

As you ALL are AMA members, you should have already received the following via e-mail. That is if you gave the AMA your e-mail address. These recommendations MAY have an effect on our hobby and you should read it carefully. CB

Dear AMA Member:

For the past 12 months, the Academy of Model Aeronautics has taken a proactive role in representing our membership's model aviation interests and protecting your flying rights by working closely with the FAA on an Aircraft Rules Committee (ARC). The purpose of the ARC was to draft recommendations for regulatory policy for the operation of small unmanned aircraft systems (sUAS) in the National Airspace System (NAS).

This week the FAA released the ARC recommendations to the public, and our goal is to keep our membership informed on the recommendations and progress. Please understand these ARC recommendations are just that, proposed recommendations and not yet policy or Federal regulation.

To help keep our membership informed on rulemaking process and the latest developments, we have created a special section on the AMA Web site for you. Plus, you will be able to submit questions and comments. While there may be other sources of ARC information available to you, the only true source for accurate information is Model Aviation and AMA Web site.

[Click here](http://www.modelaircraft.org/news/ama-faa.aspx) for complete information.  
<http://www.modelaircraft.org/news/ama-faa.aspx>

Dave Mathewson  
AMA President

*Received the following article from my "Ace Reporter" Ken "I got the news" McDaniel.*

On Friday, 8 May, a dust devil roared across our field. It tore up a 150 foot length of the runway surface. Of course it would be right down the center line. A good chance to practice your "narrow field" landing skills. A notice of a work party was posted. On Wednesday 13 May at 5:30 AM, the work began. The offending strip of runway was re nailed down, and then the joint was tarred/sealed.

Please note; the work party consisted of 11 members whose ages ranged from 65 to 82 years old. Average age – 71 years. Granted, all are retired. Bad backs, legs, arms, and aged bodies

in abundance. Due to age, aches, and pains, worked progressed slowly. Some gripping has been heard about "the older members BUT when the call goes out—who does the work?!?!"

It is OUR field, every members. Thanks to you old Geezers!!!

Thanks Ken. CB

### **Notice from the TRCC Board**

In accordance with ARTICLE IV, SECTION 2, DUES: (in part) Dues will be due and payable on the third Thursday of February of each year, and delinquent the day after the third Thursday of March. A late fee of \$5.00 per month will be charged to all delinquent dues and their flying privileges will be suspended. Members who remain delinquent will lose their membership status if dues are not paid in full by the first of May of the current membership year and must pay a full initiation fee to be reinstated as a member.

The following failed to pay their club dues and have been dropped from club membership.

Burns, Jerry	Carroll, Jerry
Collins, Curtice	Ervin, Les
Fitzgerald, Steve	Francis, Billy
Gallegos, John	Griswald, Dick
Hall, Jim	Heffern, Joe
Houser, Kevin	Hyde, Chip
Ibanez, Jerry	Knapp, Tom
Krohn, Hal	Mattioda, James
Penner, Ron	Retrum, Ernie
Roth, Chris	Russo, Tony
Scordato, T.J.	Sharp, Ken
Soriano, Enrico	Upton, Steve
Wiemann, Fred	Windsor, Kim
Young, Frank	Zembik, Joe
Zimmerman, Don	

If this is error you need to contact Al Mosher ASAP

### **Extend Engine Life**

**Helpful tips to keep your power plant happy!  
by the staff of Model Airplane News**

Today's 2-stroke glow engines are technological marvels; they're powerful, lightweight, easy to use and, with proper use and care, will last for many years. Next to the radio system, the engine is one of the most expensive investments we make in RC. Over the years, we've learned a lot about the care and feeding of engines, and we know there aren't any secrets to operating a model airplane engine correctly. From adjusting the fuel mixture and choosing the best glow plug to proper maintenance and using common sense to improve reliability, this article is full of helpful hints