

*Larry Lewis*

## PRESIDENT'S PROP-WASH

Sorry the newsletter is a little late. Was trying to get the Jet Meet into this edition but it is going to be held over to the June Newsletter. Normal service etc etc etc...time just slips away when y'all are having fun!!



## Minutes of RDRC meeting

By: Secretary Dave Hockaday

April 28<sup>th</sup>, 2010

- The meeting was called to order at 7:34 by President Larry Lewis.
  - 28 members and guests were in attendance.
  - The minutes of the March meeting were read by Dave Hockaday. The minutes were passed as read.
  - The treasurers report was given by Dustin Hedrick. Dustin stated that we have total funds of \$8,895 and discussed the club expenses for the month
  - The safety officer's report was given by Mark Lofgren. No safety issues required discussion. Mark mentioned to be sure and read the safety column in the RDRC Newsletter.
- Jason Jarvis reported 124 members have paid as of this time, and more membership renewals and new members are coming in.

### Old Business

4/17 Spring Fly-In was discussed

- \$530 was raised
  - 48 Pilots were registered
  - The church sold out and made \$700 profit on food
- Filed set up will take place on Friday 4/16



- Roger's flight station mods were discussed. EVERYONE loves the new flight station pads. Good work Roger! The discussed the need for a new Windsock, and the status of same.

### New Business

- Raider racing – racing efforts coming together, new pylons being fabricated at this time.
- A discussion was held about the need for Sod for the flight station areas and around the shed. This will be done later this year.
- It was mentioned that old AMA numbers are still available to those who were previously a member of the AMA.
- Larry gave a report on SEFF.
- There was a discussion about the Joe Nall event.
- The First in Flight Jet Rally was discussed, Memorial Day weekend, May 28<sup>th</sup>, 29<sup>th</sup> and 30<sup>th</sup> at the Wilson Industrial Air Park. This is not an RDRC event, but many of our club members are involved in organizing the rally.
- The club agreed to allow the use of club tables for the event
- Everyone is invited to the event, pilots, spectators and volunteers are welcome. [www.FirstinFlight.org](http://www.FirstinFlight.org)
- The meeting as adjourned at 8:34.

## Internet Access at RDRC

High speed internet access is available at the RDRC field for those of you with laptops, iPhones, netbooks, and other wireless devices. We have installed a feed for our cameras and weather equipment, and included a wireless router for support of other wireless devices. Some of you had mentioned wanting to help support the internet feed for the field data streams in exchange for secure wireless access at the field. If any of you are interested in this, send an email to: [wb4iuy@teara.org](mailto:wb4iuy@teara.org)  
If anyone wants to chip in, we'll pass along the rotating security codes to those who support the system.



# Safety Officers Report



**Mark Lofgren**

**SAFETY FIRST...**It has been quiet at the RDRC field in terms of crashes and injuries. Fliers have been paying better attention to flying the pattern and calling out changes in wind direction when needed. There is one area of safety that can be improved, and it is acknowledging another flier's intentions from the flight line. A call out that one is taking off, landing, on the field, experiencing a dead stick, or any other situation that other fliers need to know should be acknowledged by letting the caller know that the situation is recognized and actions taken to avoid problems. The most frequent instance of this need is a flier calling out for a landing and having to make multiple passes because it is not apparent that other fliers heard the call out. The caller is obligated to call the intention in a voice loud enough to be heard on the entire flight line and an equally loud response in recognition of the intent needs to be heard from other fliers. As always, hover, huck, and zoom and boom east of the runway.

Mark Lofgren

[clipclop@mindspring.com](mailto:clipclop@mindspring.com)



# **IMPORTANT NOTICE!!**

A few weeks ago, someone notified me that the lock on the shed would not latch, and had been being left unlocked regularly as a result. It was the first I'd heard of this, so I oiled the lock and it seemed OK. I went out to the field this morning to work on the field cams a bit during the storm, and the shed was unlocked when I arrived. I wondered if the lock was malfunctioning again, but it locked easily on the first try. I unlocked and relocked it several times, and it worked perfectly each time. I tapped on it and could not make it re-open in error or fail. It was hanging in the door latch, unlocked when I arrived. I have spoken with Dave L about adding a note to the newsletter about this.

**Whoever is the last person to leave the field has the responsibility of making sure the building is locked.**

Please, if you go to the field and can't get the lock to work at the end of the day, don't just leave it unlocked.

