



The President's Thoughts

by Charles Brooks

Greetings, You can tell we are in the heat of the flying season as with all the events going on. We just held the annual picnic. Although not the best of weather it was flyable. I did not get a true headcount but I would guess around 45 to 50 came out for the fun. Everyone appeared to have fun and there was some flying going on. I don't think we could have the picnic and have great weather. If you have been to the field you will see that the run way is now sealed. I was told we should get around 5 years out of it. I job we need to keep on top of is to keep the cracks filled each fall to keep the rain out. We will soon have a work day to come out and add the strips to it. I will send an email out for that. There is still some talk going around about wanting to enclose a room at the field. I don't want to put this on hold but as it is now we don't have the money to fund this addition at this time. On the other hand I think it is a good idea to keep hashing ideas around to come up with what we want to do so when the money is their we can start. At the last meeting we talked about the rocket club. The idea was to write a letter. (This can still be done after the meeting if the club feels that it is needed.) The next morning I received a call from the City. Also during that time I received several emails from different members about the rockets. If you talk to anyone that has been the president of the club they will agree that some issues require you to walk a fine line. You have to look down a long road for every action you take on the pros and cons of that action. Several of you said we jumped to fast. I agree with that. So with that I asked the board on their input on having some of the rocket guys come out to the next meeting to tell us what they are about. Everyone thought it would be a good idea so they will be at the meeting. So come to the meeting with an open mind!

Blue Sky's

Charles Brooks

NEXT MEETING

Thursday, August 9, 2007 6:30 p.m.

LMAC Flying Facility

Food Served around 6:00 p.m.

Treasurer's Report

by Bill Saunooke

BALANCE 6/30/2007 4,339.38

7/12/2007 LMAC Checking 1892 Jim Jackson June 4 @29 Lawn Mowing Services -270.00
 7/12/2007 LMAC Checking 1893 A-1 Sanitation Services July Potty -74.50
 7/12/2007 LMAC Checking 1894 John Royalty Jan-June Newsletter -120.89
 7/12/2007 LMAC Checking 1895 Jim Jackson drinks Food For Club Picnic -11.83
 7/12/2007 LMAC Checking 1896 Charles Brooks Food for club meeting -35.95
 7/13/2007 LMAC Checking 1897 VOID 0.00
 7/19/2007 LMAC Checking DEP S Deposit B.Doroha DUES 2007 27.50
 A.Simpson DUES 2007 55.00
 A. Simpson Key Deposit 3.00
 J.Hamilton DUES 2007 1.00
 S.Smith DUES 2007 55.00
 J.Hammons DUES 2007 55.00
 T.Priest DUES 2007 55.00
 T.Priest Key Deposit 3.00
 J.Vennari DUES 2007 55.00
 J.Vennari Key Deposit 3.00
 income 2007 Cub Meet 100.00
 E.Hutchens DUES 2007 55.00
 E.Hutchens Key Deposit 3.00
 J.Stewart DUES 2007 1.00
 S.Lamb DUES 2007 1.00
 Dan Bailey DUES 2007 55.00
 8/2/2007 LMAC Checking 1898 S Jim Jackson 7/10 Cut Lawn Mowing Services -120.00
 7/17 Cut Lawn Mowing Services -120.00
 7/17 weedeat taxi ways for sealing Lawn Mowing Services -35.00
 7/24 Cut Lawn Mowing Services -135.00
 7/31 Cut Lawn Mowing Services -120.00
 Unknown charge? (For not mowing naked) Lawn Mowing Services -2.00
 8/2/2007 LMAC Checking 1899 A.P.M. Runway sealing Field Expense -2,055.00

TOTAL 7/1/2007 - 8/2/2007 -2,572.67

BALANCE 8/2/2007 1,766.71

TOTAL INFLOWS 527.50
TOTAL OUTFLOWS -3,100.17

NET TOTAL -2,572.67

ASSETS

Cash and Bank Accounts
LMAC Checking 1,766.71
LMAC Money Market 7,410.88

**TOTAL Cash and Bank Accounts
9,177.59**

TOTAL ASSETS 9,177.59

LIABILITIES 0.00

OVERALL TOTAL 9,177.59



LMAC Minutes

by Bruce Hall

Minutes of the July 12, 2007 Meeting

Bruce Hall could not attend the meeting; minutes were taken by Dave Price.

