

Fred Meyer
834 Shennecossett Road
Groton, CT 06340
News Letter Editor



Next Meeting is Tuesday June 20th @ 8:00PM.
The New meeting location is the new Salem Library
Located on Rt 85 about one mile North of the Salem
Four Corners.

May 2006 NEWSLETTER

Visit RC Propbusters online at:
<http://www.rcpropbusters.com>

**TIME TO VOLUNTEER TO HELP OUT AT THE 2006 EVENTS, CONTACT THE CD.
REMEMBER TO ATTEND THE BERRINGER ON JUNE 10-11 2006**

Tip of the Month

If you want a great new Club Jacket, fill out the form available on our website and send it in with a check. These are baseball type quilt lined jackets with a zipper front. Large



On the back and your name on the front. Black with yellow embroidery.

PLEASE SEND YOUR SALES ITEMS OR ANYTHING YOU WOULD LIKE TO CONTRIBUTE TO OUR NEWSLETTER TO,

FRED MEYER
834 SHENNECOSSETT ROAD
GROTON, CT 06340
TEL: 860-445-7694 ::::: FAX 860-448-2868
E-MAIL: FANDPM@TVCONNECT.NET OR
FMEYER@RCPROPBUSTERS.COM

CONSTRUCTION ARTICLES, COMMENTS, POTENTIAL NEW FLYING SITES WE SHOULD LOOK INTO, RECOMMENDATIONS HOW TO IMPROVE OUR NEWSLETTER OR OUR CLUB, EVENTS COMING UP AT OTHER CLUBS OR AIR SHOWS, ETC. THIS IS YOUR NEWSLETTER SO PLEASE USE IT.

CHECK OUT OUR NEW WEB SITE. RICH IPPILITO IS DOING A FANTASTIC JOB. E-MAIL BOXES ARE AVAILABLE, WE HAVE A FORUM TO SHARE IDEAS AND HELP EACH OTHER, MANY PHOTOS ARE ON THE WEB SITE AND IT IS ALL YOURS TO USE AND ENJOY. JOIN THE FUN, SEND IN PICTURES TO RICH OR TO FRED MEYER OR POST THEM IN THE FORUM.

For Sale

1. N.I.B. BIY Lazer cut kit for 60" Ultimate Pitts Biplane by Lanier. \$95.00 OBO.
2. Vultee Vigilant L1-A, 74" 1940 era high wing observation plane, Saito .91, Airtronics internals, Solartex covering, flaps & leading edge slots. Low time, great shape, \$300.00 complete or \$250.00 W/O Rx OBO.
3. 84" Flybaby built from a Dynaflyte Kit, added flaps, Solartex fabric, 3 pc wing for easy transport, set up for an OS 1.60 twin but a good 1.20 4Cycle would do the job (have a spare cowling, new) low time, great shape, \$300.00 W/O engine OBO.
4. NIB Super Tiger 2000, radial mount included, \$80.00 OBO.
5. 52" American Ace, a 1940 Henry Struck FF design built from plans with 3 channel RC assist, Fox .15 power, a real floater. \$150.00 OBO.

"COME TAKE A LOOK, YOU MIGHT LIKE WHAT YOU SEE"

Call Bob Haines at 860-367-0632 or visit him at 22 Heather Brooks Rd., Uncasville, CT

1/3 scale cub (THIS IS A GREAT DEAL, GO SEE IT)

- 4 - $\frac{1}{4}$ scale Futaba servos with Metal Gears
- 1 - Fuji 50cc gas engine with spring starter New in Box
- 1 - J-3 cowl
- 1 - PA-12 cowl
- 1 - Set of Balsa USA struts for 1/3 scale Cub. Need fabrication.
- 1 - fuel tank 1500cc (fly for ever) All this for \$1,100.00

Call Les Haley (860)536-4082 or e-mail lhaleyrc@aol.com

1991 Chrysler Town & Country for sale

Needs nothing. 189K miles, leather seats, power windows, power steering, power, breaks, cruise control, tilt wheel, power drivers seat. This car has new struts shocks, calipers, rotors, rear wheel cylinders, and muffler all installed approximately 6,000 miles ago.