Feel free to call my cell phone at **(919)795-2074** about this if you have a problem, I live only about 1 mile from the field and will make sure the equipment inside is secured somehow.

Thanks,  
Dave Hockaday, Secretary

## Jim Morley—Morley Helicopters (UK)

An open letter to the RC helicopter community.

The RC helicopter world has just suffered another loss of one of our pioneers from the early days. From a personal view I will always regret not meeting him to discuss RC helicopter history as I had planned in 2009 and that opportunity is now gone.

As a sport/hobby call it what you will we are very poor in promoting our 'own' outside of our relatively small 'circle'. Put in a Google search for Jim Morley and prior to the last few days the first hit for our man was for my vintage helicopter website followed by a few forum threads; and that was it !!!!!!!!!!!!!!!!!!!!!!!

Morley helicopters, love em, or hate em, there was no denying that Jim was a formative force during the early years of RC helicopters; especially in the UK.

It has happened in the past with the likes of John Simone, John Gorham, Hiroyuki Oki, etc, etc.

Very well known but memories of them fading with each year after their passing and it will happen again until finally it will get to JIM Who??

I will put forward the plea that this must not happen this time. True the magazines will run probably run articles (or not) but they have limited space and then it will die down.

As I said, the opportunity for his personal input has been lost to me and that was my own fault however, there are many of you out there who know a lot about the man, the company and well, whatever!! I therefore ask of you for your input, the good or even not so good (nobody's perfect), anything you can remember, pictures, in fact anything at all. I will co-ordinate it all into the Morley section of the Vintage RC helicopter web site for the memory to live on.

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Joe (Vintage RC Helicopters)

Read more: [http://www.rcuniverse.com/forum/m\\_9748738/](http://www.rcuniverse.com/forum/m_9748738/)

Editors Note...My first attempt with helicopters was the Morley 2C, (a Bell 47G look-a-like) built from blueprints, of metal, aluminum and piano wire! Lots of hacksawing, brazing and soldering :) Due to Military life, it was never finished but eventually I built and flew the Morley 300 (Schweizer). I met Jim at a couple of meets in South England a long time ago and he always had time to talk about how to best setup and fly his creations. A real nice guy and a sad loss to the UK hobby scene. If any of you heli guys out there have any knowledge of him at all the thread moderator is collecting photos/anecdotes etc for his vintage Heli site. Luckily I have a few photos from when I met him so will post those there.

# Priceless Fun - by Paul Billings

For only a penny and a very few minute of your time, you can do more for the future of our hobby, indeed the AMA itself, than any other effort I am aware of!

A lifelong fascination with flying and things that fly is easily developed in the very young, given the proper exposure. This project is dedicated to the young, from 6 to 66 and on; everyone gets caught up in the fun, flying this simplest of all flying machines.



Here's how to do it:

You need the top from a one-dozen-size egg carton. Place the Wing Pattern inside the foam lid and trace the outline with a ball-point pen.



Cut along the tracing with a very sharp knife or scissors.

Press a penny down into the forward part of the "cargo bay" and secure with a drop of white glue on either side.



That's it -- grab it by the cargo bay and give it a good overhand toss. Have fun!

## Airline Humor

- "Weather at our destination is 50 degrees with some broken clouds, but they'll try to have them fixed before we arrive. Thank you, and remember, nobody loves you or your money more than Southwest Airlines."
- "Your seat cushions can be used for flotation. In the event of an emergency water landing, please take them with our compliments."
- "As you exit the plane, please make sure to gather all of your belongings. Anything left behind will be distributed evenly among the flight attendants. **Please do not leave children or spouses.**"
- "Last one off the plane must clean it."
- From the pilot during his welcome message: "We are pleased to have some of the best flight attendants in the industry. Unfortunately none of them are on this flight."
- This was overheard on an American Airlines flight into Amarillo, Texas, on a particularly windy and bumpy day. During the final approach, the captain was really having to fight it. After an extremely hard landing, the flight attendant came on the PA and announced, "Ladies and gentlemen, welcome to Amarillo. Please remain in your seats with your seatbelts fastened while the captain taxis what's left of our airplane to the gate!"
- Another flight attendant's comment on a less than perfect landing: "We ask you to please remain seated as Captain Kangaroo bounces us to the terminal."
- An airline pilot wrote that on this particular flight he had hammered his ship into the runway really hard. The airline had a policy which required the first officer to stand at the door while the passengers exited, smile, and give them a, "Thanks for flying XYZ airline." He said that in light of his bad landing, he had a hard time looking the passengers in the eye, thinking that someone would have a smart comment. Finally, everyone had gotten off except for this little old lady walking with a cane. She said, "Sonny, did we land or were we shot down?"
- After a real crusher of a landing in Phoenix, the flight attendant got on the PA and said, "Ladies and gentlemen, please remain in your seats until Captain Crash and the crew have brought the aircraft to a screeching halt up against the gate. And, once the tire smoke has cleared and the warning bells are silenced, we'll open the door and you can pick your way through the wreckage to the terminal."
- Part of a flight attendant's arrival announcement: "We'd like to thank you folks for flying with us today. And, the next time you get the insane urge to go blasting through the skies in a pressurized metal tube, we hope you'll think of us here at US Airways."