Meeting called to order at 6:36 PM.

Bob Stewart made the motion to approve last month's minutes. Motion voted on and passed.

Bill Sanooke gave the Treasurer's Report. He reported the amounts for checking \$3873.99 and savings \$7410.88. Jim Long made the motion to accept the report, seconded by Steve Simons. Motion voted on and passed.

No new guests or members.

Ronnie Slaven indicated that there were 2 solos: Brookes Doyle and Blake McBrayer (for fixed wing).

New Business

Charles Brooks received an email from the Living Arts Center, a non-profit organization, which is working on a 2007-2008 exhibit named "Flight". Kathy from the Center attended the meeting and made a request for airline memorabilia and RC planes to be displayed. More info. Contact Jim Jackson.

Blake McBrayer gave the presentation on helicopter basics.

Old Business

Jim Jackson presented quotes on sealing the runway and indicated that for 2 coats spray-on the cost would be \$2055.00, 1 coat was \$1576.00, and if we did it ourselves it would cost \$2280.00. Stripes painted on would be \$125. John Royalty indicated that 12 cans of spray paint would be \$55. Gale Moore made the motion that we go with the 2-coat bid, it was seconded by Dick Suffoletta. Motion voted on and passed.

Jim also indicated that the pavilion has several rotting boards near the eaves and that gutters were needed. Conversations turned to the club's desire for enclosing part of the pavilion. Gale Moore made the motion that we fix the eaves and that Curtis install vinyl siding on the gavel ends for the material cost of \$750 (not including gutters). Motion seconded by Bob Stewart. Gale amended the motion to include L-brackets on the posts. Motion voted on and passed.

New Business

Charles Brooks received a call from the Parks Department regarding the Model Rocket Club and allowing them to use our field for 2 events a year to launch rockets. Charles indicated that they had contacted the Landfill and the FAA. Dave Trapp suggested we invite the club for a presentation. The idea was discussed by club members. Blake McBrayer made the motion that

the club writes a very tactful letter to the City indicating our apprehensions due to our contractual obligations to the City, possible AMA conflicts, and liability issues. He also indicated that the club should try to help the City locate a site for them. Motion seconded by Al Schroeder. Voted on and passed.

Jack Atkinson donated a built cub with engine except for radio, instruction manuals, engine box, and starter for the club's raffle.

Bob Stewart also donated a built RC plane with servos.

Al Schroeder also has a plane he is donating. Jim Jackson is donating a complete flight box.

Blake indicated that Chris Harris, a current LMAC member, is overseas in Iraq and he was taking a collection to help him purchase a helicopter for his arrival. Charles indicated that the club waived his dues for the remainder of the year. Donations were taken at the field.

Charles indicated that the Club picnic is in July 28 and there was a signup sheet set up in the club's web page for what dishes to bring. Charles also mentioned the Fly-in in Berea on July 21.

Curtis Adams talked about the Giant Fly-in. Joe Wood indicated that the Aviation Museum has been booked for the November swap meet. Charles gave a report on the cub fly-in.

Al Schroeder made the motion to adjourn the meeting. Meeting adjourned.

