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Model Aviation

Model Aviation



Bringing Modelers Together

April 2012 \$5.95

Lawmakers Act to Protect Aeromodeling!

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April 2012 • Volume 38, Number 4

Model Aviation

AMA
SINCE 1938

VOL. 38 NO. 4
April 2012



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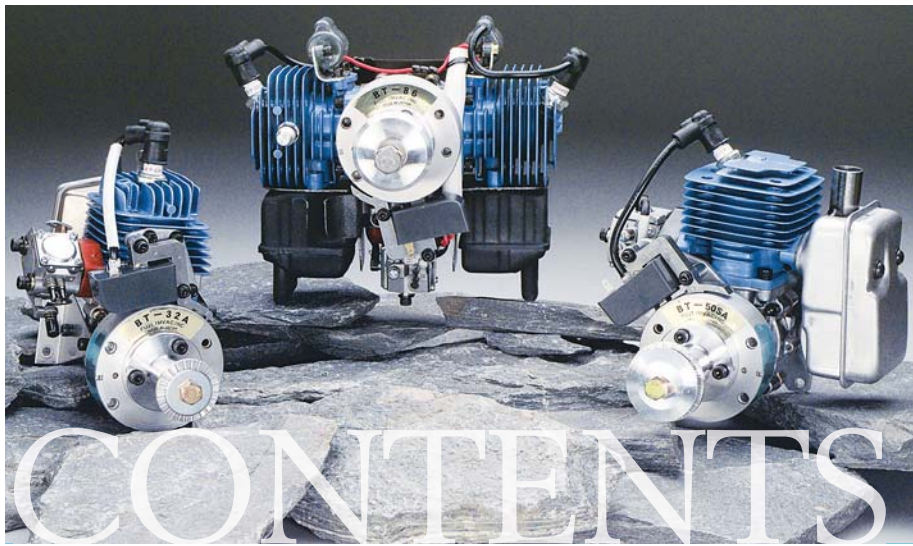
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ON THE COVER

Bernard Dion watches in anticipation as his Fairey Swordfish Mk.1 takes to the air. Based on Flying Scale Inc. plans, its wingspan is 34 inches and it weighs roughly 170 grams, fully loaded with torpedo!

Bernard is the Adjutant at the Flying Aces Club 071 Escadrille Harfang and can always be seen wearing his trademark hat and flight gear on the flying field. *Photo by Ronny Gosselin.*



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All I can say is wow!

H.R.658, the FAA Modernization and Reform Act of 2012, was passed by Congress and signed into law by the President. This represents the most positive government effort ever generated by the Academy on behalf of the modelers in the United States.

Many of our members have spent much effort on this issue; however, special thanks must be offered to our AMA Government and Regulatory Affairs Advocate, Rich Hanson, our government liaison, Mitch Rose, and our Executive Director, Dave Mathewson.

The bipartisan bill was assisted by the following members of Congress and their staffs:

Senator Jim Inhofe (R-OK)
 Representative John Mica (R-FL)
 Senator Jay Rockefeller (D-WV)
 Senator Kay Bailey Hutchinson (R-TX)
 Representative Tom Petri (R-WI)
 Senator Maria Cantwell (D-WA)

Our efforts would not have been recognized had it not been for the thousands of AMA members who communicated with the government officials. The letter-writing campaign and other communication were valuable.

Although I would like to say the issue has been resolved, that is not the case. The airspace governed by the FAA includes that which is used for aeromodeling. Our Congressional effort certainly creates a positive environment in which to create dialogue with the FAA, but many variables will have to be considered.

The Notice of Proposed Rulemaking (NPRM) will be published in the near future. The rumor mill is running rampant with comments pertaining to the negative content directed toward aeromodeling. The Academy has specific plans for response to the NPRM. As a modeler, please continue your vigilance on this issue. Campaigns with Congress and the FAA will probably be needed. You must be ready to join the effort!