# Notices - Upcoming Events

**6/5/2010** -- Hickory, NC (C) 8TH ANNUAL WARBIRDS OVER WILSON'S FIELD. Site: Wilson'S Field. Gregory Hames CD PH: 828-428-5633 Email: preachhames@aol.com. Visit: www.wham-rc.org. AMA required, \$5 landing fee, registration 8AM, breakfast & lunch available on site, 1000' foot paved/grass runways, any size, era or powerplant warbird welcome. Pilot's prizes & 50/50 drawing, primitive camping available Friday night. Sponsor: WEST HICKORY AERO MODELERS

**6/5/2010** -- Sanford, NC (C) Larry Rickard Memorial Fun Fly. Site: Club Field. JR Smith CD PH: 919-708-8150 Email: chewey@windstream.net. To Eaks Rd, turn right then back to left on Service Rd, 1/4 mile on right. Sponsor: SMAC

**6/5/2010** -- Vanceboro, NC (C) Southern Air RC Spring Fly In. Site: Gaksins Field. Michael Zaytoun CD PH: 252-229-9161 Email: michael@zaytouncustomscabinets.com. Pilot registration \$10, pilot meeting 9am, 100'x600' beautiful grass runway, plenty of parking w / primitive camping welcome, great food, plenty of prizes, all size airplanes welcome. Sponsor: SOUTHERN AIR RC

**6/12/2010** -- Statesville, NC (C-Restricted to IMAA) Greater Statesville Big Bird Fly In. Site: Club Field. William Francis CD PH: 704-402-5927 Email: billfrancis@roadrunner.com. Visit: www.statesvillemodelflyers.org. new site, now at our new club field, registration starts 8am, pilots meeting 9am, flying 9am until ?, food, facilities, free standing tents only on field, oversize trailers and motor homes contact CD for alternate entry directions. Sponsor: STATESVILLE MODEL FLYERS

**6/18/2010 - 6/20/2010** -- Etowah, NC (C) BACK RHODES RANCH FLY IN & SWAP MEET. Site: Etowah Rc Flying Club Field. Will Hicks CD PH: 828-891-3776 Email: cd@etowahrc.org. Visit: www.etowahrc.org. One fee covers Friday, Saturday, & Sunday. Landing fee \$10 includes swap meet space. Non-flyers \$5 for swap meet space. Lunch will be available Saturday. Electric night flying Friday & Saturday. Camping is encouraged, no hook ups. Chemical toilet available on site. Visit website for noise restrictions, directions & flyer. Sponsor: ETOWAH R/C FLYING CLUB

**6/19/2010** -- Duncan, NC (C-Restricted) Balsa Buzzards Giant Fly In. Site: Swamps Field. Richard Pettit CD PH: 919-801-1415 Email: pettit@ti.com. Visit: www.swampsrc.org. Registration 8AM, flying thereafter. Landing fee \$10, 600' grass runway. Food, drinks and fun. AMA & IMAA required, bring both cards. Fuquay Varina US401 to NC42 west 4.6 miles to Fletcher Tutor Rd, follow signs. Sponsor: SOUTHERN WAKE AERO MODELING PILOTS SOCIETY

