

JUNE

2008



MONTHLY NEWSLETTER of the
MADISON AREA RADIO CONTROL SOCIETY
MADISON, WISCONSIN AMA CHARTER # 665

MARCS SPARKS

VOLUME 47

ISSUE 6

COME FLY WITH US...

MARCS meetings are held on the first Thursday of each month at:
MADISON LABOR TEMPLE
602-South Park St., Madison
7:00pm room #201B

Visitors are always welcome. We think we have a great 'HOBBY' and we invite you to come and see, and **CONSIDER JOINING US.**

Officers...2008:

President: **Brad Witt**.....bwitt@chorus.net
Vice Pres: **BILL Kinney**.....hukilau@centurytel.net
Secretary: **Don Weigt**.....d_weigt@sbcglobal.net
Treasurer: **Dick Sutton**.....jdsutt@mhtc.net

Membership Information:

Dick Sutton Phone: (608) 437-6795

Flight Instruction Coordinator:

Ozzie Johnson Phone: (608) 274-0474

Web Master:

Jeff Alexander webmaster@marcswi.org

Club Photographer:

Otto Oie ooie3@charter.net

Club Safety Officer:

Bill Disch rcdisch_marcclub@hotmail.com

Club Website: www.marcswi.org

(Contains links to:) About us, Flying sites, Newsletters, Calendar of events, Pictures and Videos, War Birds, Electric Flyers, other Special Interest groups, and Membership information for: **MARCS** club and **AMA**.

Newsletter Editor :

John Steen steensr@yahoo.com

Minutes of the:

MARCS General Membership meeting

May 1st, 2008

Submitted by **Don Weigt**, Secretary

The meeting was called to order at 7:08 P.M. by President **Brad Witt**. There were 31 people in attendance, including two visitors. The visitors were **John Olson**, and from Spectrum Brands (**RAYOVAC**), **Betsy Vogel**.

Secretary's Report: The minutes of the April meeting were approved as published in **SPARKS**.

Treasurer's Report: Treasurer **Dick Sutton's** report was available to look at. Copies are available to people requesting them.

The **MARCS** membership currently stands at 84.

Ray Walsh mentioned his son **Ryan Walsh** has rejoined **MARCS**. He's also a full scale pilot. We're pleased to have him back!

Tony Kremm managed to "sneak out" from work and attend the meeting after missing several recently.

OLD BUSINESS:

Banquet (Wednesday, May 14, Maple Tree Restaurant in McFarland, cocktails at 5:30, dinner at 6, program 6:45ish, \$13.00/person including gratuity): It was the last chance to sign up for the banquet with **Dave Rush**. The count then was 29.

Annual awards: The meeting was also the last chance to nominate people for the various awards for 2007.

Field Work Day, Saturday, April 19: Turnout was great! Plenty of people were there for the needed work that could be done in the still very wet conditions, and it was finished quickly. Fixed the fence, and raised it enough to let

the mower go underneath it. The bagels were well received, too. Thanks, everybody! The field couldn't be rolled then, it was too wet.

Adopt-A-Highway: The first (of three during the year) road pickups was done yesterday, Wednesday, April 30, by **Mark Finley, Harley Nelson, Roger Zimmerman, Bob Geimer, and Brad Witt.** **MARCS** thanks them all.

Safety Cages: There was a picture of them in the newsletter. **John Steen**, was given a round of applause for making them. He did a really fine job. Thanks, **John!**

Field wiring: The Board will discuss it when it meets after this meeting ends.

Big Birds meet. This will be at Kettle Field on June 14th.

Emergency phone: **Wayne Lanphear** reported there is a new emergency phone at the field for 911 calls, behind the other small door in the storage shed, above the door for the buddy boxes. Thanks, **Wayne!**

Brad was taking a key to **Ed Buechner** so he could get into the sheds to service the equipment.

