck dinners are great ways to help pull the membership families together. Put on a special Valentine's Day event for spouses.

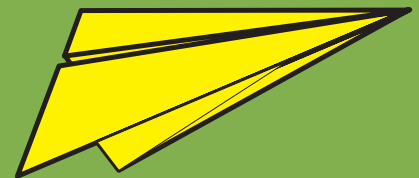
Make a concerted effort to attract new members. Youth are especially desirable. They bring some fresh ideas and enthusiasm to the club atmosphere. School visitations for all ages are an investment in the club future.

Emphasize to the club membership the importance of volunteering to be a club officer. Most members just want a good place to fly and have fun. They must realize, however, that things do not just happen on their own. Members have an obligation to be a contributor. As a club president you should discuss this subject at your next club meeting.

We are all very fortunate to be a part of the most satisfying hobby in the world. With some creative effort and a little bit of work, you can keep your club postured for a healthy future. →

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3-D VISION

Jim Tiller, jtiller@hotmail.com

My home overlooks a small lake. This summer, with the continuing drought, the lake is nearly empty. The fish are pretty concentrated in the remaining water. For the past couple of weeks the pond has been visited each morning by a red-tailed hawk looking for an easy breakfast. I have been fascinated watching him glide back and forth, drop to the water, and come up with a silvery meal.

I was reminded of a biology lecture on depth perception. Some birds and many mammals have both eyes in front of the head so they have binocular vision. That means when both eyes, some distance apart, focus on the same object they can judge the distance to that object by comparing the two slightly different views. Picture a triangle with the base of the plane on your face and each eye being one triangle corner. The apex of the triangle is the object in question. This stereoptic view of a single point creates what is called parallax. For animals, it is particularly useful when determining the immediacy of a threat or the distance to prey. Humans use it for everything from hitting the cup with poured coffee to successfully making a right turn onto the taxiway.

If you think about this method of triangulation, it should be apparent that parallax is limited to objects that are fairly close. The distance between your two eyes is just a few inches and as an object gets farther away, the parallax triangle becomes less and less visually accurate quite quickly. Most humans can only judge depth, with any accuracy, to about 75 feet.

So how do we fly our airplanes in a 3-D world where we must determine the distance to objects much farther away?

Since you were a baby you've been gathering information that you use to supplement your binocular visual cues. We learn that the apparent size of an object increases as it comes nearer and decreases as it goes away. We learn that near objects are colorful and far objects fade to grayer shades. We learn that water towers are

generally taller than trees. We learn that objects that block our vision are closer than the objects they hide. These are just a few examples of how your brain deals with distances in your visual world.

But this also means that our eyes can easily draw a wrong conclusion if they are given conflicting visual cues. You have all seen optical illusions. This is the reason our brains can see depth in two-dimensional pictures or photographs. Artists have mastered the ability to make two-dimensional objects appear to have depth, by manipulating those visual cues.

So much for the biology lesson, what does this have to do with safety? By and large, the only sense you use when flying RC is eyesight. You will have to be constantly aware that your 3-D vision is limited and you must learn a new set of rules for dealing with depth or the lack of it.

- Keep some daylight between your landing airplane and the field fence until you are sure it is inside the fence perimeter.
- If you fly your giant-scale airplane just after a small one, be aware it may appear closer than it really is. Try to glance away from your model occasionally and search your peripheral vision for other objects that can give you visual cues.
- Adjust your flight path to keep daylight between you and any other airplane in the sky.
- Never fly directly over anyone when your airplane is close to the ground, regardless of how distant they may appear to be from you.
- When you range test your radio, make a mental note of its apparent size when you are 100 feet and 200 feet away from it.
- Darker colors will appear farther away than brighter colors. Make the pattern on the top of the wing different than the bottom.

- A person with 20/20 vision has no better depth perception than the person wearing trifocals.

It is our binocular vision and our accumulated knowledge that keeps us safe, but in the same breath, never forget how easily our human eyes are fooled.

A Few Random Tips

With the warm (overly hot where I live) summer temperatures, many of us are doing our shop and field work in shorts and flip-flops. I had a close call with a shop knife that left my workbench and narrowly missed my shoe this past winter. With bare feet, an errant knife or tool would surely do damage. An easy way to keep X-Acto knives from rolling off the table is to buy some cheap pencil grips and slip them over the handle.