**6/19/2010** -- Julian, NC (C) SPRA SUMMER SHOOT OUT. Site: Old Julian Airport. Robert Harris CD PH: 919-363-2211 Email: bharrisus3@cs.com. Southern Pylon Racing Assn summer shoot out. Quickie 25, AMA 424 rules except min weight 3.25 lbs. Engines allowed os.25 FX, os.25AX, GMS.25, 8x6 APC prop. Club 40: World models skyraider MK11, LA racer 40 engine allowed, Thunder tiger pro 40 9x6 APC prop. AMA 3 pole short course, no timers, use fly off for ties. Sponsor: OLD JULIAN AIRPORT MODEL AIRPLANE CLUB

**6/19/2010** -- Monroe, NC (C) 5TH ANNUAL ALL ELECTRIC FLY IN. Site: Charlotte Aeromodelers Field. W Scott Gantt CD PH: 704.544.9571 Email: sgantt@benefitcontrolsnc.com. Visit: www.charlotteaeromodelers.org. All sizes & types of electric aircraft welcome. \$10 landing fee, AMA required, hamburgers, hot dogs/lunch around noon \$6. Camping available Friday & Saturday nights, no hook ups. Prizes, raffles, awards for best electric, best glider, best heli, peoples choice. Directions to field on web site. Sponsor: CHARLOTTE AEROMODELERS INC

**6/26/2010** -- Gaston, NC (C-Restricted) WINGS OVER THE ROANOKE VALLEY. Site: 95th Squadron Flying Field. Alan Arthur CD PH: 252-678-8201 Email: yellorx7@gmail.com. Restricted to all size warbirds. Lunch covered with \$10 landing fee. Pilots meeting 9AM, flying will begin shortly after. Sponsor: 95TH SQUADRON



# Notices - Upcoming Events

**6/26/2010** -- Greenville, NC (C) ALL CUB FLY IN. Site: Frankie Coburn Memorial Field. Frankie Coburn CD PH: 252-714-2679 Email: ramhorn@suddenlink.net. Visit: www.ncspacecowboys.com. Any Cub type airplane can fly, any color, military or civilian or sport. Gas, Glow, or electric. 2.4 will not be impounded, 72 will be impounded, food and drink on site, vendors welcome, take bypass around Greenville and follow signs. Come have a great time! reg starts at 8am, flying at 9am. Sponsor: NORTH CAROLINA SPACE COWBOYS

**6/26/2010** -- Hudson, NC (C) CAROLINA SPEED RALLY. Site: Cam Field. Vic Welland CD PH: 828-381-8133 Email: vic\_welland@yahoo.com. Visit: www.caldwellaeromodelers.com. Come see how fast you are. \$5 pilot fee, \$3 for each additional model. Proceeds benefit Hospice. Come to the only tru speed event known. Electrics, warbirds, propjets, and pylon racers welcome, **sorry no turbines**. Fabric runway, timing starts at 10AM. Sponsor: CALDWELL AERO MODELERS

**6/26/2010** -- Mooresville, NC (C) RC WINGERS ELECTRIC FLY IN. Site: Rc Wingers Field. John Stutts CD PH: 704.902.8367 Email: geardown52@aol.com. Sponsor: RC WINGERS

6/26/2010 -- Mt Pleasant, NC (C-Restricted) CAVARRUS ONE DESIGN. Site: 1200 Dutch Rd. Billy Haynes CD PH: 704-640-7274 Email: centralnchunter@windstream.net. By invitation only, AMA chartered clubs 1236, 1300, 4506, 3187, 690. Sponsor: CABARRUS RC FLIERS



