

# *The RCRC Prop-wash..... January 2010*

## *River City Radio Controllers*

E. P. "Tom" Sawyer State Park  
Louisville, KY



A.M.A. Gold Leader Club #1263

[www.rcrcky.com](http://www.rcrcky.com)

IMAA Chapter #751

### **Club Meeting:**

E.P. "Tom" Sawyer State Park  
Administrative Building  
7:30 PM - 1<sup>st</sup> Wednesday of each month

### **Training Night**

E.P. "Tom" Sawyer State Park  
The RCRC KY Airfield  
6:00PM to dark - March through October on  
Mondays during daylight savings time

### **Officers:**

President	Bill Fluke
Vice Pres.	Tim Evans
Treasurer	Jim Schroder
Secretary	Tim Hardin
Safety	Doug Bailey

### **Board Members:**

Doug Bailey  
Doug Blakeman  
Travis Collard  
Tom Hohman  
Jim Trombetti

### **Upcoming Events:**

February 3 - General Meeting – 7:30PM  
Sawyer Park Admin Building

February 23 - Board Meeting – 7:00PM  
Sawyer Park Admin Building

March 5-6 - [Perry, GA swap meet](#)

March ? - RC Trainer building workshop

April 9-11 - Toledo, OH – [Weak Signals RC Show](#)

## **The Take-Off...**

The new year is upon us and as we saw this last weekend of January, spring is no where in the picture yet – although I am sure that many of you are hoping for an early spring, just as I am. The first meeting of the board this year was a busy one – planning events and dealing with some problems our club is experiencing. I will apologize in advance if this gets a little long, but it has been determined that our club needs to start addressing some issues, and it was decided to start here in this news letter.

The board is currently developing a calendar of events – some of which already have dates assigned to them. The Snow-Bird fly-in has already taken place. The Wings for Kids Air Show will be held the first weekend of June, as it has been in years past. Several fly-ins are in the planning stages, including the Warbird, Electric-fly, and Cub events. In addition, a couple new fly-ins are being planned, including a Dawn-patrol and a giant-scale fly-in. The very first IMAA sanctioned giant-scale fly-in was held in E.P. Tom Sawyer Park on the other side of the park, at the old field, back in 1981. Last fall, I started suggesting that we push for a giant-scale event this year, and then see if we couldn't host an IMAA-sanctioned giant-scale event in 2011 to celebrate the 30<sup>th</sup> anniversary of the first IMAA giant-scale event held right here at E.P. Tom Sawyer State Park. It looks like we may be well on our way to accomplishing this. Plans for another “trainer-building” workshop are also on the table – to be held in March.

One of the major concerns that have been brought up time and time again at several of our past general meetings relates to some of our membership not following a basic rule of our club – which is to place your AMA card into the pin box, and affix the appropriate pin to your radio or to your person. This seems like a pretty simple rule to follow; yet apparently, some of our members don't seem to think it applies to them. That will hopefully change this year. If you are observed flying/operating a radio-controlled aircraft or helicopter without having placed your AMA card into the pin box, and affixed the appropriate pin to your radio or to your person, you will be asked to leave the field for the day. Doug Bailey is to be informed of the offense as he will issue a ticket/fine to the offender for each offense and will keep a list of the offenders. After the third offense, the offender will be barred from flying for a week. The \$2.00 fines that will be assessed will be collected either shortly after the offense, or will be required to be paid before the membership renewal will be honored at the beginning of the new flying year.

One problem is that people seem to be under the impression that because they fly 2.4GHz, the card/pin rule does not apply to them. **Well - it does!** As stated in the RCRC club rules (rule #3) that each of you acknowledge (as understanding) when renewing your club membership each year – each pilot will acquire a frequency pin when flying their airplane. A perfect example of why the 2.4GHz guys are held to this rule is that it promotes a “procedural routine” when flying at the field. My friend Jim lost a plane last summer because another pilot, who normally flies 2.4GHz, brought an older plane out to the field that was still on 72MHz. This pilot did not place his AMA card into the pin box nor did he grab the pin to claim the frequency he would be flying on. He turned his radio on, and shortly afterward, found himself responsible for crashing Jim's plane. It can happen that quickly.

You might think this is no big deal; however, it is a serious matter as a plane out of control could cause serious injury or property damage. One serious accident could cost us our flying field. It takes but two minutes to place your AMA card into the pin box and claim a pin to fly your aircraft. Personally, I feel the club should go further in enforcing this rule – by revoking a membership for up to a month after the third offense. If it is really that much of a pain to place your AMA card into the pin box and grab a pin to fly at our field, then go join any of the other RC airfields/clubs in our area that don't require you to place your AMA card into the pin box and affix a pin to your radio or person – if you can. It's just that simple.