They will always stay where you left them that way and all you have to do is remember where you put it.

With the floor fan running more in your shop to keep you cool, remember to blow out the motor occasionally to keep it from accumulating too much dust and becoming a fire hazard.

I was going to remind you to put your sunscreen on before spending the day at the field, but if you are not aware of the accumulating effects of skin damage to skin from UV rays, you must be living under a rock or in South Dakota. If both of those are true, stop by and see me sometime—we're neighbors. →

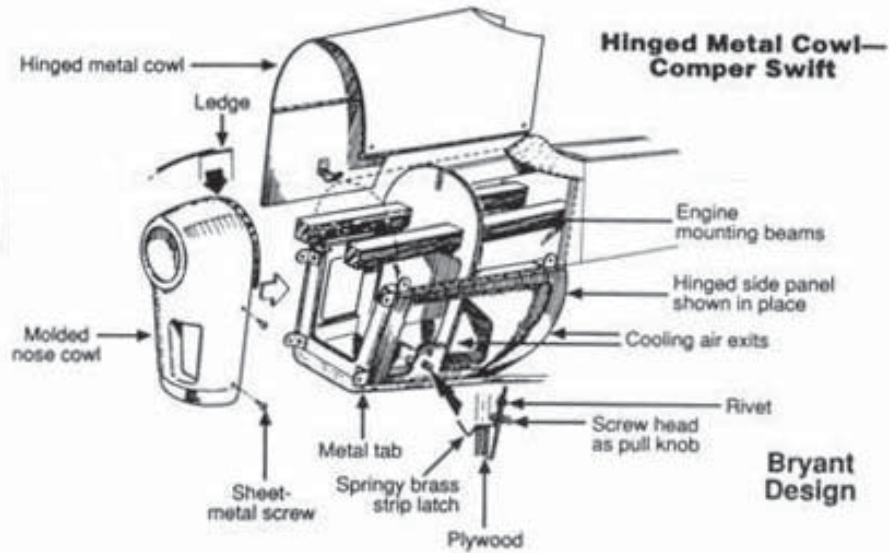
See an informative article on skin cancer and prevention by Dr. Joseph Gadzia in September's *Model Aviation* magazine.

SCALE PLANS BUILDING FOR THE NOVICE: PART 8

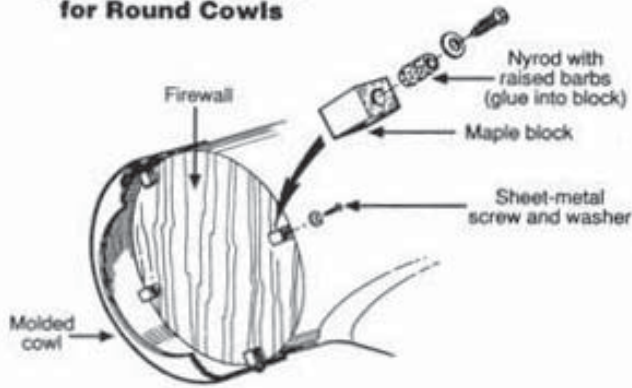
Jerry Bates, www.rcscalebuilder.com

More from Jim Newman's Drawing Board.