NOTAMs and TFRs

Another point of government intervention lies with NOTAM/TFR (Notice To Airmen/Temporary Flight



Restrictions). The upcoming political campaign will probably increase these NOTAMs. At this time, the Academy has been unsuccessful in its attempt to resolve the issue, but Rich Hanson continues to meet with officials in hopes of working out a resolution that would have less impact on model flying.

E-Fest 2012

I have just returned from one of the nation's most enjoyable indoor meets, E-Fest. Thanks goes to Hobbico for its staff's friendship and hospitality. We appreciated all who stopped at the AMA booth and offered positive comments.

Each year it seems as though more unbelievable new items come to fruition. This year's new offering appears to be the electric ducted-fan micro model. All I can say is *wow!* 🚁

When the unthinkable happens

I'm sure many of us can relate to losing a club member, a flying buddy, and a friend. I have lost a few over the years—one only a few days ago. When I received that phone call, it was like a punch in the gut; especially when that person hadn't even made it out of his 30s and has a family.

Although I mourn the loss of a friend, I am also reminded to be thankful for each day on this earth and to consider getting my modeling affairs in order. By that I mean letting a family member know what my wishes are regarding my models and equipment. Another option would be to put it in a will.

The first time I lost a close flying friend, his family decided to gift his models and equipment to those who were closest to him. This meaningful gesture provided each friend with something to remember him by and ensured his models would continue to fly.

I had the honor of helping the family and delivering the models and equipment to those who would appreciate them the most. It was clear that he wanted us to have his aircraft, but he hadn't determined which models should go to whom. That's where I came in and tried my best to do what he would have wanted.

In another situation, the widow requested the help of the club to determine the value of her late husband's models and then had a

weekend sale at the club where nearly everything was sold.

It is also common for someone who may have a lot of models to have an estate sale. This can be done at the home and keeps from having to transport, and possibly damage, the models.



... letting your loved ones know your wishes regarding your models removes the burden from them during a difficult time.

The National Model Aviation Museum often receives inquiries about donating a loved one's models. Although this is certainly an option, keep in mind that any aircraft and equipment donations have to go through an acquisitions process because space is limited. Information about the process can be found on the museum's website at www.modelaircraft.org/museum/donations.aspx.

Whatever you decide, the important thing is proper planning. Make your wishes known and provide a list to the

person who will handle your affairs. If you plan to gift your models and equipment, note who should receive what.

If you want to sell your models and equipment, provide approximate values—at least for the more expensive items. If the contents of your hangar change frequently, it would also be a good idea to update your list every year or two.

Ultimately, no matter what you decide, letting your loved ones know your wishes regarding your models removes the burden from them during a difficult time. 🛩️

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in the Air

Membership news and updates
from AMA Headquarters

AMA Thanks Its Lifetime Supporters!

The Academy recently welcomed Life Members Juan Fernando Yoshikay (Douglas AK) and David Thompson (Waxahachie TX).

For information about becoming a Life Member, contact AMA Headquarters at (800) 435-9262.

—AMA Membership Department

History Preserved

If only one thing could be said about the jacket, it is pink—very, very pink. The pink jacket was a hallmark of the Trans-America Relay Race held in 1979 and the Trans-America Rally in 1981.

Former AMA president, Johnny Clemens, dreamed of the possibility of a race across the US while flying model airplanes. The dream became reality after Bob and Doris Rich completed their cross-country model airplane trip in 1975. The Trans-Am Relay Race consisted of multiple, short-distance flights between overnights and pit stops.

Teams were made up of smaller local teams that competed while in their part of the country. Each smaller team was responsible for its own airplane,

equipment, and race vehicles.

Pilots flew the models with the help of a spotter, while seated in a car that another team member was driving. Drivers were not allowed to exceed 55 mph and CDs ensured that the rule was followed. A lead car radioed information to the car with the pilot. The 1979 race drew 427 official entrants, 46 CDs, and covered 3,300 miles.

With the number of people involved, the color of the jackets was a necessity. A March 1982 article describing the 1981 rally noted, "Pink jackets everywhere. It made the rally members very identifiable, a very definite help to the officials."