NEW BUSINESS:

1.5 Meter Glider Contest: **Al Scidmore** will be the CD and organize an event for July 20 at Paul's Turf & Tree Nursery, 5446 Ridge Road, Marshall, WI 53705. See the map on **MARCS'** website if you don't know how to get there.

Swap Meet and Fun Fly: Lodi Area Radio Control Club (LARCC) is having its annual Swap Meet/Fun Fly on Sunday, May 18, at their field. Setup begins at 8:00 A.M. Club Trainer: **Ozzie Johnson** reported the club trainer has new batteries, has been checked over and test flown, and is ready for use.

Runway: **Dave Rush** asked for approval to spend up to about \$50 for Gorilla Tape and roof adhesive to try to smooth the seams. Some tail-wheels have been getting caught in them. The Board will take up his request when they meet right after this meeting.

Approaches: **Dave** reminded us that the trees are getting taller every year. He asked if something couldn't be done about the trees on the west end and northeast of the field that limit the approaches. A number of people don't want to fly larger planes at our field because of them. Must cut down trees be chipped up? Could they be

pushed into a pile instead? Access for retrieving models in a jumble of downed trees is an issue. **Brad** wants to get written permission before doing any cutting. **Ed Buechner** knows the owner of the land northeast of the field and probably should be the contact for getting permission.

Betsy Vogel from the Technology Center at **RAYOVAC** Corporation presented an opportunity involving their new Lithium CSX light weight, high energy density AA and D size batteries, which are so new they are not yet mass produced. **RAYOVAC** is looking to celebrate their 102 years in Madison with a fun event involving high school age students or school aeronautic clubs to test the batteries and make an event out of it. These are primary batteries: NOT rechargeable. **RAYOVAC** would donate the batteries and perhaps some sort of kits. They are hoping **MARCS** could supply some expertise. This was a fact finding visit, to find out whether it can be done. **Betsy** has met with a school district science advisor, who was receptive. The plan is to meet with school officials before the end of this school year, with contests in 14 months, at the end of the next school year. One application might be some sort of model airplane events. **RAYOVAC** would like a few **MARCS** members to possibly attend a few meetings at the schools and serve as advisors. **Wendell Hottmann** suggested robotics would be another good application for these batteries.

Brad reported **Dockter's Hobby World** is closing this month. **Brock** doesn't want to go through another economic downturn with it. It is the only aircraft and RC car centered hobby shop on Madison's west side and will be missed.

RAFFLE WINNERS

John Granberg... deHavilland Beaver model
David O'Brien... Batteries (donated by **RAYOVAC**)
Tony Kremm - Glue
Dave Rush... Gallon of Nitro-Fuel

SHOW AND TELL:

Wendell Hottmann showed his Nieuport 17 from an Aerodrome RC short kit. It has a 40 inch span, weighs 33 ounces, has an AXI 2814 motor, and 2.4GHz radio. **Wendell** printed his own water slide decals. He explained how he is also printing his own lozenge pattern

fabric covering.

Dave Rush showed an E-Flight SE-5 weighing 8.4 ounces with an E-Flight 250 outrunner and 400 mAh 2S LiPo battery. It has rudder, elevator, and throttle control.

Dave also showed a plans built MiG 3, with a 32 inch wingspan, built by **Fred Bast** and covered by **Dave**. The sleek model weighs 16 ounce with an E-Flight 400 outrunner motor and Spektrum 4 channel radio. With about 100 Watts of power, it should be fast!

Tom Tiedt showed a very nice deHavilland Chipmunk built by **Ray Walsh**. It weighs seven pounds.

Roger Zimmerman showed a five and a half pound Shrike powered by a Magnum .46, with a Futaba FASST radio.

Roger also showed a four and a half pound Indy 500 built from Model Aviation plans. It is powered by a Magnum .32, also with a Futaba FASST radio.

PROGRAM: None tonight.

Next meeting is Thursday, June 5, at the Labor Temple, upstairs, at 7 P.M.

The meeting was adjourned about 8:25 P.M.