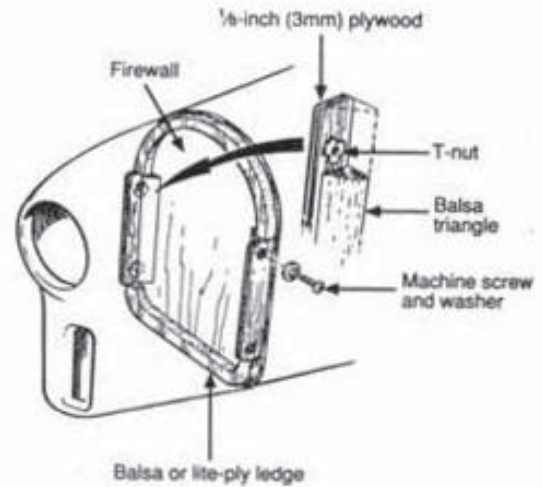
Engine Cows



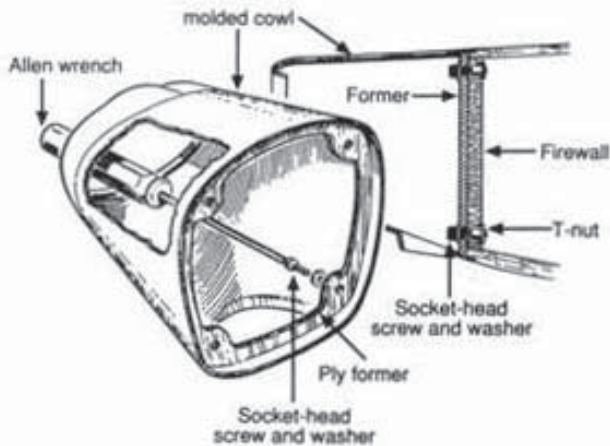
Typical Attachment for Round Cows



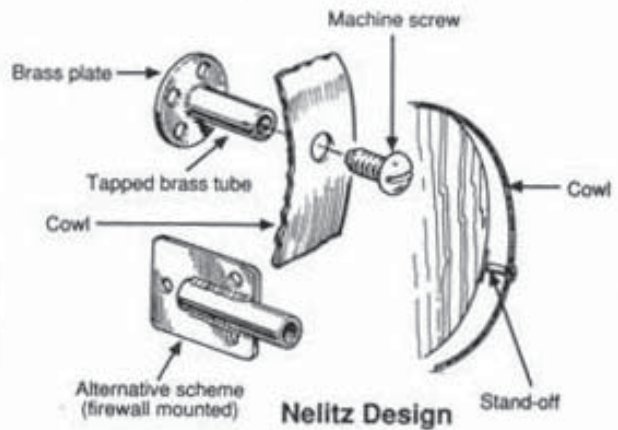
Typical Inverted Engine Cowl Attachment



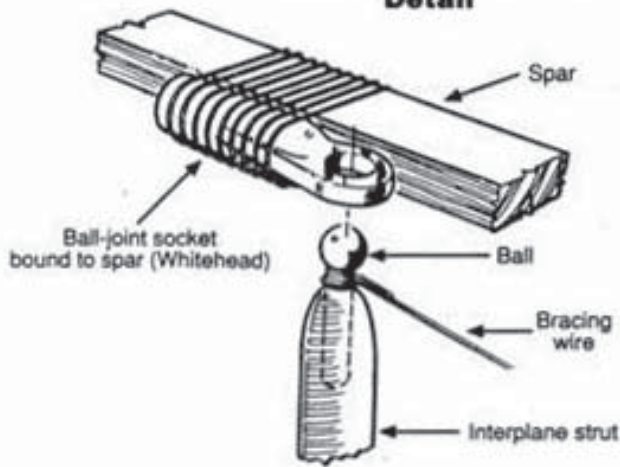
Typical Cowl Attachment



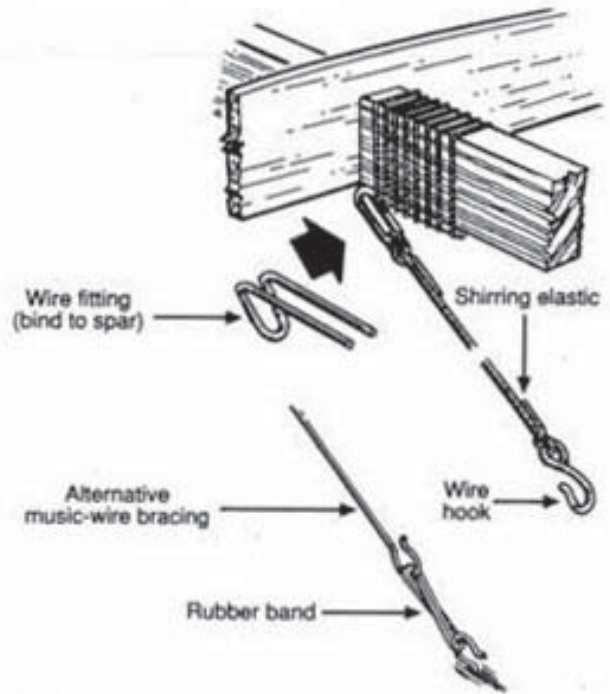
Cowl Stand-Off