The jackets allowed other motorists to see them when they had to make a

pit stop along the highway. Printing, decals, and patches on the jackets helped advertise Circus Circus Casinos which sponsored the event, and the Muscular Dystrophy Association, the beneficiary of the funds raised in 1979. The National Easter Seal Society benefited from the funds in 1981.

Bliss Teague, a CD for the 1979 race and a donor of one of the jackets in the collection, noted that the jacket was "not something I would wear anywhere else, but it was fine during the event." Judging by the condition of the other donated jackets, this was probably a common sentiment.

The museum is proud to have the jackets that represent the Trans-America races, but it still is a lot of pink.

—National Model Aviation
Museum staff



This jacket from the 1981 race belonged to John Worth.

Left: Bliss Teague donated his jacket from the 1979 Trans-Am Relay.



Left: Gary Weaks and volunteers delivered toys for Operation Good Cheer.



Below: Some of the Skymasters taking a well-deserved break during the Trees for Troops project.

Left: Skymasters' outgoing president Greg Cardillo, lower right, was part of the presentation at Ultimate Soccer.

Skymasters Spread Holiday Cheer

First on the list of spreading holiday cheer was the Skymasters RC Club of Michigan, which participated in Trees for Troops on December 2, 2011. This is a nationwide effort to make sure that every military family has a Christmas tree. A large contingent of Skymasters members loaded trees from fellow member Frank Genovese's Candy Cane Christmas Tree Farm into a waiting FedEx semitrailer for further distribution around the country.

On December 3, Skymasters members again participated in Operation Good Cheer. This program, in place since 1971, distributes toys to abused and neglected children throughout Michigan.

This year the need is greater than ever; more than 4,500 Michigan children received Christmas gifts. Toys and bikes were flown by private

aircraft to distribution airports across the state. Local organizations got the presents to the foster care, residential treatment facilities, and group homes where the children live.

Copilot Gary Weaks and his wife, Phyllis, both employees of DuPont Automotive Paint, made it a family affair. DuPont employees sponsored 50 children, obtaining and wrapping gifts from the children's wish lists. At the Pontiac Airport, Phyllis worked at Pentastar Aviation, loading some of the larger aircraft to take gifts to the Upper Peninsula of Michigan.

The backseat was removed from the Cessna 182 and Gary loaded bikes and presents for the flights he made. Gary and a fellow Skymasters pilot flew three flights, more than 4.5 flight hours—500 air miles—delivering "Good Cheer" to some Michigan children.

Each Tuesday all winter, area modelers have the opportunity to fly in one of the best indoor facilities in the country—the Ultimate Soccer Arenas in Pontiac, Michigan.

During the holiday season, Ultimate Soccer sponsors a local community organization. This year it was Lighthouse Path, a facility that provides shelter and support for abused women and children.

On Tuesday, December 20, the modelers who flew during the indoor flying session provided 40 gifts and \$1,000 in cash. One anonymous modeler contributed an additional \$250 after the event was over.

Photos are by Greg and Alyssa Cardillo, Fred Engelman, and Joe Hass.

—Joe Hass

Skymasters Radio Control Club
of Michigan

in the Air

Aviation Group Attracts 10,000 to Wright Soaring Centennial

During October 21-24, 2011, a grass-roots partnership of the primary sporting soaring associations in the US, with the help of Kitty Hawk-based First Flight Foundation, celebrated the centennial of Orville Wright's 9-minute, 45-second record soaring flight, set on October 24, 1911. Soaring100 attracted more than 10,000 visitors to the Outer Banks, North Carolina, venues of Jockey's Ridge State Park and Wright Brothers National Memorial.

"We were overwhelmed by the attendance," remarked John Harris, president of the Rogallo Foundation. "People are still enthralled by the Wright brothers' story and excited about sport soaring, whether with sailplanes, hang gliders, paragliders, or models."