Asking \$1,000.00 or B.O. This is a great model plane carrier.

Jack Holmgren 848-2078

- * 1 HANGER NINE ARF TRAINER COMPLETE WITH O/S 46 ENGINE AND RECEIVER, READY TO FLY
- * 1 LUCKY STICK ARF COMPLETE WITH THUNDER TIGER 42 ENGINE AND RECEIVER, READY TO FLY
- * 1 NEW IN BOX FUTABA 6EXA, 6 MODEL MEMORY, AND A FUTABA SKYSPORT FOUR TRANSMITTER.
- * 1 AIRPLANE FIELD BOX WITH 12 VOLT POWER PANEL
- * ASSORTED TOOL:

12 VOLT BATTERY AND STARTER, 2 RECHARGEABLE NICAD GLOW STARTERS
HAND FUELER AND 1 GALLON OF FUEL, VOLTMETER, 2 EXTRA RECEIVER BATTERIES
2 ADDITIONAL BOXES OF SPARE PARTS, PROPS AND NEW SERVOS
TOO MANY EXTRAS TO LIST

INVESTED OVER \$1000 FOR ALL, ASKING \$800.00 O.B.O.

CONTACT JOHN STEWART 889-0510

1-Sig Hog Bipe kit nib 100.00

1-BTE Venture Kit with dual airion kit, wheel pants, Klett tail assym.,2 canopies, extra outside ribs 200.00 nib. 1-Sig 4*120 with fuel tank,spinner 125.00 kit nib. 1-40 MDS used 50.00. 1-48 MDS nib 50.00
1-68 pro MDS only started to see if it ran 75.00. 1-40 tt used 25.00. 1-120 tt nib 125.00. 1-91 Saito GK nib 225.00. 1-lt 25 built never in air 75.00. 1-sky raider high wing.recovered and reinforced never flown 75.00. 1-telemaster 40 built never flown 100.00. also have hinge slotter with 2 sets of blades, tanks, wheels, props, odds and ends 50.00

Contact Dave Guarneri 860-376-3537 .or e-mail: ctdaveis@yahoo.com

. Email for more info and photos opal32@midtel.net

I can deliver for a fee with in a few hundred miles, or we can meet 1/2 way, arrangements can be worked out, I don't want to mail this, the wing is big.

Special thanks to Bill Fishman at Rapid Press for printing our Newsletter. If you have a big print job call him at 203-348-8884.