THE BATTLE OF BRITAIN

Story by *Len Deighton* Summarized by *Jerry Buss*

Chapter-4

Where pilots were concerned, an Empire Air Training Scheme was worked out during the mid-1930s to supply the people needed in the cockpits of the revolutionary new fighters that were in the pipeline. It was intended to depend heavily on training bases in Canada, but unfortunately McKenzie King, the Prime Minister of that dominion from 1935 onward, refused to allow it on his soil and so the RAF had to do the best it could in the cloudy and stormy skies of home. In distant places like Rhodesia, South Africa, New Zealand and Australia better success was had, but these dominions were too distant to send British personnel to be trained there. Still, the output of the colonial countries had a significant effect on The Battle. The dominions, refugees from the conquered countries and the U.S. produced 510 of Fighter Command's pilots, a near majority. Polish 303 Squadron was, in fact, the highest scoring RAF squadron during The Battle.

At home, there were three sources of training. The active RAF maintained a small pilot school, but it was constantly short of funds and output was modest. In 1936 The RAF Volunteer Reserve (RAFVR) was created. Young men between 18 and 25 with suitable aptitudes were taught to fly on weekends and learned navigation, armament and signals evenings during the week to earn the rank of sergeant in the reserve. It was, by far and away, the best effort at preparation of personnel that was put forward.

Based on the old traditions of the Territorial Army, beginning in 1926 an Auxiliary Air Force had been created in colleges. The concept was somewhat like the American ROTC program, though vastly more snobbish. These men graduated as officers, but were gentlemen from the outset with bright silk scarves and bright silk lined jackets. One test for admission was to take a candidate out for Sunday lunch and, after plying him with copious quantities of

BOARD of DIRECTORS

meetings

These meetings are held on the same evening as the **MARCS** General Membership meeting, (first Thursday of the month) after its adjournment.

General Membership meeting: 7:00 / 9:00 pm

Board of Directors meeting: 9:00 / 10:00pm

Both meeting are held in room: 201-B. Club members are welcome to stay and observe the Board meeting. A Club member may have the floor by being recognized by the Chairperson. Input or opinions must be brief and to the point as the overall meeting time is limited.

AGENDA: JUNE 5, 2008

ROLLING OF FIELD / underground wiring

TREES (removal) / NEW SIGN

MEMBER OR GUEST ISSUES ?

sherry, it was observed whether his parlance was still that of the gentleman he was supposed to be. They were the sons of millionaires and the socially elite. Ginger Lacy, a VR sergeant pilot who was posted to an AAF squadron found it "a rather snobbish preserve for the rich." Johnny Johnson, who would become a top RAF ace thought he would be denied admission to the AAF when it was discovered that he wasn't into fox hunting. It was said that "the Auxiliaries are gentlemen trying to be officers and the Volunteer Reserve are neither, trying to be both." The death that came to so many of them quite indiscriminately in the Battle of Britain was a great equalizer.

The training of both the AAF and the VR left much to be desired. One VR pilot was perplexed when his guns appeared to jam after firing a short burst at a ground target. When he returned to his airfield, he learned that his guns were empty. He had used up his ration of practice ammunition and it was the only live fire practice he ever received before going into combat.

The German pilots were recruited and trained quite differently. The most physically able and mentally agile, without regard to social rank, were actively recruited from schools and given highly preferential treatment. After learning to fly, they received two years of intensive training in navigation, tactics, gunnery and aerobatics before being posted to an active unit. Where RAF living quarters and rations were of indifferent quality, those of the Luftwaffe resembled luxury hotels with no more than four men to a room and every convenience and entertainment, all combined with excellent food. A majority of the German pilots had seen combat in Spain before hostilities with England began. Indeed, Werner Molders, one of Germany's most outstanding combat pilots during The Battle, scored 14 kills in Spain. On the other hand, all RAF pilots entered The Battle as combat virgins.