Calendar of Events at Area Clubs Fields

Louisville RCRC

Warbird Fly In.....October 28

Evansville RC Club

Giant Scale Fly In.....October 6, 7

PRESIDENT
Charles Brooks
859-296-3604
president@lmacky.org

**2
0
0**

SENIOR ADVISOR
Jim Jackson
859-873-3046
senioradvisor@lmacky.org

7

WEB EDITOR
Charles Brooks
webeditor@lmacky.org

**C
L
U
B**

VICE PRESIDENT
P.J. Ash
859-537-4017
vicepresident@lmacky.org

TREASURER
Bill Saunooke
859-255-7083
treasurer@lmacky.org

PUBLIC RELATIONS
Charles Brooks
859-296-3604
publicrelations@lmacky.org

**O
F
F
I
C
E
R
S**

SECRETARY
Bruce Hall
502-839-5533
secretary@lmacky.org

EDITOR
John Royalty
859-224-2580
newslettereditor@lmacky.org

SAFETY OFFICER
Butch Krebs
859-771-4631
Safetyofficer@lmacky.org

From the Windom Eagles, Windom, Minnesota

Thoughts for the Month of August

1. The easiest way to find something lost around the house is to buy a replacement.
2. Never take life seriously. No one gets out alive anyways.
3. Gardening Rule: When weeding, the best way to make sure you are removing a weed and not a valuable plant is to pull on it. If it comes out of the ground easily, it is a valuable plant.
4. An unbreakable toy is useful for breaking other toys.
5. If quitters never win, and winners never quit, then who is the fool who said, "Quit while you're ahead?"
6. Get the last word in: Apologize.
7. All of us could take a lesson from the weather. It pays no attention to criticism.
8. Health is merely the slowest possible rate at which one can die.
9. Health nuts are going to feel stupid someday, lying in hospitals dying of nothing.
10. Whenever I feel blue, I start breathing again.

Editor's Note

By John Royalty

It's the time of the year when everyone is trying to get some flying time. The weekends especially are busy and sometimes a little wild. Being one of the weekend flyers, I feel that we need to take a look at the rules which all of us should be abiding by. I have included a copy of them on page 6 of this newsletter. These are identical to the rules that are posted at the field just above the frequency board. Take some time to read either the enclosed rules or the ones posted at the field. The rule that I am finding being broken the most on the weekends is the rule that pertains to the flying in a race track pattern if more than one plane is in the air at one time. The flying on the weekends is very much all over the sky. There are some folks that take off and then precede to fly all over the sky in any direction they choose. Going against the grain is putting them head on to those planes going in the right direction. These actions are putting their aircraft and those that are up with them in jeopardy. I care too much about my planes and have no desire to have a mid air collision with someone that is so irresponsible about the field rules and pilot courtesy. We all need to fly together and fly safe. These actions that some have on the weekends are not safe and especially are not following the rules which we are supposed to uphold. I would hate to see someone lose a plane because of the stupidity or arrogance of those that feel they don't have to abide by the rules. When you fly at LMAC field or better yet pay your membership to join this GREAT club, you are agreeing to conduct yourself under the rules that are set forth by the club. Please keep in mind that when you are flying with others that you are not the only one that is up in the sky. We should always fly safe and responsible. Not following the rules will cause an unfortunate accident, whether it be an airplane or worse a person.

If you haven't been out to the field lately, well the runway has a new coat of sealer on it and looks great. There are other improvements planned so please be patient with those folks which are trying to improve the facility. If you are out at the field when these guys are working on the improvements, instead of belly aching that you can't fly because they are in the way. Stop what you are doing for a while and help them out, the more hands that get involved the faster they get done, and in turn the faster you get to fly. So help out your fellow members and pitch in.

ALL FLYERS MUST READ AND FOLLOW FIELD RULES FOR LEXINGTON MODEL AIRPLANE CLUB FACILITY.

All Members must be AMA insured in order to fly at the LMAC facility. Non-Members must be accompanied by a club member in order to fly.

All transmitters must be OFF and IMPOUNDED immediately upon arrival at the LMAC flying facility. NO EXCEPTIONS.

Aircraft must point toward the runway when starting. No one should stand in front of the aircraft when testing engines.

Aircraft may be taxied out of the pit area (toward the runway), but may not be taxied toward the pit area.

Aircraft (this includes Helicopters) must takeoff and be flown from the asphalt or grass runway - not from the pit side of the runway.

ABSOLUTELY NO FLYING OVER THE PITS AREA or PARKING LOT. Take Offs and Landing are to be done from the active runway. Flying may be accomplished using the crosswind runway as a reference when wind and/or sun glare is a factor.

All fliers are to stand at the flying positions when flying if more than one aircraft is active. A flier may stand on or adjacent to the runway only for takeoff or landing.

Fliers should only cross the runway as required to retrieve a downed aircraft.

When more than one aircraft is flying, a right-hand or left-hand pattern (depending on the wind direction) should be agreed too. A spotter is also recommended.

A flier must alert other fliers when going to fly Pattern, Hot Dog, or Hovering Maneuvers which must be done over grass runway.