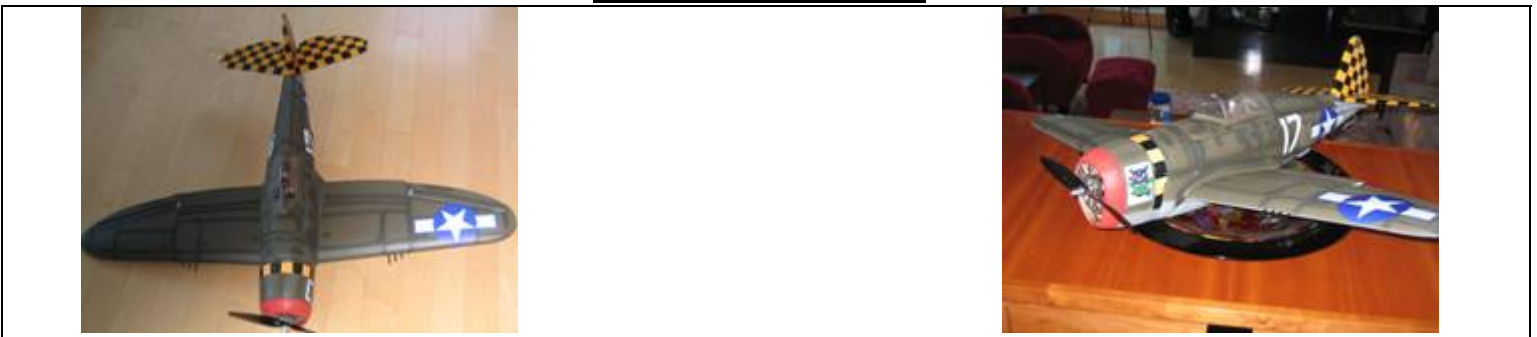
EVENTS FOR 2006

- June 10-11 Berringer Memorial Contact Fred Meyer 860-445-7694
- July 22-23 Henry Struck Memorial Contact Jorge Cintron 860-536-9704
- August 13 Neighborhood Fun Fly Contact Ray Knieriem 860-887-2743
- August 26 Club Fun Fly Contact John Banks IV 860-434-0804
- Sept 16-17 Helicopter Fly-In Contact Eric Ehrenfels 860-501-0437
- District I fun fly open to all District AMA members TBD

Blue Angels Program Schedule

| | | | |
|-----------|-----------------|------------|----------------------------|
| May 27-28 | Jones Beach, NY | June 24-25 | Barnes ANGB, Westfield, MA |
| Sept 30 | Nantucket, MA | Oct 1 | Nantucket, MA |

Models of the Month



Horizon Hobby E-Flite P-47. WS=39", L=32", Wt.= 35 oz. Power is an E-Flite Park 450 brushless out-runner turning a 10 x 8 prop. Control is an E-Flite 20 Amp ESC, and 4 Hitec HS 55 servos. The battery is a 2100mAH Thunder Power 3S LiPo. Should be a strong flier, even in windy conditions.

Fred did not install the supplied landing gear or drop tanks. Hand launch only for this bird.

FLOAT SELECTION AND FINE TUNING YOUR FLOAT PLANE SET-UP

By: ROBERT THIBODEAU Edited and Compiled By: Leon H. Raesly

It won't be long until it's time for Float Flying. As you may have observed, only a few planes fly off the water well, some have difficulty getting off the water, and some do not get off the water at all. I had two planes at the Float fly-In last year. One fell into the "having difficulty" category, while the other made like a boat. After my experience I was determined to get my airplanes to fly off the water properly. I started doing what I should have done last year, reading everything I could find on Float flying and Float set-up. Of most help to me were the articles entitled "Basics of Float Flying" by John Sullivan, September, 1987 Model Airplane News magazine; "Building Floats and Flying" by Chuck Cunningham, July, 1991 RC Modeler magazine. Not all articles agreed on how to determine every point below, however, they do all agree that every point is important, and should be addressed, if you wish to experience hassle free Float Flying. For those starting out, or experiencing some difficulty getting off the water this information will allow you to tackle your Float project with confidence.

I followed these steps below for my Super Stick, Stick 40 Trainer and Telemaster 40. Each plane flew off the water gracefully the first try.

1. FIRST CHECK THE ENGINE SIZE ON YOUR POWER PLANE

Will the engine on your Floatplane be able to handle the extra weight of the Floats, the landing gear, and the additional drag of the Floats on the water? If the plane you plan to use for Float flying can take off grass at 3/4 throttle without straining it should fly off water. If in doubt replace it with the next larger size engine. Going back and checking my Kadet Senior that fell into the "not getting off the water" category I "I found that it failed this check. It would not take off grass at 3/4 throttle.