On another note – have you noticed articles appearing in Model Aviation News over the past few months in helping clubs dealing with having to locate a new airfield because they may be losing, or lost their old field? There was an article within the past couple of months in which the AMA asked the specific question - “What does your club do to participate in, or be noticed in the community?” This most recent issue contains a posting for an AMA position as a “Flying Site Director”, who among other things will work with clubs to assist with negotiations in site acquisition or retention of flying sites when needed. Our club does a pretty good job of being visible in the community – especially with the annual Wings for Kids Air Show. I suppose we could count the fact that we also have a training program open to the public to try their hand at flying RC airplanes. There was even some

discussion as to possibly enter a float into the Derby parade to help advertise the Wings for Kids Air Show. If the giant-scale event comes to fruition, this could also become a great spectator draw – watching large-scale planes in the sky over our field.

The point I am trying to make is that numerous members take it for granted that they have an airfield to fly at. Some of these members don't lift a finger to help out with events or pitch in to help make the club's operations or airfield any better. Why is that? It seems that there are about a 170 members in our club, and yet it is generally the same 20-30 faces doing the majority of the work and taking on the responsibilities to see that all the club's membership can use our airfield. It is starting to take its toll on some of these club members. As club members, we all have some responsibility to pitch in at our club's functions and maintenance of our field. We also all have something at stake if we were to lose our airfield. I would ask that, as members, you get involved in helping your club to maintain its community presence by helping out and getting involved with our club's events, and step up to help take care of the field where you fly.

Our current mowing crew is one such group in need of some relief, and we are going to try to address this situation by forming three teams (grass runway, helicopter area, and picnic area) to take on responsibility for mowing these areas over the course of this year. There will be a mowing captain, in charge of maintaining the mowing equipment, and three team leads to oversee organizing the volunteers to mow and trim the three areas. We are hoping the areas can be mowed in the mornings, either weekdays or weekends. There is no flying before 10:00AM so the mornings would be an opportune time. We really hope that club members will step forward and volunteer to help staff these teams – or perhaps lead one of these teams. If enough members step forward, there should be no problem keeping the airfield mowed and trimmed this year; and no one person will be stuck mowing every week, or even every month.

I'll step down off the soap box now and turn to less administrative updates. I really do hope that some new faces step up and volunteer to help out with some of our club's operations and activities.

On the personal front, I have been busy working in our basement to organize it. I am no where close to being finished, but I have made some significant strides. The 1-2 kits I was hoping to build this winter have not even been started; however, there is still time to get one going if I can turn my attention back to the basement and accomplish one more major construction task. For a short while, my hanger in the basement grew substantially due to one of our club members needing a place to store airplanes while he and his wife were moving into their new home. A lot of the wings were stored up on the dining-room table, hopefully setting a precedent with my wife to permit me to work on planes up there. I learned this was not to be the case! I did tell my wife it was a good test to see how many airplanes I could manage down stairs – but she was not amused.

I have come to the realization that I will have to turn loose some of my airplanes this year, as I will run out of room as I add the larger airplanes to my fleet. I have a few that are nearly complete and want to finish up all the “started” planes I have going right now. I am looking forward to fielding my first biplane this year.



## *December 2009 and January 2010 General Meeting Highlights...*

Tim Evans shared an email with fellow members from Jim Jager, one of the pilots who attended our war bird fly-in all the way from Parchment, Michigan. He really enjoyed the event and the people who attended. He went on and stated - "About those people: I can honestly say that of all the events that I have attended: that was the greatest bunch of guys that I have met. Every event has some 'good guys', but the Louisville event had more per capita than any other event."..... "I had a great time from Friday afternoon until our departure on Sunday afternoon." He summed up his email with - "looking forward to next year". I believe this is a picture of one of Jim's planes I took on Saturday. Jim had a nice fleet of .60-sized warbirds - which he has converted some over to electric. It's nice to hear that our club made this kind of impression on someone who came so far to attend our event.



There was discussion about the Christmas party - which was held on December 16 at the Golden Corral on Taylorsville Road. Approximately 35 people attended the party this year. I could not make it to the party this year, and apparently there were no pictures of the grand event.

There was some discussion on painting the new fence. Apparently we must wait one year before applying paint to the structure. A color will have to be selected and approved by the park.