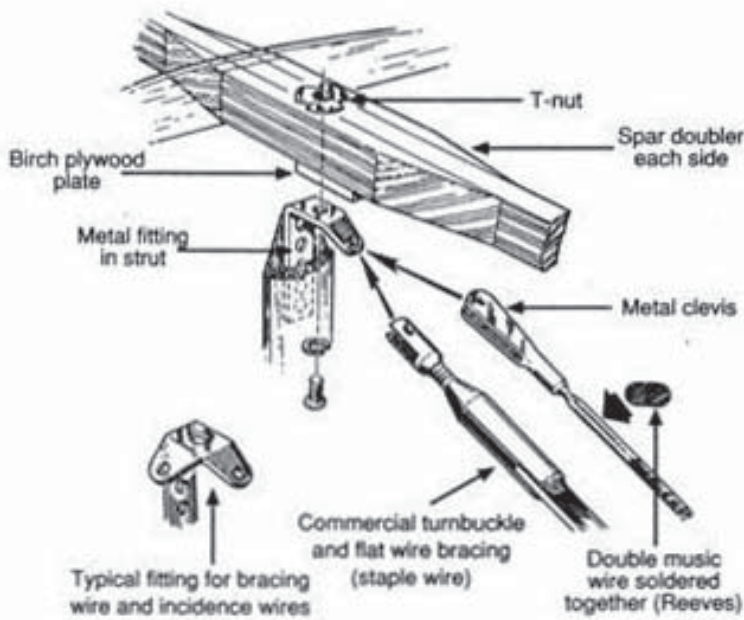
Quick Connection Detail



Wire Attachment

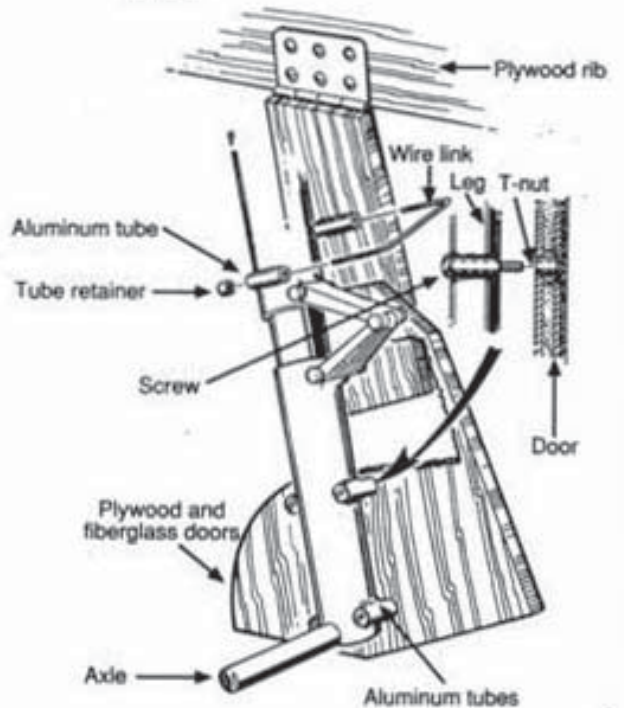


Scale Attachment

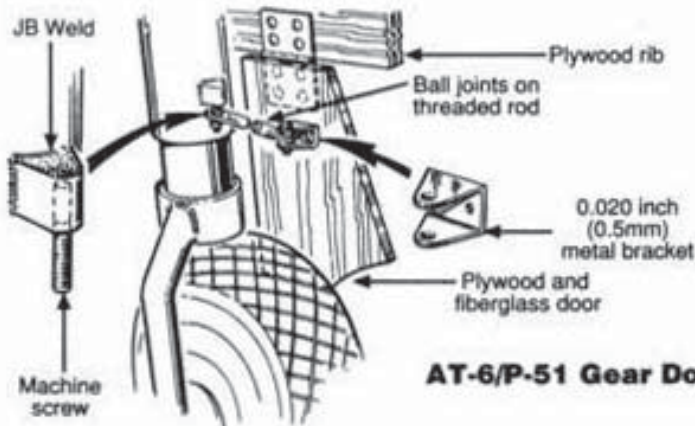


Landing-Gear Doors

P-47 Two-Piece Door



AT-6/P-51 Gear Door



SCALE PLANS BUILDING continued from page 8

Model Building Materials Compatibility Chart:

	Vinyl Spackle	Polyester Resin, Finish, & FRP	Acrylic Lacquer Primer	Nitrate Dope	Butyrate Dope	Alkyd Enamel Finish	Acrylic Enamel Finish	Polyurethane Finish	Epoxy – Resin, Finish, & FRP
<u>OVER</u>									
<u>UNDER</u>									
Vinyl Spackle	C	NC	C	C	C	C	C	C	C
Polyester Resin, Finish, & FRP	C	C	C	C	C	C	C	C	C
Acrylic Lacquer Primer	C	NC	C	C	C	C	C	C	C
Nitrate Dope	C	NC	C	C	C	C	C	C	C
Butyrate Dope	C	NC	C	NC	C	C	C	C	C
Acrylic Lacquer Finish	C	NC	C	NC	NC	C	C	C	C
Alkyd Enamel Finish	C	NC	C	NC	NC	C	C	C	C
Polyurethane Finish	C	NC	C	NC	NC	C	NC	C	C
Epoxy – Resin, Finish, & FRP	C	NC*	C			C	C	C	C
Super Glue	C	C	C	C	C	C	C	C	C
Wood Glue	C	C	C	C	C	C	C	C	C

Legend:

C = Compatible

NC = Not compatible

FRP = Fiberglass-reinforced plastic. Sometimes known as GRP (glass-reinforced plastic).

Do not repair epoxy fuselages, parts, etc., with polyester-resin based products, because they will not cure over an epoxy base. You can use epoxy to repair polyester-based products though. →

The AMA Walk of Fame beckons

Take your place in aeromodeling history

The International Aeromodeling Center at AMA's Headquarters in Muncie, Indiana, has a beautifully designed Walk of Fame. With prices starting at only \$100, a commemorative brick is a wonderful way for you to honor a loved one, your club, or your organization as these bricks are on permanent display for all visitors to see. To learn more, call (765) 287-1256, ext. 277, or visit www.modelaircraft.org/brickad.aspx for additional information.

TIPS & TRICKS

Winter Aircraft Storage Tips

With the weather turning colder, many of us will be storing our airplanes for the season. Here are some tips that will make a happy aircraft and a happy flier come next spring.

The engine

When you finish flying for the day, you should always get the unburned fuel out of the engine. Do this by pulling off the fuel feed from the carburetor, attaching the glow driver, and flipping the propeller. The engine may run a little, or it may just pop. When there are no more pops, all the fuel is gone. Next, make sure all the fuel is out of the tank. You would not believe the green, slimy crud that grows inside a tank with fuel left in it!

After removal from the airplane, the outside of the engine should be cleaned off. Block the carburetor inlet and the exhaust outlet with some wadded up paper towel. Grab an old toothbrush and some engine cleaner (Formula 409, Fantastic, Windex, Comet, etc.) and scrub the engine. When everything is clean, wipe it down with a rag.

Oiling the inside of the engine comes next. Use Marvel Mystery Oil or plain automatic transmission fluid for this. For two-stroke engines, squirt some oil into the exhaust outlet, then remove the glow plug and squirt some into the combustion chamber. For four-stroke engines, squirt oil into

the crankcase vent and for the top end, remove the glow plug and lubricate the valve train by squirting oil into the combustion chamber.

Use your electric starter to turn the engine over for a second or two. This will distribute the oil throughout the inside of the engine (including the front bearings). Be sure to lubricate the carburetor too so it doesn't get stuck. Put the glow plug back on and wrap your engine in a clean cotton rag. This will allow it to breathe over the winter. Don't put it in a plastic bag because it could trap moisture and cause rust and corrosion.

The airframe

Build some more wing racks, if needed, and store your wings on them. Don't stack them in a pile or lean them in a corner. You'll end up with warped wings. Hang the fuselage somewhere up out of the way.

The radio

Once a month, charge your system overnight. Keep a log book to record when you do this. Once every two months, after you finish the overnight charge, use a ESV, battery cycler, or just run the system for 1½ to 2 hours. Charge the system overnight again. Don't store the radio in a place where it will get too cold, such as an unheated garage. ➔

—First State R/C Club, Hockessin, Delaware

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