2. YOU MUST SELECT FLOATS THAT ARE PROPERLY SIZED TO YOUR AIRPLANE

Be careful about opening a catalog and buying a set of Floats based on the engine or plane size. I did this for my first venture with flying off water and I had some setbacks. I build my planes heavy. I replace a lot of the Balsa supplied in the kit with plywood, I reinforce here and there, sometimes I even Balsa the fuselage vs. using Monocote and I do not spare the Epoxy. In one instance the Floats were marginal and in the other instance the Floats were too long. In the marginal case (Floats too small) the Floats sat deep in the water and while turning into the wind to take off, the Float on the outside of the turn went under water dipping the wing into the water. The long Floats supported the airplane fine but prevented the airplane from rotating backwards enough and the plane would not leave the water. So how do you - size your Floats to fit your model airplane? The best way to do this is to multiply the fuselage length (prop washer to rudder hinge line) times .80.

FUSELAGE LENGTH X .80 = FLOAT LENGTH

When checking my Super Stick I found the Floats were too long. I cut the Floats to the length indicated by the above formula. I had to shorten the Floats by only 4 inches: 2 inches off the bow and 2 inches off the stern. That's all it took to make my Super Stick leave the "having difficulty" category to flying off the water properly. You now have the proper Float length for your model airplane. Now before you purchase or start building your Floats you need to check one more thing. With the Float step located at the C.G. of the model airplane, the Float bow (front tip) should extend past the prop at least 2 (two) inches. This will prevent the front of the Float from going underwater when you advance the throttle quickly"

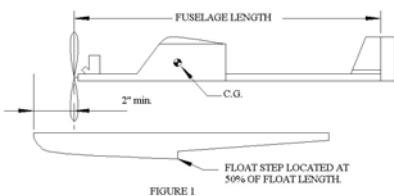


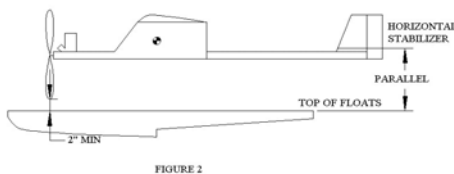
Figure 1 shows the fuselage length measurement, identifies the Float step, illustrates the Float step/fuselage set-up and the Float tip/prop placement"

3. PROP SIZE

Everyone agrees in this area that your power plane is now carrying the extra weight of the Floats and Float landing gear. You also have the additional drag of the Floats in the water. Change the prop to a larger diameter and smaller pitch. This gives you extra pull on the water.

4. FLOAT TO AIRPLANE DISTANCE

You need to keep the prop away from the water and water spray during taxiing, take offs and landings. The Float to airplane distance is measured from the bottom of the prop arc to the top of the Floats. You should have a minimum of two (2) inch. See figure2).

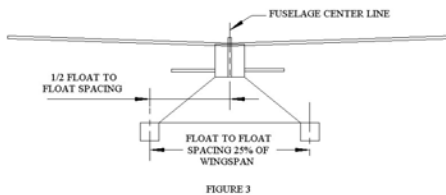


To insure stability during windy conditions Float-to-Float distance is important. The wheel spacing that comes with the plane is the minimum Float spacing you can get away with. In windy conditions the minimum spacing may dip the wing in the water or, if not caught in time, roll your plane over when you make your turn into the wind for take off.

A Float to Float spacing that equals 25% of the power planes wingspan will ensure stability on the water in any kind of wind conditions. I use between 25% and 33% Float spacing because I carry a glider on the back of my power plane. This has worked well for me. I have never had my airplane rollover or the wing go down in the water in any wind condition I have encountered since. See Figure 3.

6. FLOAT PLACEMENT IN RELATIONSHIP TO THE AIRPLANE

This appears to be the major cause of most modelers' problems when their Float set-up experiences difficulty flying off the water. The Float attitude (looking at the plane from the side and the front) in relationship to the plane is incorrect. First, looking at the plane from the side, the Floats should sit parallel with the flight attitude of the airplane. See Figure 2 Second, looking at the airplane from the front, the fuselage should be centered between the Floats and the Floats should be parallel with one another. See Figure 3. The blueprints usually do not identify the flight attitude in words, however most fuselage side views are drawn in the flight attitude. So how do you know? In most cases the normal flight attitude of the