There was a request to move the Latrine closer to the air field. It was voted down.

Tim Evans stated that he has secured some additional help (volunteers) to help cook at the Wings for Kids Air Show in 2010.

There has been some discussion regarding a new pin box. Suggestions were made to purchase one large enough to hold all the pins, plus more 2.4GHz pins, as well as a fire extinguisher and first aid kit. The topic of pilots not placing their AMA cards in the pin box and taking a pin to attach to their radio or their person has come up recently at every meeting.

The gym over at the park is being worked on. An alternate place to fly electric planes over the winter months will have to be located. To rent the gym is generally \$25/hour.

Discussion was held regarding the Snow Bird fly-in - which was held on January 1<sup>st</sup>. Suggestions were also made to hold the Electric-fly and a Giant Scale fly-in this year. It was also suggested that the board develop a schedule for events this year.

Doug Bailey brought an electric airplane with v-tail to the December meeting. He would be interested if anyone can possibly identify what model this might be.



The club currently has an [IMAA \(International Miniature Aircraft Association\)](#) chapter; however, we are short of IMAA members this year. We need six members to retain our chapter. If you are interested in joining the [IMAA](#), costs are \$25/year which includes a quarterly magazine.

There was some discussion on the foamy jet build. Only one person sent an order to Loren Kloft for construction parts. It was decided that we would pursue this project in the spring.

## **RC Shows**

The RCRC annual Snow Bird fly-in was held on January 1, 2010. The temperature was cold and there was no snow on the ground; however, there was a stiff breeze that at times, made it feel even colder. Approximately 35 people attended the event



this year. There were several pilots and planes that took advantage of the first day of the year to fly. We had our first dead stick and first plane lost to a tree on that first day. Perhaps this will satisfy the Balsa Gremlins for the year - but I doubt it.



There was some terrific food – including chili (Cincinnati style if desired), hotdogs, chips, cookies, and hot chocolate.



Numerous people renewed their club memberships. The flying was cold – and challenging at times.

Doug Bailey showed some ingenuity by pre-warming his engine in front of the propane heater to make starting the plane easier.



## **Tech Tips...**

In the last news letter, I provided some information on propeller selection for different motors. This month I thought I would add a short reference on shaft sizes for various motors that I acquired from the web at [https://www.quicktechhobby.com/Airplane\\_Accessories/harry\\_b%20higley.htm](https://www.quicktechhobby.com/Airplane_Accessories/harry_b%20higley.htm) , which sells Higley heavy hubs. Hopefully it proves useful to someone. I have not used a heavy hub on any airplanes to date; however, after cutting and shaping some 3/16” steel plating for nose weight on my Zero, it might have helped to stick some weight out on the end of the engine, as the Zero needed quite a bit attached over the engine mount.

MAKE	MODEL	SIZE	SHAFT THREAD
ASP	Two Stroke	.25 - .46	1/4-28
ASP	Two Stroke	.60 - .90	5/16-24
ASP	Two Stroke	1.08 - 1.20	3/8-24
ASP	Four Stroke	.65 .91	5/16-24
Enya	Four Stroke	.46 .53	1/4-28
Enya	Four Stroke	.60 - 1.20	7x1mm
Enya	R120	1.20	8x1mm
Enya	SS Two Stroke	.25 - .50	1/4-28
Enya	Non SS Two Stroke	.15 - .25	6x1mm
Enya	Non SS Two Stroke	.35 - .60	7x1mm
Enya	Twin V	2.40	3/8-24
Fox	All Models	.19 - .50	1/4-28
Fox	All Models	.60 - 1.20	5/16-24
GMS	All Models	.40 - .47	5/16-24
HB	All Models	All Sizes	1/4-28
HP	All Models	.21 - .61	1/4-28
Irvine	All Models	.15	6x1mm
Irvine	All Models	.20 - .46	1/4-28
Irvine	All Models	.61 - .72	5/16-24
Irvine	All Models	1.20 - 1.50	3/8-24
K&B	All Models	.20 - .65	1/4-28
Magnum	All Models	.21 - .45	1/4-28
Magnum	All Models	.61 - .91	5/16-24
Magnum	All Models	1.08 1.20	3/8-24
MDS	All Models	.18	10-32
MDS	All Models	.25	6x1mm
MDS	All Models	.28 .58	1/4-28
MDS	All Models	.61	8x1.25mm
MDS	All Models	.68	5/16x24
Mecoa	All Models	.40 - .61	1/4-28
Merco	All Models	.33 - .40	1/4-28
Merco	All Models	.50 .61	5/16-24
Moki	All Models	.51	6x1mm
Moki	All Models	.61	7x1mm
Moki	All Models	1.20	x1.25mm
Moki	All Models	1.80	10x1mm
Morris	All Models	All Sizes	8x1.25mm
MVVS	All Except Twin	All Sizes	6x1mm
MVVS	Twin		10x1.25mm
OS	Four Stroke	.20 - .53	1/4-28
OS	Four Stroke	.60 - 1.20	5/16-24
OS	All Two Stroke	.20 - .46	1/4-28
OS	All Two Stroke	.60 - .91	5/16-24
OS	108 and BGX 3500		3/8-24
Thunder Tiger	All Models	.25 - .46	1/4-28
Thunder Tiger	All Models	.61 - 1.20	5/16-24
Tiger Shark	All Models	.40 - .46	1/4-28
Tiger Shark	All Models	.61 - .75	5/16-24
Picco	All Models	.21 - .45	1/4-28
Picco	All Models	.60	8x1.25mm
Rossi	All Models	.40 - .90	8x1.25mm
Royal	All Models	.21 - .46	1/4-28
Saito	FA	.40 - .45	6x1mm