Fliers must call out activities that include Takeoff, Landing, Dead Stick, and Crossing the runway to retrieve an aircraft. This must be done LOUD enough to alert all Pilots.

High Speed passes are not allowed over the asphalt runway. Aircraft should be at least 100 feet beyond the Active runway.

Low speed passes and "touch and go's" can be done on and over the runway, but other fliers must be alerted.

Frequency Number must be displayed on the transmitter antenna.

A pilot must take turns flying and must not tie up a channel or flying position for over 20 minutes during a "turn". When a pilot desires to fly and the pilot's channel is not currently in use, the pilot's current AMA license must be placed in the channel IN USE position.

Then the pilot's transmitter may be removed from the impound and used to fly.

Every Person has the responsibility to KNOW, OBSERVE, and ENFORCE these rules and guidelines. Any member observing another flyer not observing the above set of rules, should point out to the individual what they are doing wrong. If that person continues to operate in an unsafe matter, then they should be reported to the Board of Directors for their actions.

If an aircraft lands or crashes on the landfill facility during landfill business hours, the club should contact LFUCG personnel at the scale house and the landfill operator will be summoned to retrieve the aircraft. If the aircraft lands or crashes on the landfill facility at a time outside the normal business hours for the landfill, the club should contact the landfill operator at **859-330-9758** to arrange for the retrieval of the aircraft.

We Have A New Doctor In The House!

I would like to congratulate Dr. Price for a wonderful achievement on his completion of his Doctorate..

If you see Dave at a meeting or at the field be sure to congratulate him on his degree. Dave is an active member in the club and has served on our board of directors and is always willing to help out with anything when he has been ask. **Thanks Dave for all you do and Congrats!**

Biology Faculty/Students/Staff:

Please join me in congratulating the Biology Departments most recent Ph.D., **Dr. David Price**. David successfully defended his dissertation, Use of In-Situ Fish Populations for Biomonitoring Polychlorinated Biphenyl and Metal Pollution in Moderately Impacted Freshwater Streams, on 7/13/2007. David joined our Ph.D. program in 2001 and holds a MS degree in Wildlife Science from Texas Tech University. As many of you know, for many years David was a highly valued student, colleague and friend of Wes Birge, working in a technical capacity for ~10 years before enrolling in our Ph.D. program. David has been very prolific as an environmental toxicologist and is cited on an impressive number of grants, papers, and research presentations. After Wes's passing last year, Brent Palmer graciously took over the role of advisor and helped coordinate completion of David's dissertation. David is currently investigating professional options with short-term plans to complete existing funded environmental toxicology contracts at UK. We wish Dave well with this work and are glad that he will retain ties to our community.

BR Brian C. Rymond, Ph.D

Professor of Biology Director of Graduate Studies Department of Biology
University of Kentucky Lexington, KY 40506-0225

Kentucky Fall Classic News

I just wanted to let you know that the Kentucky Fall Classic Fly-in is on again for 2007. The dates are September 21 - 23. **We are planning a flyin meeting after the business meeting on Thursday 8/9/07.** We would like everyone that helped last year and anyone else that would like to help out with the flyin to attend. This year we will need some additional people to help with the concessions. We are going to provide the food ourselves. Jim Jackson is heading this up, but he can't do it all 3 days. We will also need someone to sell chips, drinks, etc during the day. So please step up and help with this event. This is a fun time and you get a chance to meet some great people. For the new guys in the hobby, there isn't a better time to ask questions and get up close to some really nice planes. This is your time to help the club and Cardinal Hill while learning about this great hobby. This event belongs to the club, so lets all pitch in and help make it a success.

Thanks, Curtis Adams



I WANT YOU

Please Read and Consider Giving For All Those That Have Been Taken From Us!!!

Hey guys I have asked John to put this in the newsletter, I thought we would pass the hat at the meeting. that woks better. I'm going to ask Richard if he would like to come to the meeting, if he does we will turn the collection over to him at that time.

Clear DayHello, my name is Richard Bruszewski, Buzz's 3rd son. I hope that I am not upsetting anybody, but I pulled your e-mail addresses off my dad's e-mail list. This will be my one and only contact this way.