airplane is that of the horizontal stabilizer. I draw the Float set-up on the fuselage blueprints two (2) inches below the water prop arc and parallel to the horizontal stabilizer. If the leading edge of the wing is at a positive angle the set-up is complete. If however the wing angle is zero (parallel to the horizontal stabilizer) I then add 5/8 inches to the height of the front landing gear. This allows the wing to sit at approximately 3 degrees positive angle when the horizontal stabilizer is level. The positive wing angle lets the wing lift the airplane off the water and offsets the drag of the Floats. You now have enough information to draw the front and rear Float landing gear to full scale. Make the Float gear to this drawing and all you have to do is attach it to our model and Floats, insure proper alignment, add water rudder, balance the model and go fly.

7. ASSEMBLING THE FLOATS TO THE AIRPLANE

I first check that the worktable is level. I then space the two Floats, using a ruler, the proper distance apart. With a small line level on the top of each Float, I support the front and aft of each Float with books so that the Floats remain level. I then get the fuselage with the landing gear attached (the nose gear landing mount is attached to the landing gear) and place it between the Floats supported by books. I place the airplane's C.G. over the Float step. Using a square I align the front Float gear (so it is perpendicular to the fuselage) and tape it to the Floats. I then put another level on the airplanes horizontal stabilizer and adjust the rear Float gear until the horizontal stabilizer is level and tape in place. Then I double-check the C.G./step alignment. Next I mark the landing gear location on the Floats, drill the mounting holes and attach the Floats to the gear. I then take measurements at the front and rear of the Floats to check that they are parallel. If not, I adjust the landing gear on the nose-bearing mount accordingly.

8. WATER RUDDER

You will need a means to steer the airplane during taxiing to and from the take off and landing spots. I have seen people fly successfully without a water rudder. However, I have not been so, lucky. The wind blew my Kadet Senior everywhere except where I wanted it to go. Take the time to add a water rudder I it makes life a lot easier! You can

attach a water rudder to the air rudder via a music wire or you can attach a water rudder to the aft end of the Floats. I have tried both and both set-ups work well. For a 40 size airplane it is suggested to have a water rudder of 3 square inches. See the article entitled "Floatplane Conversions and Gear" by John Sullivan - 27 hot Floatplane tips! in the October 1991 issue of Model Airplane News.

9. ENGINE IDLE

You need a reliable idle. There is no marked runway in Float flying so you have the tendency to take off and land in various locations on the pond, not to mention taxiing out and back from your take offs and landings. A dead stick on the water (for those of us who do not have a boat) means a long wait for the wind to bring it back to shore or you can swim out and get it. I know I have done both. This winter has been mild but swimming in

October and November really wakes you up! When on water it is suggested you advance the idle a few clicks. This has made a big difference for me and to date has prevented the engine from cutting off from water spray or an unreliable idle.

NOSE GEAR BEARING MOUNT ATTACHED WITH 4 WOOD SCREWS

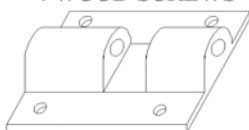


FIGURE 4

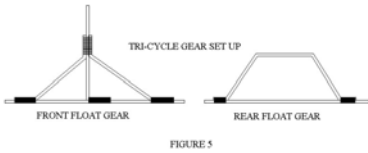
10. ATTACHING THE FLOAT GEAR TO THE FLOATS

John Sullivan's article "Floatplane Conversions and Gear" shows many attachment schemes. I like using a tri-cycle nose gear bearing mount. See Figure 4. It attaches to the Floats with four wood screws. The music wire passes through it and is held in place with a wheel collar. They allow easy attachment and parallel adjustment of the Floats.