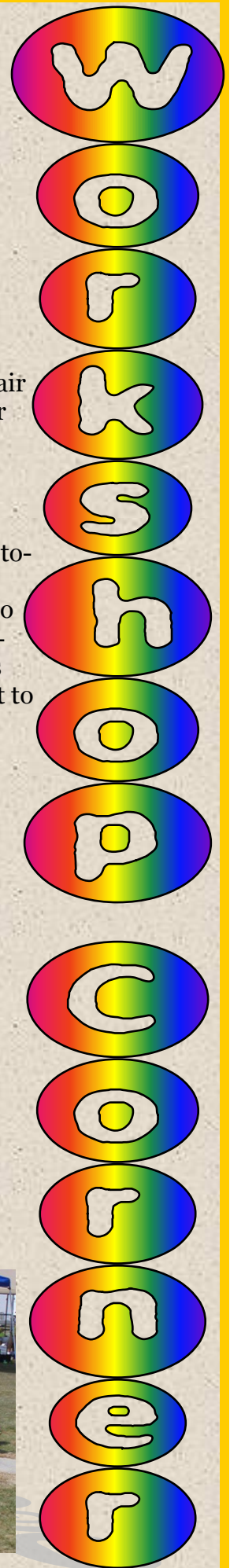


## Gluing on Canopies

Before gluing on your airplane's canopy, put a small hole in some obscure place to allow air circulation under the canopy. This will keep your canopy from popping off in the summer when the air inside expands or from collapsing in the winter when the air shrinks.

## Soldering Wires

Unless you have nerves of steel, it's difficult to hold two wires still while you solder them together, even if one is clamped to your workbench. An easy solution to this problem is to glue two wooden clothespins to a wooden base, about an inch apart. Now, slip the wires to be soldered into the clamping part of the clothespins, and they will be held together without jiggling. You can put the clothespins side by side rather than nose to nose. This keeps them from interfering with longer wires. You will probably have to sand the gripping part to create a larger grip area.



# **PRESIDENT TO PRESIDENT**

## **Incident Action**

by Dave Mathewson, AMA President

Between 12 columns each year for Model Aviation magazine, four for Park Pilot magazine, and six for the AMA Insider, I write 22 columns annually for AMA publications. In each of these columns I try to keep our members updated and informed about current issues affecting the model aviation community and the positive things that aeromodeling encompasses. So I gave considerable thought as to whether or not I wanted to write this particular column. In the end I felt that this story is important and worth telling. Read to the end and I think you'll agree.

An incident occurred April 16 when an AMA member who was flying a 450-size electric helicopter in a Tampa, Florida, public park lost control of the model and injured a young woman walking in the park. It appears that after calling 911, the pilot and his friends stayed with the injured person until EMTs arrived, then picked up their equipment and left. The local authorities will probably cite the men for ignoring a local ordinance against flying in that park.

This is an unfortunate incident that casts a cloud over what we do as model aviation enthusiasts. The local FOX News affiliate picked up on the story and ran a piece that included video that, by most standards, could be considered pretty graphic.

The potential for collateral harm to all of us as a result of this incident is significant. I've been asked a number of times whether or not the pilot and his friends involved were AMA members. In the end I'm not sure it matters. The news piece didn't say, "Park visitor injured by AMA member (or non-AMA member) flying a model helicopter." It said, "Park visitor injured by toy model helicopter."

The non-modeling public that watched that news story will now have a negative perception of model aviation and question the safety of our models. To complicate matters further, the incident occurred in a major metropolitan community park system that already had a ban on flying models.

This incident will reverberate throughout the country and, no doubt, will become a topic of discussion with authorities of other park systems. AMA has many chartered clubs that have operated safely for years in local parks, and we are watching closely to make sure that we do what we can to support our members and clubs that may be challenged now as a result of this incident.

However, what follows is the reason I decided to write this column. I've been a modeler for a long time. In all of those years, other than regarding the frequency reallocation issue a couple of decades ago, I don't think I've ever seen the aeromodeling community come together as it has with this situation.

AMA has an internal response plan for incidents like this. We were notified of the accident by an officer of the International Radio Controlled Helicopter Association (IRCHA), one of AMA's Special Interest Groups. This triggered our response, which included working with IRCHA to identify a local responsible, articulate, RC helicopter pilot, Rolando Perez, who could speak on camera.

AMA's public relations manager spoke with Mr. Perez to go over significant points that should be made regarding AMA's Safety Code and record. In addition, our PR manager spoke directly with the FOX reporter, by phone about model aviation and all of the positive aspects of modeling. A statement was issued by AMA. As a result, in a short follow-up piece FOX News spoke about the positive "groundswell" of reaction from the "national modeling community" and the concerns expressed by modelers. Go to

[www.myfoxtampabay.com/dpp/news/local/hillsborough/422-police-interview-model-craft-operators](http://www.myfoxtampabay.com/dpp/news/local/hillsborough/422-police-interview-model-craft-operators) to see this coverage.

The mother of the young woman expressed gratitude for the outpouring of support she has received from concerned aeromodelers.