Where the Luftwaffe was never short of pilots in that era, Fighter Command was constantly short of them, but, save for a couple of days just before mid-September, never during The Battle did they want for replacement aircraft. British aircraft production

was almost phenomenal. One pilot who, at great personal risk, nursed his badly damaged Hurricane home was cursed by his fitter. Had he just bailed out, he would have had a new mount by night-fall. Now, however, with this piece of junk on the hardstand, the fitter would be obliged to restore it.

The supply of fully trained RAF pilots had never been abundant. Indeed, to assert that any of them were fully trained as compared to their enemy, is a considerable overstatement. Initially, Dowding felt he had enough of them to defend the island against all comers, but when the *sitzkrieg* ended and real fighting began, the French pleaded and begged for a large additional RAF commitment. In addition to the initial commitment of aircraft to the continental fighting, the French demanded and received another 261 Hurricanes late in the fighting and only 66 of these made it back to England when France collapsed. Dowding objected strongly to providing these planes and pilots, even writing a letter to Churchill refusing to send them, but he was overruled. He was proven right when the squadrons lost in France did nothing to save a toe hold on the continent. While this loss of aircraft hurt, it was as nothing when compared to the accompanying loss of pilots, however sufficient or meager their training may have been. Far too many of them perished with their planes and Dowding could only go on as best he could without them.

Where availability of fighters was concerned, it was Lord Beaverbrook who must be acknowledged as being perhaps the greatest supply master on either side in the entire war. Churchill placed him in charge of all aircraft production and he did a masterful job of picking up the pieces of a failed program, turning it into one that far out produced the German system. Born William Maxwell Aitkin, he was a Canadian who dabbled in politics and earned a fortune in the cement business before moving to England. He became a member of the House of Commons and served Lloyd George so well that he was granted a title in 1918. He was also a newspaper publisher who shouted orders and caused his employees to thoroughly fear him.

One of his greatest achievements was in the

Like donating a dozen hand launched gliders for the boys to build and fly. To cracking his Blazer frame trying to smooth out ruts in the parking lot for our Chili and fun fly New Years event. Not to mention bringing the salamander to heat the shelter. Thanks Charlie for everything you do.

Mark Finley...For being in charge of the Adopt-A-Highway program. Without you leading the way, I just don't know what I would do for exercise on some days.

Ozzie Johnson... For coordinating the instructors and students for the past several years; I have not heard of a student without an instructor.

Dave Rush... For running this Banquet, all aspects of the Electric Fun Fly, being CD and running the raffle of the Scale Rally, and being one of the reasons why we now have a runway.

Wendell Hottmann...For being willing to share his knowledge about glues and construction techniques, participate on the Board, and being another reason why we have a runway.

Ed Buechner...For maintaining the equipment at the field, after everyone abuses no uses it. The first thing Ed will say is to check the oil before you use a piece of equipment.

Bob Geimer...For storing our generator, being a Board member, and being willing to participate in all the work activities the club has dreamed up.

John Steen...For taking over the time consuming job of *Newsletter Editor* and making it look better than it ever has.

Bob Stowell...For being a Board member and for being nominations chair for the past couple of years. A thankless job whose replacement we have been unable to find for this year.

Wayne Lanphear...For being Liaison with the city and the county, and not to mention delivering the rent when we almost forgot to pay it-my fault, I had the contract.

Harley Nelson...For his continued advice and participation in work and event activities, service as an officer and his glass blowing skills.

Bill Kinney...For his willingness to work both at events and field activities at the expense of limiting his flying.

Continued in next column

post script...

*Submarine Captain Award winner: **John Granberg**, Smoking Hole Award Winner: **Greg Sutter**, Tree Chopper Award Winner: **Bill Brown**, Scooter Award Winner: **Danny Sutter** were not at the banquet, and their awards will be presented to them at the next meeting they attend.*

Outstanding Service certificate winners:

***Ed Buechner**, **Mark Finley**, **Wayne Lanphear**, **Fred Schrank**, and **Charlie Schultz**, were also not at the banquet, and their awards will be presented to them at the next meeting they attend.*

MARCS CLUB BANQUET₂₀₀₈ *BY DAVE RUSH*

The **MARCS BANQUET** was held on Wednesday evening, May 14th at the famous **Maple Tree Supper Club**, in downtown McFarland.