11. TYPE OF FLOATS

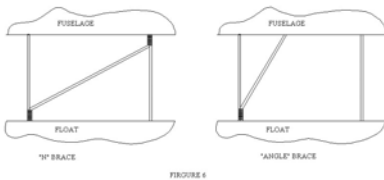
You can now purchase Floats made of various materials, i.e. wood, plastic, foam and combinations of these or you can make your own. I find foam Floats easy to work with. They also have greater buoyancy ratings and can handle heavier loads. 50 if you plan to carry a glider up and/or camera equipment on your Float plane I strongly suggest solid foam Floats. If you do go this route I suggest using a 1/4 inch thick X 1 I 1/2 inches wide times the length of each Float. This adds strength to the Floats and doubles as an attachment point for the Float landing gear.

12. LANDING GEAR



For a trike model just remove both the land nose and main gear and replace with your Float landing gear. Use the same diameter music wire as your land gear. A trike water set-up that I use is shown in Figure 5. It is not difficult to bend the wire if you use a tool like Higley's wire bender. After bending the various wire parts, assemble and wrap the connections with copper wire and silver solder, for a tail dragger, remove the land gear and replace it with a rear Float gear as shown in Figure 5. This will be your front Float attachment. You then have to add a plywood or hardwood landing gear support to the fuselage aft of the wing. This is your rear Float location. The rear gear I use is the same design as the rear Float gear in figure 5. You will need to add "N" bracing between the front and rear Float gear or use a single brace to prevent the gear from folding. See Figure 6.

13. BALANCE YOUR FLOAT PLANE



Just as you balance your model to *fly off of* land you must also balance your Float set-up. Balance your Floatplane setup at the same location you balanced the plane to *fly off of* land. If you have to rebalance, and you probably will, because it is most likely that it will be tail heavy, add the lead weights to the floats. This way you can switch from land to Float flying without removing/adding weight every time. This is another place where foam Floats are nice because you just drill a hole or two under the strong back at the tip of the Floats (if tail heavy), add the lead and epoxy and you're finished.

14. NOW ENJOY FLOAT FLYING,

IF YOU WANT TO SEE SOME FLOAT FLYING, ON JUNE 3RD AT CAMP ODETAH
SEVERAL RC PROPBUSTERS WILL BE PUTTING ON A DEMONSTRATION.

Directions

From New York:

Take I-95 North. Bear left onto I-395 North at exit 76. Take I-395 North to Exit 81W. Go 2 miles West on Route 2 to Exit 23. Turn left at bottom of ramp. Go straight at intersection and stop sign. Odetah is 500 feet on right.

Traffic on I-95?:

Take I-91 North toward Hartford. Merge onto CT-3 N via Exit 25 toward Glastonbury. Merge onto CT-2 E toward Norwich to Exit 23. Turn left at bottom of ramp. Odetah is 500 feet on right.

From Providence:

Take I-95 South toward New York/Westerly. Merge onto RI-102 South via Exit 5A toward Exeter/RI-165/Arcadia/Beach Pond. Stay straight to go onto RI-3/Nooseneck Hill Road. Turn Right onto RI-165/Ten Rod Rd. Continue to follow RI-165. RI-165 turns into CT-138. Take I-395 South to Exit 82. Take a right at bottom of ramp. Go approximately 1 1/2 miles left turn onto Route 2 West. Go 2 miles west on Route 2 to Exit 23. Turn left at bottom of ramp. Go straight at intersection and stop sign. Odetah is 500 feet on right.

CATO Use of RC Propbuster Facilities

A proposal for allowing CATO, a local rocketry club, and a sanctioned body of both the National Association of Rocketry (NAR) and the Tripoli Rocketry Association, to share the facilities of the RC Propbusters Flying Club of Salem, Ct.

1. The purpose of this document is to propose the use of the RC Propbusters facilities, located on Route 82 in Salem, Ct (referred to below as the facility), by the CATO Rocketry club. 2. This document contains two (2) proposals:

a. Individual and Small Group usage throughout the year b. Winter usage for club launches and events.