Sometimes it takes something like this to make everyone realize that the common denominator between all of us is model aviation. It doesn't matter what type of model we fly, or maybe even whether or not we are all AMA members. While it was a terribly unfortunate incident, it provided us with the opportunity to show that the majority of us are responsible, safety-conscious individuals, and that we are protective of what we do as model aviators. And this is why I wrote this column.

Out of a bad incident came a lot of good. The public has now had the opportunity to see the positive in what we do and that we are a caring, concerned group. The efforts by everyone here will pay some dividend somewhere. It was a good job by all. And because of the actions of everyone involved in reacting to this accident, I think I've maintained my string of writing about the positive things that aeromodeling has to offer.

See you next time...

I have copied this from the AMA Insider that I now have access to each month. I'll pull articles, comments etc from it as I find things worth posting.



## MILITARY WISDOM

'If the enemy is in range, so are you.'

- Infantry Journal-

'It is generally inadvisable to eject directly over the area you just bombed.'

- U.S. Air Force Manual -

'Whoever said the pen is mightier than the sword, obviously never encountered automatic weapons.'

- General MacArthur -

'You, you, and you ... Panic. The rest of you, come with me.'

- Infantry Sgt.-

'Tracers work both ways.'

- Army Ordnance Manual-

'Five second fuses last about three seconds.'

- Infantry Journal -

The three most useless things in aviation are: Fuel in the bowser; Runway behind you; Air above you.

-Basic Flight Training Manual-

'Any ship can be a minesweeper. Once.'

- Naval Ops Manual -

'Never tell the Platoon Sergeant you have nothing to do.'

- Unknown Infantry Recruit-

'If you see a bomb technician running, try to keep up with him.'

- Infantry Journal-

'Yea, Though I Fly Through the Valley of the Shadow of Death, I Shall Fear No Evil. For I am at 50,000 Feet and Climbing.'

- Sign over SR71 Wing Ops-

'You've never been lost until you've been lost at Mach 3.'

-Paul F. Crickmore (SR71 test pilot)-

'The only time you have too much fuel is when you're on fire.'

-Unknown Author-

'If the wings are travelling faster than the fuselage it has to be a helicopter -- and therefore, unsafe.'

- Fixed Wing Pilot-

'When one engine fails on a twin-engine airplane, you always have enough power left to get you to the scene of the crash.'

-Multi-Engine Training Manual-

'Without ammunition, the Air Force is just an expensive flying club.'

-Unknown Author-

'Without ammunition, the Air Force is just an expensive flying club.'

-Unknown Author-

'If you hear me yell; "Eject, Eject, Eject!", the last two will be echo's.'

If you stop to ask Why? you'll be talking to yourself, because by then you'll be the pilot.'

-Pre-flight Briefing from a Canadian F104 Pilot-

'What is the similarity between air traffic controllers and pilots?

If a pilot screws up, the pilot dies; but If ATC screws up, .... the pilot dies.'

-Sign over Control Tower Door-

'Never trade luck for skill.'

-Author Unknown-

The three most common expressions (or famous last words) in military aviation are : 'Did you feel that?' 'What's that noise?' and 'Oh S...!'

-Authors Unknown-

'Airspeed, altitude and brains. Two are always needed to successfully complete the flight.'

-Basic Flight Training Manual-

'Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding or doing anything about it.'

- Emergency Checklist-

'The Piper Cub is the safest airplane in the world; it can just barely kill you.'

- Attributed to Max Stanley (Northrop test pilot) -

'There is no reason to fly through a thunderstorm in peacetime.'

-Sign over Squadron Ops Desk at Davis-Montham AFB, AZ-

'You know that your landing gear is up and locked when it takes full power to taxi to the terminal.' - Lead-in Fighter Training Manual -

As the test pilot climbs out of the experimental aircraft, having torn off the wings and tail in the crash landing, the crash truck arrives.

The rescuer sees the bloodied pilot and asks, 'What happened?'

The pilot's reply: 'I don't know, I just got here myself!'