Saito	FA	.50 - 1.00	7x1mm
Saito	FA	1.20 - 1.82	8x1.25mm
Super Tiger	All Models	.19 - .60	1/4 - 28
Super Tiger	All Models	.61 - .90	5/16-24
Super Tiger	2000 - 4500		10x1.25mm
Tartan	Standard		7x1mm
Tartan	Super		8x1.25mm
Webra	All	.21 - .60	1/4-28
Webra	All	.80 - 1.20	8x1.25mm
Y S Futaba	All Models	.45 - .61	8x1.25mm
Y S Futaba	Four Stroke	.91 - 1.20	8x1mm
Zenoah	23 and 35		8x1.25mm
Zenoah	45 and 62		10x1.25mm
Nearly All	Foreign Engines	.09 - .15	5x.8mm

## Features...

If you have a plane, helicopter, or other piece of equipment you think might be interesting to other members and are willing to share, please write up a commentary on it, snap a couple of pictures and send them to [newsletter@rcrcky.com](mailto:newsletter@rcrcky.com). It definitely makes for a “better read” of our news letter.

Once again, there were no submissions from any of our club members. I was asked by the board to supply the RCRC Club rules in the news letter, so this seems like an appropriate place. As an RCRC club member, your signature on the membership applications states that *you have read and agree to abide by the RCRC and E.P. Tom Sawyer State Park safety rules*. Rule #3 below, referring to frequency pins, simply states that “*You must have the frequency pin in your possession when you're flying, even if you are the only one at the field*”. Please adhere to this rule when you fly at our field so we can lay this topic to rest and no longer have a need to discuss at future meetings.

## RCRC - General Rules

1. First and foremost, all members must have a thorough knowledge and understanding of the boundaries of our flying site. Violations of these boundaries can result in the loss of our site. Every member must be responsible for monitoring another's flight pattern and POLITELY make them aware of any boundary violations. Click [here](#) to see a full-size map of the our Flying Boundries (150K) (posted at each flight station)
2. All transmitters must be kept in the impound area, or a secured area, unless you have your frequency pin and are ready to fly.
3. You must have the frequency pin in your possession when you're flying, even if you are the only one at the field. (Someone else on your frequency may come to fly while you are flying; and if so, a disaster). More than one AMA card may be placed in a frequency slot in order to help coordinate the use of the “frequency pin” between pilots on the same radio frequency. However, possession of the “frequency pin” always determines who has flying privileges at any given time.
4. Pilots may possess only one “frequency pin” at a time.
5. All Pilots must place a current original AMA card or proof of AMA membership in the appropriate frequency slot before flying, unless under the direct supervision of a qualified instructor as outlined in the current AMA regulations.
6. Under no circumstances is any club member permitted to touch or remove any other club members' card from the slot.
7. Check all battery packs just prior to the first flight, and frequently thereafter. (Just because they have been on charge for 14 hours, doesn't necessarily mean they are charged). You should also conduct an

occasional field test by checking to see if the planes controls respond to the transmitter at a distance of 100 feet with the transmitter antenna collapsed. This rule deserves your utmost attention, because, an out-of-control plane could cost us our flying site.