There were 31 people in attendance:

Mr. & Mrs. Frank Baker, **Bill Disch**, **Mr. & Mrs. Burr Fontaine**, **Mr. and Mrs. Bob Geimer**, **Mr. & Mrs. Wendell Hottmann**, **Ozzie Johnson**, **Bill Kinney**, **Mr. & Mrs. Tony Kremm**, **Mr. & Mrs. McDonald**, **Mr. & Mrs. Harley Nelson**, **Mr. & Mrs. Dave Rush**, **Mr. & Mrs. Calvin Slota**, **Mr. & Mrs. John Steen**, **Bob Stowell**, **Mr. & Mrs. Richard Sutton**, **Mr. & Mrs. Don Weigt**, **Mr. & Mrs. Brad Witt**, and **Roger Zimmerman**.

The All-You-Can-Eat-Bufferet was kept well stocked and seemed to have all our guests satisfied!

President, **Brad Witt** was only able to tell about why people won the awards as none of the winning members was present to receive their awards. Look for the Awards-article in this issue by President **Witt** and make sure you give the winners a little congratulations teasing when you see them!!!

Harley Nelson donated a number of beautiful glass blown sculptures made by him and **Bob Geimer** donated 3 of his beautiful hand made wooden bowls. Every member or their spouse went away with a beautiful gift! Thanks **Harley** and **Bob**!

With the awards program over, the group broke up around 7:30. We hope that more members will be drawn to join in and enjoy our next year's Banquet!

2008-MARCS EVENT SCHEDULE

EVENT NAME	DATE	LOCATION
SCREAMIN' EAGLES Giant Scale Fly-in	June-14	Kettle Field
THERMAL GLIDER FUN~FLY	June-14	Paul's Tree & Turf Nursery
ELECTRIC FUN~FLY	July-12	Kettle Field
1.5 METER GLIDER~ EVENT	July-20	Paul's Tree & Turf Nursery
BOY SCOUT FUN~FLY	July-26	Kettle Field
FLOAT FLY	August-2	Marshall Pond
Ken Kindschi SCALE RALLY	August-24	Kettle Field

DATES, ADDITIONS, and DELETIONS will be updated as they become available.

ROLLING KETTLE FIELD

by Brad Witt

I met **Bob Geimer** at Mueller Implement in Oregon at 7:45 AM on Tuesday May 13th, and he pulled the roller with his Suburban to the field. We were assisted at the field with the rolling by **Bill Kinney**, **Ed McDonald**, **Harley Nelson**, and **Roger Zimmerman**. **Ozzie Johnson** and **Don Fadness** gave us moral support at the field. We finished rolling at 2 PM and returned the roller. The runway was too wet to roll, so we only rolled the edge of it. I know now what it's like to drive a car with no suspension!



NOTICE...

Any of the tools or equipment... at **Kettle Field**, that doesn't work right or you notice is broken and is in need of repair,

PLEASE... Notify: **Ed Buechner**

(608) 222-0774 or **ebuechner@charter.net**

So it can be taken care of **before** it is needed and wastes somebody's 'work' time. *(Thank you)*

NOTICE:

It has become apparent that we are getting a lot of new prop-slices on the runway surface this spring. These are most likely coming from some **less than smooth landing incidents**. This can happen because our fingers (and/or thumbs) lose their controlling dexterity over a long winter season of non-use. To retain a nice smooth surface and promote longevity, it would be deeply appreciated if we all could perhaps use the runway for our take-offs, but do our landings on the natural turf of the rest of the field. If you have a mishap or discover one, Please contact Dave Rush at davidgenerush@yahoo.com or leave a message at 608-438-2792 so he can make the necessary repairs. *The MARCS Club Thanks you.*