"The goal of Soaring100, to complete the story of the Wrights' experiments on the Outer Banks and instill greater interest in the role of gliders over the last century, was well received," added event chairman Jim Short. "This was a remarkable grass-roots effort that happened because of generosity, volunteerism, and enthusiasm of all involved."

Youth activities included hand-launched glider and kite-building workshops, with opportunities to fly them. Photo by John Moody.



Kicking off the event was the dedication of a National Landmark of Soaring, coordinated by the National Soaring Museum at Jockey's Ridge. The Landmark plaque honors those who have flown the Outer Banks dunes, including the Wrights, Francis Rogallo, father of the modern hang glider, and modern hang glider and paraglider pilots.

Dr. Tom D. Crouch of the National Air and Space Museum coordinated a historical symposium focusing on the role of gliders in the earliest development of the airplane, possibly the first such event. A Legends of Hang Gliding symposium, organized by John Harris, was another first at which hang-gliding pioneers gathered to discuss the development of their sport.

"We were indeed pleased that these unique events occurred at Soaring100," said Lola Hilton, executive director of the First Flight Foundation, the lead partner for the event. "And there was more," she added. "Individual speakers included the NASA Space Shuttle pilot Susan Kilrain, National Park Service Interpreter Darrel Collin, who was the National Soaring Museum's prestigious Barnaby lecturer, and Amanda Wright



Art Greenfield, NAA Director of Contest and Records, addresses attendees at the dedication of Jockey's Ridge State Park in Nags Head NC as a National Landmark of Soaring, with (L to R) John Harris, president of Fight Flight Foundation; Rich Hass, president of USHPA; Al Tyler, chairman of the Board SSA; and Bliss Teague, AMA District IV vice president. Photo by Phil Umphres.

Lane, great-grandniece of the Wrights, and featured speaker at the October 24 formal recognition of the Wright record."

The flying of sailplanes at Wright Brothers National Memorial and hang gliders at Jockey's Ridge State Park dominated much of the program on Saturday and Sunday. At the Wright Memorial, a flying Showcase of Soaring History featured 15 historically significant sailplanes and motorgliders taking off from the First Flight Airstrip and landing on the nearby historic grounds of the national park. After landing, the pilots discussed soaring and showed their aircraft to visitors.

Static displays included a just-completed replica of the Wright 1911 glider built by Rick Young of Richmond, Virginia, and another, as-yet uncovered, version built by family and friends in honor of the late Jim Dayton of Mechanicsville, Maryland. Other displays included significant sailplanes and hang gliders and a World War II military gliding exhibit.

A video explaining the history and reasons for the Wright 1911 soaring experiments, commissioned by the Fight Flight Foundation and sponsored in part by a grant from the Outer Banks Visitors Bureau, premiered at the Wright Brothers pavilion.

Formalities and speakers including Mike Murray, superintendent of the Outer Banks Group of the National Park Service, concluded the ceremonies on October 24.

For more information, visit www.soaring100.com.

—Jim Short
Event Chairperson



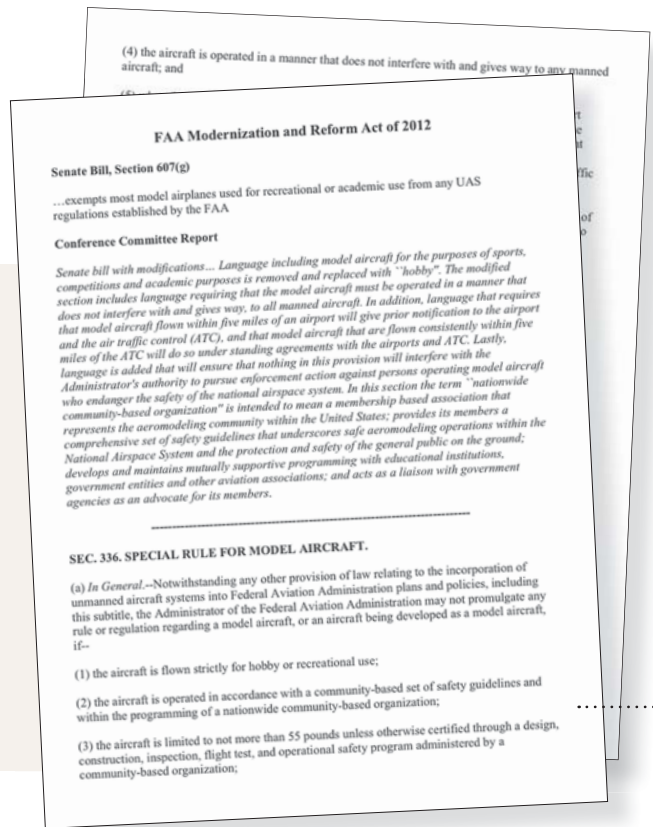
Crowds gather for the official centennial ceremony on Monday morning, October 24, at the Wright Brothers Memorial Pavilion. A 1911 glider replica sets on the right with historic hang gliders suspended above. Photo by Wolf Elber.

