

## CARTWHEELS

BY: LARRY LOUCKS, PRESIDENT

### PRESIDENT TO PRESIDENT AMA Embraces Online Future

by Dave Mathewson, AMA President

AMA launched its Members Only online forum early in June in a notice to our Leader Members. Our intent was to start slowly to try to identify any bugs in the system that may have been overlooked during the internal testing phase. The launch went almost flawlessly and we're now beginning to promote the forum and encourage member participation.

I've written in the past that communication is the key to success in any membership organization and AMA is no different. Our new forum will give us the ability to communicate in a quick and cost effective way with our members, and vice versa.

This forum is not intended to compete with the other popular, more traditional model aviation related forums. These forums play an important role in the modeling community and are a good resource for model aviation-related information. Our AMA forum will be dedicated to an exchange of AMA-related information. If you haven't had a chance to visit yet you can get to the forum from a link on AMA's Web site at [www.modelaircraft.org](http://www.modelaircraft.org). Over the next several months new topics and sections will be added based on member input. Posting is limited to members but the ability to read posts is open to all.

AMA plans to take greater advantage of the Internet and the resources and opportunities it provides. By the time this issue of the *AMA Insider* reaches you, AMA should be accepting PayPal as a method of payment to join or renew a membership. As we get farther into the year, this option will also be made available for purchases from our Plans Department and Merchandising.

Club charter renewals and applying for event sanctions are areas that take significant time and effort for club officers and contest directors to manage. Beginning in 2010 our plans are to have in place the option to process both club charters and sanction applications online. There are several advantages in doing this. First, of course, the

ability to submit an electronic charter online will eliminate the tedious task of entering all of this information manually. For club charters, officers will have the ability not only to submit their initial yearly charter online but they will also be able to manage club rosters and other club information throughout the year.

The time needed to process a sanction application today includes a significant amount of time when the paperwork is "in transit." Applications are first sent to the district contest coordinator then, if approved, forwarded onto AMA Headquarters for processing and then mailed back to the CD.

Being able to submit an application online will virtually eliminate nearly all of the transit time. Contest coordinators will still authorize and approve sanction requests but will do so electronically. The "system" will take the information provided in the sanction application and automatically process it once the contest coordinator gives his or her okay.

Finally, the option will be available to return the processed sanction certificate to the CD in electronic form instead of sending hard copies though the mail. What now takes several weeks to accomplish could realistically be done in a matter of days. Supporting paperwork would still be sent through the postal system.

These are just a couple of the new electronic options that we hope to be implementing in the next year or so. However, for those who wish to handle these tasks as we have in the past, that option will still be available as well.

See you next time... →

### **New Members**

*Proposed at the June and July Meetings*

NONE

**Our next club meeting is:  
Thursday August 6<sup>th</sup> at FTE.  
Plan to attend and see what's new.**

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*Courtesy and  
common sense keep  
R/C modeling fun  
for everyone.*

**TIPS FOR CLUBS**

**Club Corner**

by Jim Wallen, AMA Insider Club Editor

Here we are again, with a cafeteria of ideas you may be able to use to make your club more enjoyable and productive. Pick and choose the ideas that make sense for your club and try them out.

Make a conscious effort to create a comfortable atmosphere at your club meetings. Coffee and snacks are a welcome addition before the meeting starts. Chatting is always facilitated by a good supply of drinks and donuts dripping with those dreaded calories!

It's amazing how many times I hear about club meetings where the audience can not hear! After all, we are generally a group of older folks I am sorry to say. Encourage speakers to "speak up" or invest in a simple PA system if you can. Encourage visitors and make them feel welcome. Ask them how they learned about the club and invite them to visit the flying field and get a free ride on a buddy box.

Take some "straw votes" at the meeting on potential issues with the club to make them feel included in the decision making processes. By the way, having a swap table is always a hit. Ideas go on and on.

Have you noticed that your club membership roles have been showing a decline? People drop out of clubs for multitudes of reasons. Some move away, health issues become a problem, or perhaps members just lose interest. You will find that the more dynamic clubs in AMA are aggressively taking on this issue. You will always be losing members but you need to be proactive in finding new ones to take their place.

Become visible to the public by participating in community events. Ask your club members to bring a friend to the meeting or flying field. Put out some flyers at your local hobby store. Visit some schools and put on a simple flying exhibition or air show. Put

on a mall show to show the public what we are all about. Take the time to think about what approach is best for your club and then go make it work!

Have you ever wondered what was going on with some of the other clubs in your area? Perhaps you were looking for a schedule of events from one of them. Maybe you heard a rumor about some issues they were having and wondered if it was true. You might have been looking for a fresh perspective on the proposed regulations that FAA was putting forth.

Back in 1979, a small group of proactive modelers in the Denver area, Travis McGinnis, Jim Shaw, Judy Gerkin, Nat Lancaster, and Jim Roucis, rounded up representatives from the other area clubs and talked about issues they had in common. First and foremost on their agenda was to discuss potential flying sites. Some things never change! The Denver Metro Area Council is still active today and conducts a meeting twice each year. The last breakfast meeting attracted 20 representatives from 15 clubs in the Denver area. Maybe a get-together of some local clubs in your area could have some benefit. You would be surprised at how much our clubs have in common, not to mention the opportunity to chat and tell our "war stories."

'Till then, Jim

**IRCC Meeting Minutes**

June 4, 2009

*Minutes recorded by:*

*George Nauck, Secretary*

Imperial RC Club Meeting Minutes –  
June 4, 2009

Meeting called to order by President  
Larry Loucks at 7:31 with 16 members  
present.

May meeting minutes approved.