ADOPT-A-HIGHWAY SPRING TRASH PICK-UP

Reported by Mark Finley

On Wednesday April 30th, the area surrounding the **Yahara-Hills Land-Fill** site had finally dried out enough that a five member volunteer team made up of MARCS club members could participate in this years **spring trash pick-up**, along County AB, north of Hw 12/18. As usual, the harvest was plentiful due to the accumulation over the winter months The members who donated their time for this year's first **pick-up** event were:

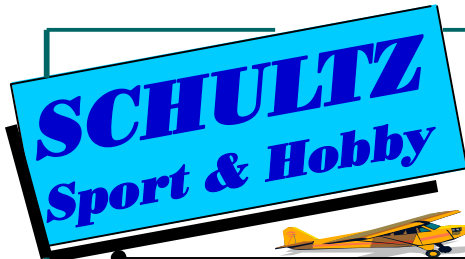
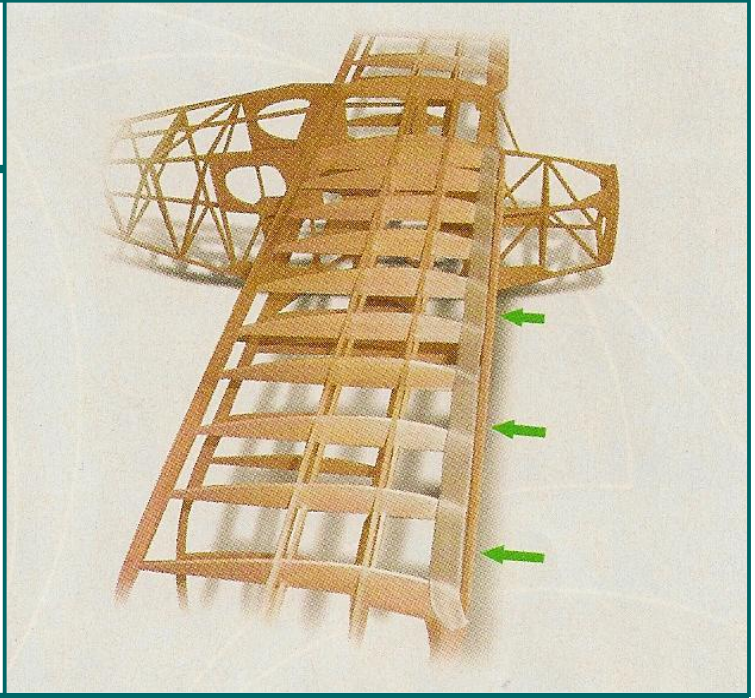
Brad Witt, Harley Nelson, Bob Geimer, Roger Zimmerman, and Mark Finley.

THANKS GUYS

THE... BUILDER'S WORK-BENCH

DON'T TOUCH YOUR RIBS

When it comes time to shape, by sanding, the leading edge or the trailing edge of your wing, the ribs are very vulnerable when using a sanding block or a forming tool. All it takes is one stroke from the block or tool and one or more of your ribs could break or get sanded down by accident causing a flat spot to appear. We all know that is not good. To help prevent this, use a strip of masking tape and attach it to the ribs along the full length of the wing just behind the leading edge (or just ahead of the trailing edge) material to be sanded. You will still need to be careful sanding, but this will help as a guide from over-sanding.



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M.A.R.C.S.

membership dues...*

- Regular membership.....\$50.00
- Junior membership.....\$20.00
- Family membership.....\$15.00
- Associate membership.....\$15.00

You must have proof of **AMA** membership in order to receive your **MARCS** membership card.

Treasure: *Dick Sutton*

* If you wish to receive the club "Newsletter" by regular first class mail, rather than on the internet, please add \$5.00 to your annual fee.

TIP OF THE MONTH:

Sandbag Weights

Fill plastic Ziploc bags of various sizes approximately ¾ full of fine sand and work out all the air as you seal up the bag. Most body-shops use silica sand for sandblasting rusty parts. This sand is perfect for your bags. You can use these to hold down large parts of your airplane, such as wings, while building. The sand conforms to the shape of the parts to apply even pressure without stressing just one part or one small area. The bags also work well when you're gluing and applying sheeting. Once you start using them you'll wonder how you ever got along without them before.