We Did It, Thanks to You!

"AMA acted and Congress listened. Without the concerted effort of our government relations team and, as importantly, the 90,000-plus letters sent to Congress last year by AMA members, Congress may not have protected model aviation from FAA restrictions. But it did and we are thankful.

"This is a major victory for AMA, aeromodeling, and common sense! Thank you all for your efforts and your continued vigilance." 🐼

—Bob Brown
AMA President



Congress Acts to Protect Aeromodeling

On Monday, February 6, Congress passed the FAA Modernization and Reform Act of 2012. By a vote of 75 to 20, the U.S. Senate sent the \$63 billion, four-year spending bill to the President for his signature. On February 14, 2012, the President signed the bill into law.

This is the first permanent aviation funding bill providing the FAA long-term operating authority since 2007, ending a string of 23 extensions. This bill culminates in a nearly five-year effort to develop long-term legislation to deal with updating FAA's antiquated air traffic control (ATC) structure and install a new GPS-based next generation (NextGen) system that will allow greater capacity, efficiency, and safety.

Although *very* important to aviation and the future of the National Airspace System (NAS), passage of such a bill would not normally be of great significance to the aeromodeling community. However, for the first time in the history of model aviation, Congress has acted to protect model aircraft from burdensome regulation.

The FAA Air Transportation Modernization and Safety Improvement Act includes a specific provision that recognizes the

effectiveness of community-based safety programming for hobby and recreational model aircraft, and instructs the FAA Administrator not to enact regulations affecting model aircraft operations occurring under a safety program such as AMA's.

The bill spells out minimum safety criteria, which mandate that model aircraft be operated in a manner that does not interfere with, and gives way to, manned aircraft. The bill also establishes criteria for operating in proximity (5 miles) to airports, which require contacting the airport and ATC where applicable prior to flight, and establishing mutually agreed-upon operating procedures for permanent flying locations.

Passage of the model aviation provision in the FAA reauthorization bill is a monumental achievement for the hobby and for the Academy of Model Aeronautics. It is, at least in part, the fulfillment of AMA's commitment to advocate for its members and the aeromodeling community, and for the first time gives footing for model aviation in its interaction with the federal regulators. Although it may only be one bite of the apple, it is a significant step forward.

As good as this news may be, this

does not indicate that model aviation is totally exempt from regulation. Congress's action made it clear that the model aircraft provision does not limit the authority of the FAA to pursue enforcement action against persons who endanger the safety of the NAS by operating model aircraft.

AMA recognizes that the FAA is tasked with maintaining the safety of the NAS and the Academy will seek to work cooperatively with the FAA in establishing mutually agreed upon operating procedures for model aircraft activity within the NAS.

So, what does this mean for the proposed small Unmanned Aircraft Systems (sUAS) rule? There are still many unanswered questions regarding the implications of the model aircraft provision in the FAA reauthorization bill, and it will take some time to iron out the details. It may be several weeks, if not a few months, before we have a clear understanding of how the bill will be enacted.