Both proposals are based upon use of the facility for periods during which RC Propbuster members do not typically fly their model aircraft. It is not the intent of these proposals to ask the RC Propbuster members to give up any of the usage of their own facility, which they would normally take advantage of, but rather to share the facility with CA TO during periods when the facility is normally unused and idle.

Proposal #1: Individual and Small Group Usage

Rationale: Because of local noise restrictions, RC Propbuster members do not typically fly their aircraft at the facility much before 10:00 a.m.

Proposal: Model rockets that conform to AMA regulations do not violate local noise restrictions. " Therefore, individual CA TO members, or small groups of CA TO members, may use the RC Propbuster facilities to fly model rockets, as defined by AMA rules, from 7:00 to 10:00 a.m. CATO members may also use the facility after 10:00 a.m. subject to availability and at the discretion of RC Propbuster members (see restriction #3 & #4 below). These would not be club events, but rather individuals or small groups who would like to fly for a little while.

Restrictions:

1. AMA Model Rocket rules, as posted at the facility, will be followed and enforced.
2. Although the RC Propbuster facility is an AMA facility, since CATO activity would be conducted within NAR and Tripoli restrictions, NAR or Tripoli Insurance will be the prime insurance coverage should any reportable incident occur while CATO activity are underway. Even though reportable incidents are extremely rare, CA TO does not wish to burden the AMA in any way.
3. The purpose of the facility is to provide the members of the RC Propbusters club with a place to fly their model aircraft. Therefore, CA TO members may fly model rockets after 10 a.m. only when there is no RC Propbuster member present who wishes to fly their aircraft. In the event that any RC Propbuster member arrives on site to fly their aircraft after 10 a.m., all CATO activities will immediately cease and CA TO members must remove their equipment from the flight area.
4. No CA TO club event of any kind may be scheduled for the facility which would extend beyond the 11:00 a.m. timeframe without first seeking and obtaining approval of the RC Propbusters membership. The prime consideration is maintaining the availability of the facility for unrestricted use by the members of the RC Propbusters Flying club. CATO use of the facility must not infringe upon the ability of RC Propbuster members to fly their aircraft whenever they wish to.
5. Any requests by local homeowners or the owner of the property will be immediately honored so as not to jeopardize, in any way whatsoever, the RC Propbusters' use of their own facility.
6. Before leaving the facility, all debris will be collected and placed in appropriate disposal containers. The facility will be left in a condition at least as clean as when the CATO member(s) arrived.
7. A report will be presented at each regularly scheduled RC Propbusters business meeting detailing the CATO usage of the facility for the previous period.

Proposal #2: Winter Usage for Club Launches

Rationale: Because of seasonal conditions, RC Propbuster members do not typically fly their aircraft at the facility between late November and March.

Proposal: CATO club events are held once a month on the 3rd Saturday of each month. Typically, the following day (Sunday) is the backup event day if conditions preclude the club event on Saturday. CATO requests the use of the RC Propbuster facilities for their regular scheduled club event on that day(s) during the winter period identified above.

1. This is typically a 6-hour event, running from 9:00 a.m. to 3:00 p.m., with setup time before and breakdown time afterward.
2. These club events would be an official NAR and Tripoli sanctioned event, and would be conducted under NAR and Tripoli rules.

Restrictions:

1. Flights shall be restricted to a motor size no larger than 'K' impulse in accordance with NAR and Tripoli rules.
2. No rocket may be flown which could conceivably leave the facility, regardless of motor size.
3. Although the RC Propbuster facility is an AMA facility, since the event is a sanctioned NAR and Tripoli event, NAR or Tripoli Insurance will be the prime insurance coverage should any reportable incident occur while CATO activities are underway. Even though reportable incidents are extremely rare, CA TO does not wish to burden the AMA in any way.
4. Any requests by local homeowners or the owner of the property will be immediately honored so as not to jeopardize, in any way whatsoever, the RC Propbusters' use of their own facility.
5. Before leaving the facility, all debris will be collected and placed in appropriate disposal containers. The facility will be left in a condition at least as clean as when the CA TO members arrived.
6. No event will be held on either the scheduled or backup day if conditions make it likely that the grounds could be damaged by the presence of the club, such as very soft or muddy ground.
7. The facilities remain totally available for the entire winter season, excepting the 3rd Saturday (backup Sunday), for RC Propbuster club members' usage. This proposal is for one (1) day per winter month usage only.
8. A report will be presented at each regularly scheduled RC Propbusters business meeting detailing the CA TO usage of the facility for the previous period.