Fuel, CHECK!

Battery, CHECK!

Safe Pilot, ????

“The best safety device of any aircraft is a well-trained pilot”

If you have heard this phrase before~ or for the first time~ it needs to be said again. When was the last time you were at the field and you saw something that looked unsafe? What did you say to that person who was committing the unsafe act? Did you think to yourself, “that guy’s been a pilot for a long time. I’m sure he knows what he’s doing.” Did you know that under the **Official Academy of Model Aeronautics (AMA)** safety code, you should ask that person about their actions if they appear to be doing something in an unsafe manner?

I was new to the club and the pits were busy. Trying to stay out of others way, I set up my airplane behind the line of airplanes in the pits. I remember getting a few funny looks as if my fly was open. Finally this one pilot told me that they could make some room for me and to not set up behind others in case something would happen. Others looked at me while he acted.

This brings me back to being a well trained pilot. Here are a few selected safety rules and practices that you might want to think about the next time you’re out at the field. So grab your favorite book of faith or a Model Aviation magazine, place your left hand on it while raising your right, and repeat after me:

1. **I shall not willfully fly my model aircraft in a reckless and/or dangerous manner.** This one is self-explanatory. Don’t fly beyond your skill level without a spotter or an instructor. If you are flying your brand new high-performance model, have someone with experience help you out, maybe even fly it for you the first time.
2. **I shall not fly my model aircraft until it has been proven airworthy.** This includes range checks, making sure everything is secured, battery charged, fuel in the tank, and correct control deflections. Have an experienced pilot look at your airplane if you’re getting ready for its first flight or after a major repair. Believe it or not, you might have missed something!
3. **I shall not operate model aircraft with a metal-blade propeller (s),** nor will I operate model aircraft with fuels containing tetranitromethane or hydrazine.
4. **I shall not fly over houses or buildings in the vicinity of the flying field.** No one, on or off the field,

should ever have cause to feel threatened by one of our aircraft. This is a big one! If you see this one happening, tell the individual and tell your safety officer. It needs to be reported so the club can correct the wrong. If you do it by accident, admit it so it can be corrected.

5. Children under six years old are only allowed on a flightline or in a flight area as a pilot or while under flight instruction. Watch your kids! Yes, this can be a great hobby to involve your sons and daughters in, but do you want to pay for someone’s airplane that was wrecked by your child by accident? Worse yet have your child end up one finger short of a full hand. A good club policy includes that your children must also have someone designated to watch them while you fly. Supervise your family!

6. At all flying sites a straight or curved flightline 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 flightline. When you’re pulling out of the pits~ ask, announce, communicate your intentions, and give the right-of-way to the people flying. It’s just “plane” considerate!

7. No powered model may be flown outdoors closer than 25-feet to any individual. When taxiing your aircraft to the pits, do not point the aircraft into the pits. Kill the engine, grab the tail, and push it the rest of the way. This one I saw firsthand and it scared the you-know-what out of me.

8. AMA has 17 bullet points that just involve propellers. This means that fast, spinning, sharp things do damage. In a nutshell, don’t use repaired blades, do keep all body parts out of the propeller arc, do check that your propeller is securely fastened, do exercise caution when making needle valve adjustments and make them from behind the spinning propeller (unless of course you have a pusher.)

9. Airplanes must be secured in the pit area at all times when the engine is running, with the engine facing the fence and away from all spectators and the pilot. The use of some type of restraining device is required when starting and running aircraft in the pit area. Do not leave airplanes unattended during run-ups or break-ins. These should be accomplished in a designated area at the extreme end of the pit area.

The 2008 **Official AMA Aircraft Safety Rules** are located at; www.modelaircraft.org.
By Marc Niehus / AMA insider newsletter