8. Frequency pins shall not be removed from the flying field.
9. All planes must be positioned in line with the pit area tables with the engines pointing toward the field prior to starting. (Do not start engines in any other part of the pit area). This is very critical for everyone's safe  
Do not taxi planes into the pit area.
10. When you are ready to fly, get your plane in position at the edge of the runway; look for any planes that may be on the runway or in the process of landing etc.; then let your intentions be known by SHOUTING to all pilots on the flight line that you are taking off.
11. When you are ready to land, let your intentions be known by SHOUTING to all pilots on the flight line that you are landing.
12. Keep everyone on the flight line apprised of your intent to conduct certain maneuvers or of any emergencies that might arise. (Dead stick, low pass etc.)
13. Planes must be taxied or physically retrieved from the runway as quickly as possible.  
When going onto the runway, you must first make sure it is safe and then communicate to all pilots on the flight line that you are going onto or crossing the runway.
14. When you leave the runway, communicate to all pilots on the flight line that the runway is clear.
15. The wind direction will dictate the flight pattern to follow; if taking off to the left, the pattern will be right turns; if taking off to the right, the pattern will be left turns. (All pilots must adhere to this rule; especially when the air space is crowded).
16. All flying must be conducted from inside one of the designated flight stations. (Unless there are club approved events.)
17. Be cautious when talking to a pilot while they are flying or in the process of starting an engine, distractions can cause accidents.
18. The only persons permitted in the pit area during flying are those persons holding an AMA membership. Family members of pilots may enter the pit area, but must remain in the shelter or no closer to the pit area than the field table. All members are responsible for monitoring this guideline. (Exception: special occasions.)
19. All pets must be on leashes and remain behind the field cable.
20. No flying will be permitted at the field during mowing of area inside of cables.
21. No smoking is permitted inside the safety cable. This includes the area in and around the shelter. (Added February 3, 2009)
22. Anytime a plane is lost and presumed to have left the park property, the park manager should be notified immediately. (Added April 29, 2009)

## **Below are the AMA's safety rules as of January 1, 2010.**

### **Academy of Model Aeronautics National Model Aircraft Safety Code Effective January 1, 2010**

#### **GENERAL**

**A model aircraft shall be defined as a non-human-carrying aircraft capable of sustained flight in the atmosphere. It may not exceed limitations established in this code and is intended to be used exclusively for sport, recreation, and/or competition.**

- 1. I will not willfully fly my model aircraft in a careless or reckless manner, and will abide by this Safety Code and any additional rules specific to flying sites.**
- 2. I will yield the right-of-way to man-carrying aircraft and will see and avoid all aircraft, utilizing a spotter when appropriate. (See AMA Document #540-D on See and Avoid Guidance.)**

3. I will not fly my model aircraft higher than approximately 400 feet above ground level, when within three (3) miles of an airport without notifying the airport operator.
4. The maximum takeoff weight of a model aircraft, including fuel, is 55 pounds, except for those flown under the AMA Experimental Aircraft Rules.
5. I will not fly my model aircraft in sanctioned events, air shows, or model demonstrations unless **I have previously proven that my aircraft, control system, and piloting skills are adequate by successfully executing all maneuvers intended or anticipated in the specific event. If I am not a proficient pilot, I will not fly in these events unless assisted by an experienced pilot.**
6. I will not fly my model aircraft unless it is identified with my name and address, or AMA number, inside or affixed to the outside of the model aircraft. This does not apply to model aircraft flown indoors.
7. I will not operate model aircraft with metal-blade propellers.
8. I will not operate model aircraft carrying pyrotechnic devices which explode or burn, or any device, which propels a projectile of any kind. Exceptions include Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight. Rocket motors up to a G-series size may be used, provided they remain firmly attached to the model aircraft during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code; however, they may not be launched from model aircraft. Officially designated AMA Air Show Teams (AST) are authorized to use devices and practices as defined within the Team AMA Program Document.
9. **I will not operate my model aircraft while under the influence of alcohol or while using any drug which could adversely affect my ability to safely control the model.**
10. When and where required by rule, helmets must be properly worn and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE approved or comply with comparable standards.