The IRCC monthly club meeting will be held at FTE near the Lakeland Airport. The next meeting will be on Thursday August 6<sup>th</sup> and starts promptly at 7:30pm. Remember to bring a chair - if you want to have a seat.

Treasurer reported \$18.7K in checking and \$16.5K in CD.

Membership report – 86 with 26 new and 10 juniors.

Gary Snyder recommended checking out story and pictures of LIPO battery fire inside a van on runrider.com. Man had charged LIPO's in his vehicle hundreds of times before whatever could happen did happen, destroying his vehicle.

Future events – Pylon practice for world team coming on Saturday, June 13<sup>th</sup>. Field will be closed and donations for their trip overseas will be accepted.

It was suggested that the club consider a self-powered field mower deck that can be offset to the existing deck to add 4 feet additional swath and cut down on tractor mileage. Information on the deck was given to the president for consideration.

There was discussion about adding an improved grass runway paralleling the E-W runway. It was suggested that those who attempt to use it and miss it be assessed a fine to help pay for it (snicker).

David Krietz showed pictures of the club food/beverage trailer that he restored.

Sean Curry gave an interesting talk on the details of entering the Top Gun competition and discussed the 44 pound Ziroli Skyraider that he competed with at the recent Top Gun.

Sportsmanship Award was presented to David Krietz for his outstanding service to the club.

Meeting Adjourned at 8:12 PM

### **ON THE SAFE SIDE 101 Ways Part Deux**

by Don Nix, Insider Safety Column Editor

Gee, when I agreed to write this bi-monthly column, I didn't realize some of you readers would practically write it for me. The column in the last issue, "101 Ways to Stop a Spinning Propeller," generated more e-mail than any other to date, nearly all contributing brain lapses of their own, which they gave permission to pass on to readers.

Before I do that, though, I must apologize for the way I described an incident I had witnessed nearly 20 years ago involving John Brodbeck, the "B" of K&B engines. I told of flying in the pit next to John when he reached to tune the needle from the front and ended up with a nasty gash requiring stitches.

An acquaintance of mine and a friend of John's for decades felt I might have done John a disservice by the way the

example was written. Since John died some years ago and was also a friend of mine, I must assure everyone no such negative connotation was intended. My purpose was simply to point out how a momentary lapse in safe practices could reach out and grab a person who had probably been flying since he got out of diapers, but made his living in the industry as well.

My sincere apologies to any who saw my intent in a different light.

Now for a few of the incidents sent in by readers, who gave permission to use their names. Member D. Mock writes:

"Accidentally reversed the throttle servo on a 52cc Brison. Started with a heavily gloved hand. Realized the transmitter is directly below the now roaring engine. Notice the tail restraint is giving up under the intense pressure. Freak out and grab the prop with the gloved hand.

"If it weren't for the glove, I wouldn't have a hand (like my friend in a neighboring club). It shattered all my fingers. I wore a cast for five months and missed the whole season. Bummer. BTW, the hand is fine now. Thank God for great medicine."

From J. Low: "I really enjoyed your article about propeller accidents. I was safety officer for a large model club for several years. Every thing you mentioned did happen and will happen again and again.

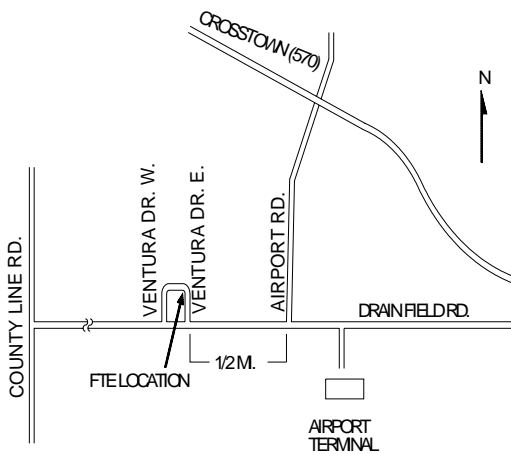
"I'll bet you could take a safety article written many years ago and print it today and it would be just as current as it was when made up. As new people join our hobby and old ones forget what they have learned, there are the ingredients for the problems.

"Anyway, wanted to tell you I could relate to the article because been there, done that. Fly like you wish everyone else would: 'Safely.'"

Les from Florida sent a very detailed story (with a photo) of an incident that almost cost him a finger. Here's part of his note:

"I am a safety fanatic, and am to the point of being anal about safety stakes, not flying alone, and cringe when I see someone start any size plane without safety stakes, or a person holding the plane.

"That being who I am, I decided to run the fuel out of the engine, and pack it up for the day. I went to a low idle, glow starter on, flipped the prop (with Chicken Stick). As it leaned out because of running dry, the RPMs came up, and the plane started to move forward. Yes, I reached thru the prop to stop it. I had NOT put my safety stakes in!"



Please **DO NOT PARK ON THE GRASS** at FTE or his neighbors.

The preceding are a just a few examples of propeller injuries that probably happen dozens of times every week among our members. Read 'em and take heed.

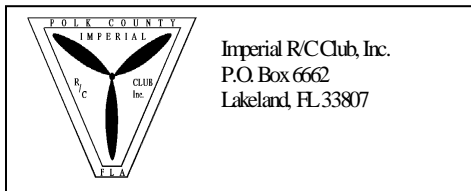
My next column will be entitled "An Attitude of Gratitude," and relates courteous flying to safe flying. Ya'll come back, ya' hear?

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### Coming Area Events

Something is going on somewhere. Just not quite sure what and where.

Try our flying field and have some fun!!!!



Don't forget the stamp

**OUR NEXT MEETING IS: August 6<sup>th</sup>**