Considerations

It is expected that CA TO members who use the RC Propbuster facilities will take part in the maintenance of the facilities. RC Propbuster members are rightly proud of their facility and CA TO members using the facility must share the responsibility for facility maintenance and upkeep.

1. It is expected that work parties at the facility will include CA TO representation.
2. CA TO members who use the RC Propbuster facilities will seek to promote the interests of the RC Propbusters Flying club.
3. CATO will pay 50% of the lease amounts for the facility itself for the months when Club events are held during the winter season (November thru March).

Minutes of May 15, 2006 Meeting

The May 15, 2006 meeting of the RC Propbusters was called to order at 8:03 PM with 27 members present. The minutes of the April meeting were read by Fred Meyer and accepted as read. The treasurers' monthly report was read by Ron Czikowsky and accepted as read.

Reports:

Fred Meyer reported on the Berringer. A flyer for advertising has been sent to local and wide area hobby shops. This flyer also is advertising the Henry Struck event. Volunteers were requested and Hal Robb, Tom Vernon, Jorge Cintron, Bill Mares, Jack Holmgren, Ron Czikowsky, and Dennis Duplice came forward. Thank you gentlemen.

Jorge Cintron reported he has been soliciting prizes and he currently has three planes for auction, one will be assembled. It was moved and agreed to have Bill Fisher fly for no fee.

There was no information on the club fun fly (Aug 13), the neighborhood (Aug 26), and the Helicopter fly in Sept 16-17). Eric Anderson will be the CD for the Heli Fly-in.

The AMA event was discussed and Chuck Longton brought in an aerial photo of the field with dimensions he paced off. This will be used to layout the areas for the AMA event and for overnight parking of RV's.

The Mohegan Sun Blimp was flown on May 7th at a pre-season game. It is tricky to handle with air current and over-achieving fans that want to grab it. One minor mishap occurred during the half time show but there was no damage to the blimp. The next event will be May 20. Dennis has decided that a minimum team of 3 people is required to launch, fly and retrieve the blimp.

Tom Vernon asked that the field rules reflect what was voted on previously needs to be updated, but nothing was done to correct this issue. Fred Meyer will research the field rules and update them for the June 20 meeting.

New Business:

Bob Trinque & Fred Meyer built 4 more starting benches and installed them at the field.

Dennis suggested we need to form several committees to address field improvements and we need to start looking for additional flying site again.

Chuck Longton, reported on the CATO rocket event of May 6. 234 rockets were launched and the kids, participating adults, and spectators had a great time. Next time we should consider offering food. Chuck also asked to have the club address the potential for CATO to use the Salem field for individual and small group use prior to our flying times and if it would be agreeable for them to use the field the 3rd Saturday of each month during the Winter months. The proposal will be included in the May Newsletter.

The new club jackets will be completed this month and distributed at the June meeting.

Dennis suggested we consider having a Christmas Party this year and wants to form a committee to run it.

New Members

Calven Stewart, Paul Dahlgren, and Sidney Olle were voted in as new members. WELCOME

MODEL OF THE MONTH

Fred brought in a P47 foamy from Hobby Lobby. It has a Park 450 out-runner brushless motor, a 2100mAh LiPo and a 20 A ESC. It will be flown the first calm day.

The meeting was adjourned at 9:10 PM.

Respectively submitted by Fred Meyer for Bernie Liskov.