## **RADIO CONTROL**

1. **All pilots shall avoid flying models over unprotected people.**
2. I will complete a successful radio equipment ground-range check **in accordance with the manufacturer's recommendations** before the first flight of a new or repaired aircraft.
3. At all flying sites a safety line or lines must be established, in front of which all flying takes place. Only personnel associated with flying the model aircraft are allowed at or in front of the safety line. In the case of air shows or demonstrations a straight safety line must be established. An area away from the safety line must be maintained for spectators. Intentional flying behind the safety line is prohibited. **(See AMA Document #706 for Recommended Field Layout.)**
4. I will operate my model aircraft using only radio-control frequencies currently allowed by the Federal Communications Commission (FCC). Only individuals properly licensed by the FCC are authorized to operate equipment on Amateur Band frequencies.
5. I will not knowingly operate my model aircraft within three (3) miles of any preexisting flying site without a frequency-management agreement. **(See AMA Document #922 for Testing for RF Interference. See AMA Document #923 for Frequency Management Agreement.)**
6. With the exception of events flown under official AMA Competition Regulations rules, excluding takeoff and landing, no powered model may be flown outdoors closer than 25 feet to any individual, except for the pilot and the pilot's helper(s) located at the flight line.
7. Under no circumstances may a pilot or other person touch a model aircraft in flight while it is still under power, except to divert it from striking an individual. **This does not apply to model aircraft flown indoors.**
8. Radio-controlled night flying **requires a lighting system that provides the pilot with a clear view of the model's attitude and orientation at all times.**
9. The operator of a radio-controlled model aircraft shall control it during the entire flight, maintaining visual contact without enhancement other than by corrective lenses that are prescribed for the pilot. **First-Person View (FPV) flying may only be conducted in accordance with the procedures outlined in AMA Document #550.**

## **FREE FLIGHT**

1. I will not launch my model aircraft unless I am at least 100 feet downwind of spectators and automobile parking.
2. I will not fly my model aircraft unless the launch area is clear of all individuals except my mechanic, officials, and other fliers.
3. I will use an effective device to extinguish any fuse on the model aircraft after the fuse has completed its function.

## **CONTROL LINE**

1. I will subject my complete control system (including the safety thong where applicable) to an inspection and pull test prior to flying. The pull test will be in accordance with the current Competition Regulations for the applicable model aircraft category. Model aircraft not fitting a specific category shall use those pull-test requirements as indicated for Control Line Precision Aerobatics.
2. I will ensure that my flying area is clear of all utility wires or poles and I will not fly a model aircraft closer than 50 feet to any above-ground electric utility lines.
3. I will ensure that my flying area is clear of all nonessential participants and spectators before permitting my engine to be started.

### **Specialized AMA Documents:**

Radio Control Combat (#525)

General Radio Control Racing (#530)

Giant Scale Radio Control Racing (#515-A)

Gas Turbine Operation (note: Special Waiver Required) (#510-A)

Park Flyer Safe Operating Recommendations (#545)

First Person View (FPV) Operations (#550)

**Recommended Field Layout (#706)**

**Procedure for RF Interference Testing between Model Sites (#922)**

**Frequency Management Agreements (#923)**

**See and Avoid Guidance (#540-D)**

**Team AMA Air Show Safety Document (#718)**

These special codes and appropriate documents may be obtained either from the AMA Web site at [www.modelaircraft.org](http://www.modelaircraft.org) or by contacting AMA Headquarters.

## ***Back to the Hangar...***

I apologize if this news letter was kind of heavy in administrative information; however, it is important that we follow the rules which govern flying at our field. One serious accident could cost us our flying site. Doesn't it make sense to abide by the rules of our club (and AMA) to ensure that we limit or reduce the risk of any personal injury or property damage to the best of our ability? I also hope you seriously consider volunteering to help out with our events and/or maintaining our airfield this year. Some people show up to fly at the field and don't lift a finger to help out with any of our club's activities or maintenance. I realize most everyone has other things to do, but surely any club member should be able to volunteer a couple of hours over the course of the year to help out with club activities (when the club needs you).

I hope you think about this. You can get upset with me and what I have said here, or you can step up and volunteer to give something back to the club, if even just a couple of hours over this flying year. Frankly, for those that don't want to help out, perhaps the next time you go to the field to fly; take a minute to look around. Some member volunteered his time to cut the grass runway or helicopter area that you fly from. The next time you pick up a burger or drink at one of our events, ask yourself why you have never stood a turn at the grill, or made a trip to pick up food and drinks for an event. When you stand on the cement pad in the pit area, or lean up against our new fence, think about the members that helped make this happen - those members who work to plan improvement projects and maintain the field, or volunteer their time to help out at club events, earning profits that go back into the club to help offset the purchase of enhancements like these. For those members that do nothing but fly at our airfield - perhaps it is time you think about what other club members sacrifice to make your flying time possible and more enjoyable at our field. Hopefully, you will pitch in and help earn what you get to enjoy.