The Notice of Proposed Rulemaking (NPRM) for the sUAS rule will likely come out as previously proposed, if for no other reason than it's much too late in the rulemaking process to make any substantial changes. Any changes necessary to enact the model

aircraft provision in the bill will likely occur when the FAA goes back to the drawing board and crafts the final sUAS rule.

If the sUAS NPRM has not been published by the time you read this, it's only a matter of time before it is released. Although Congress has given us a leg up in the process, attention to the proposed rule is no less important

than it was before. The most current information regarding the NPRM can be found on the AMA website. When the rule is published, the AMA will provide guidance and information on how to respond to the call for public comment.

Please make sure that everyone you know is aware of the impending regulation, and ensure that everyone

who shares our love for this hobby is well informed and participates in the response to the proposed sUAS rule. Timely updates regarding the sUAS rulemaking can also be found on Facebook by Liking 'AMAGov' and on Twitter at <Twitter.com/AMAGov>. 📧

—Rich Hanson
Government and Regulatory Affairs

► FAA Modernization and Reform Act of 2012

Senate Bill, Section 607(g)

...exempts most model airplanes used for recreational or academic use from any UAS regulations established by the FAA.

Conference Committee Report

Senate bill with modifications... Language including model aircraft for the purposes of sports, competitions and academic purposes is removed and replaced with "hobby." The modified section includes language requiring that the model aircraft must be operated in a manner that does not interfere with and gives way, to all manned aircraft. In addition, language that requires that model aircraft flown within five miles of an airport will give prior notification to the airport and the air traffic control (ATC), and that model aircraft that are flown consistently within five miles of the ATC will do so under standing agreements with the airports and ATC. Lastly, language is added that will ensure that nothing in this provision will interfere with the Administrator's authority to pursue enforcement action against persons operating model aircraft who endanger the safety of the national airspace system. In this section the term "nationwide community-based organization" is intended to mean a membership based association that represents the aeromodeling community within the United States; provides its members a comprehensive set of safety guidelines that underscores safe aeromodeling operations within the National Airspace System and the protection and safety of the general public on the ground; develops and maintains mutually supportive programming with educational institutions, government entities and

other aviation associations; and acts as a liaison with government agencies as an advocate for its members.

SEC. 336. SPECIAL RULE FOR MODEL AIRCRAFT.

(a) *In General.* Notwithstanding any other provision of law relating to the incorporation of unmanned aircraft systems into Federal Aviation Administration plans and policies, including this subtitle, the Administrator of the Federal Aviation Administration may not promulgate any rule or regulation regarding a model aircraft, or an aircraft being developed as a model aircraft, if—
(1) the aircraft is flown strictly for hobby or recreational use;
(2) the aircraft is operated in accordance with a community-based set of safety guidelines and within the programming of a nationwide community-based organization;
(3) the aircraft is limited to not more than 55 pounds unless otherwise certified through a design, construction, inspection, flight test, and operational safety program administered by a community-based organization;
(4) the aircraft is operated in a manner

that does not interfere with and gives way to any manned aircraft; and
(5) when flown within 5 miles of an airport, the operator of the aircraft provides the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport) with prior notice of the operation (model aircraft operators flying from a permanent location within 5 miles of an airport should establish a mutually agreed upon operating procedure with the airport operator and the airport air traffic control tower [when an air traffic facility is located at the airport]).
(b) *Statutory Construction.* Nothing in this section shall be construed to limit the authority of the Administrator to pursue enforcement action against persons operating model aircraft who endanger the safety of the national airspace system.
(c) *Model Aircraft Defined.* In this section, the term "model aircraft" means an unmanned aircraft that is—
(1) capable of sustained flight in the atmosphere;
(2) flown within visual line of sight of the person operating the aircraft; and
(3) flown for hobby or recreational purposes. 📧



Read Bob Brown's column concerning this subject, on page 6 of this issue.

Please make sure AMA has your email on file for future, quick, and cost-effective communications. Go to www.modelaircraft.org and sign into your account to update your profile today! If you are not registered, please sign up today.