I have been participating in the American Cancer Society - Relay for Life for many years. As with most people, I have been supporting this cause as cancer had touched my life, when as my wife Cindy was diagnosed with skin cancer shortly after we got married over 20 years ago. As scary as that was at 22 years old, it was a very early case and relatively easy to take care of.

Unfortunately, we were touched much more severely when my father-in-law, John, was diagnosed with lung cancer in October of 2005[12/27/05] and then my father, Tom"Buzz" was diagnosed in March of 2006[09/11/06]. My father's cancer was a rare form caused by asbestos ingested in his late teens changing brakes on cars. I thought he would live forever, that I would be driving him to the flying field when he was in his 90's!

I am dedicating this year's relay to my father and would appreciate your help in reaching my fund raising goal. I, like all of you, receive many requests for donation and understand that we all have limited funds to spread over many very worthwhile organizations. I just ask that you consider this request, and to keep the American Cancer Society in your budget in the future. If you can donate, I have attached a shortened link to an official Cancer Society site where you can donate directly on-line. If you are uncomfortable with that, you can send a check to my home, made out to 'American Cancer Society'.

Thanks for your consideration.

<http://tinyurl.com/3x8d6c>

Richard Bruszewski
860 Willow Oak Cr
Lexington, Ky 40514

Blue sky's ahead Pop!



From the Anoka County Radio Control Club, Inc., Coon Rapids, Minnesota

RC Airplane Definitions

Prop Nut: What a glider pilot calls power pilots.

Pucker Factor: A factor that exponentially gets higher, as your out-of-control airplane gets lower. At the high end of the scale, changing your shorts is necessary.

P51 Mustang: What beginners use to learn to fly.

Radio: An expensive electronic device to randomly alleviate overcharged batteries. A device that enables an airplane to crash different places than it normally would.

Radio Glitch: A documented electronic occurrence, causing immediate and irreparable loss of control. The source of a crash when there is a possibility of someone else's radio in close proximity to the airplane.

Receiver: The part of your airplane that picks up interference.

Sink: Non mythical meteorological event stimulated by RC Soaring pilots.

Skid Protector: Another word for a spinner.

Snap Roll: After a nice high G roll, something snaps, usually the wing. **Spinner:** A critical part of the landing gear.

Stall: What you tell your wife when you want to take it up "one more time."

Swept Area: The only part of your apartment that is not covered with balsa dust.

Tail-dragger: An RC pilot that has just spent the last hour looking for his airplane in the woods.

Thermal: A mythical occurrence of rising air.

Tip Stall: Offering several minutes worth of unwanted advice to a nearby pilot, instead of taking your turn to launch off the winch. Used when sink is in the air, and contest points are at stake.

Trainer Cord: A handy device for electronically installing false confidence into rookie pilots.

Tree: Implement used to separate wings from fuselage.

Upwind Turn: Same as downwind turn. NO, IT ISN'T! YES IT IS!! NO, IT ISN'T! etc.

Wetted Area: After Rex the wonder dog finds the pit area.

Wing: A device that, due to its airfoil, allows air to flow faster over the top, thereby allowing you the opportunity to pour excess funding into the resulting low pressure area.

2007 EVENT CALENDAR *Flying events at* *Lexington Model Airplane Facility*

Warbird Fly-In.....	August 4
Electric Fly-In.....	August 18
Helicopter Fly-In.....	September 8, 9,
Giant 3-Day Event.....	September 21, 22, 23
Swap Meet.....	November 10



LMAC Newsletter Editor
3796 White Pine Drive
Lexington, KY 40514

Thanks to these merchants for providing gift certificates for club meeting prizes.
Plane of the Month & Door Prize.



X-Cell Models
271 H Gold Rush Road
Lexington, Ky Phone (859) 373-0004
Hours Mon. Wed. Fri. 1pm - 6pm Sat. 1pm - 5pm
email: flyxcell1@aol.com



HobbyTown USA
Regency Shopping Center
2329 Nicholasville Road
Lexington, Ky Phone: (859) 277-5664
Hours Monday- Saturday 10am - 8:30pm.
Sunday 12pm - 6pm



Speeder's Hobby Center
1591 Winchester Road, Suite 109
Lexington, Ky Phone (859) 402-2277
Hours Monday-Friday 10am - 6pm
Saturday 10am - 6pm
website: www.speedersonline.com