# RDRC 2010 Officers

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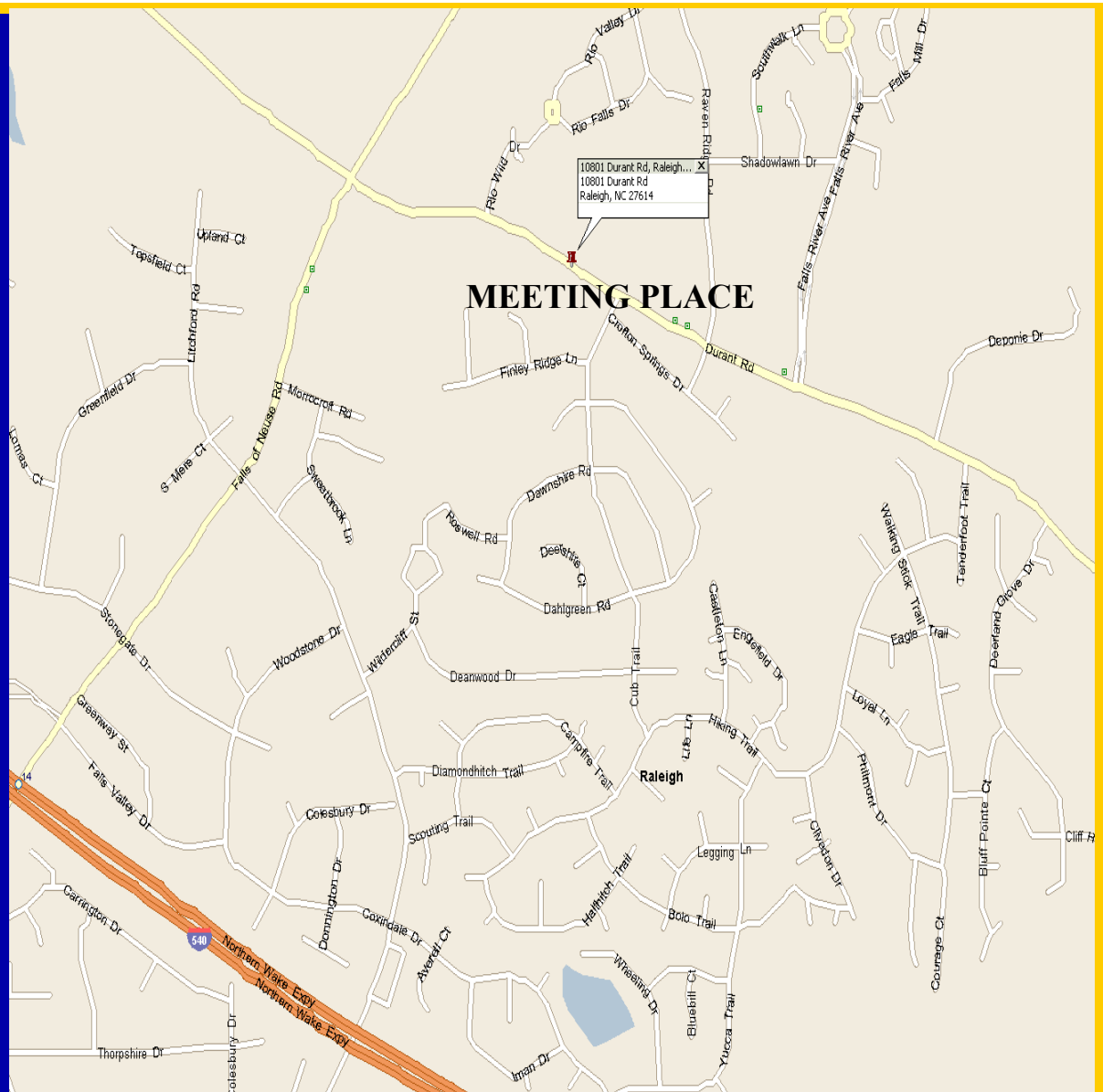
## Newsletter

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## Submittals:

All club members are urged to submit material to be published in the newsletter. The material should be received by the second Saturday of each month. Text is easily submitted in the form of regular mail or e-mails sent to my address above, photos can be attachments in any format that your camera produces (or scanned photos).



## Thoughts from the slipstream :

**Not a lot of thoughts this month due to sickness. The Vanceboro flyin was a blast, and it looks like others were also having fun elsewhere over the month. The First in Flight Jet Rally looks to be coming together really well and should be a great place to go over the Memorial Day weekend. I'm hoping to be there so look forward to seeing a lot of you there enjoying the flying and generally having fun with friends, both old and new. Until next month then, fly high, fly low, but always fly safe and ENJOY this fantastic hobby!**



**The ED**