

# The Comets' Tale

*The Official  
Newsletter of the*



**June 2008**

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### Board of Directors

*Jerry Deanda Steve Steinmetz George Lanquist John Gates*

### Instructor Pilots

*Emery Balasa Steve Billings Andrew Carlson Bob Root Ron Scott*

*George Lanquist TJ Moran Steve Steinmetz Alastair Brennan*

The Comets' Tale is the official newsletter and record of the Ventura County Comets, AMA Chartered Club #173 and is published monthly at the Comets' Tale Plaza, somewhere in Ventura.

**Editorial contributions are welcome.**

Next Meeting: *(Dinner and the free Drawing!)*  
Thursday, 19 June, 2008, 7:30 PM at the  
Oak View Community Center



**Coming  
Up!**

**Sunday, 29 June**  
All Scale Fun Fly at  
Canyon Crosswinds

**Saturday, 26 July**  
Warbird Day, Swap Meet  
and BBQ- all for \$10 at  
Comets' Field Lake Casitas

**Sat & Sun, 16 & 16 Aug.**  
Camarillo Airshow

**18, 19 October 2008**  
Comets' Float Fly, Lake  
Casitas

### **Root's Rambling**

Last month I mentioned the gathering of giants event sponsored by the Condors model airplane club in May. Anyone who might like to see pictures taken during this event can go to the following link: <http://picasaweb.google.com/cicondors> There are over 1600 pictures of the event at this web site.

My grandson Ben enjoyed flying my Extra 330 at this event. I have talked about Ben a lot over the years so it is time (it's my rambling!) to introduce everyone to my other grandson. Three year old Austin is enthusiastic about airplanes and when he came to visit last time his first request was to put some of the models together. Picture 1 shows him with the Extra. Although he isn't quite ready to fly it yet he enjoyed hand flying my 1/2 a powered Jungmeister around the garage (picture 2).

This is the time of year to get out and enjoy the perfect



flying weather. It's not too hot or too cold. Last Saturday morning some of the electric flyers were out for the club get together for electric and small gas powered models only. I flew an old glider that I have converted to electric. It's a little bigger than a Gentle Lady and can fly about 25 minutes with no lift. About 11:30 AM a cross wind came up which produced enough lift off the hill behind the parking lot that I could have stayed up all day. At altitude I was finding lift out as far as the lake. I don't have a picture of this model, but it brought back memories of flying a single control (rudder only) towline glider in high school (1954). Picture 3 shows me holding the model in



about 1955 (a long time ago!). In those days I would tow



the model up on a long line by running (it sounds like a lot of work now). The plane was called Big Time, and the construction article and plans were published in Model Airplane News.

Steve Billings had several nice electric models out for the fly in. Pictures 4 and 5 show his P-38. It's a good flyer. Mike Steinmetz was flying a little Cox Corsair which flies great. He flew real close so I could get some nice pictures of this little plane. See picture 6. Dan Elsasser has been flying the nice looking electric powered Piper Cherokee shown in picture 7 and 8 for a couple of weeks. It is also a good flying plane.



In the old days an Englishman named Peter Chinn wrote an engine review column every month in Model Airplane News. I was looking for something in my file and ran across the following engine review in the January 1964 Model Airplane News (pages 3 &

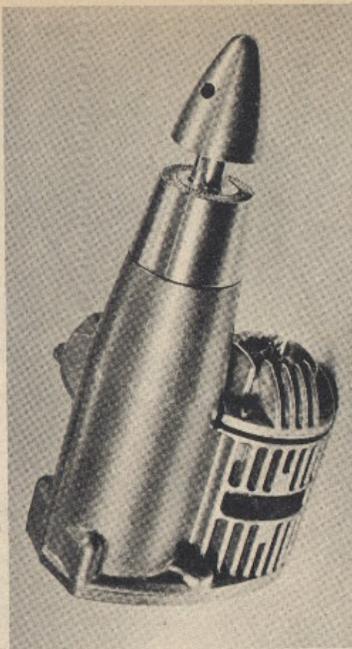
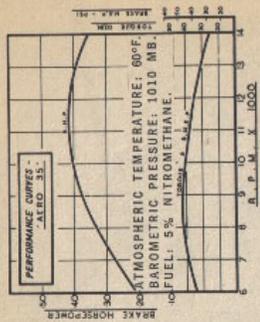
4). This is a description of the new (at the time) Aero .35 axial class engine. There are small bits of the article missing but most of it is included.

Just for fun I am also including an Advertisement which was on the back of one of the pages. Enjoy! And get out and fly.



# ENGINE REVIEW AERO .35

By P. F. G. CHINN



Unique shape of Aero .35 made possible by horizontal cylinder; is scale modelers dream come true.



Everything about the Aero .35 is different but well engineered, study of parts is interesting.

DOES IT OR DOESN'T IT, IS THE ONE QUESTION MOST ASKED ABOUT OUR ENGINE REVIEW-ED THIS MONTH. IT DOES!

► The Aero 35 is quite the most remarkable model engine to hit the market in a very long time. It is completely unorthodox and, to some people, will be all the more remarkable because it is American. In i.c. engine design, American engineers do not usually go out of their way to be different. For half a century in the automobile industry, for example, one did not look to America

How the fore and aft motion of the Aero .35's piston is converted into rotary motion is indicated by these two photos showing piston (at top) dead and (bottom) dead-center of the shaft.

for the orthodox engine. A good old L-head slogger with plenty of cubic inches was the recipe for both performance and durability among the car people. It was in Europe, where taxes based on size and expensive gasoline made smaller engines essential, that designers were encouraged to indulge pet theories and to seek efficiency via more complex and (Continued on page 60)

airplane engine formula insofar as it is a two-cycle motor and has a reciprocating piston. What makes it so different is that the piston moves horizontally and parallel to the crankshaft instead of at right angles to it. Other unorthodox features follow as a result of this unconventional approach.

To find equivalent examples in full size practice, the Aero 35 can best be grouped with those engines broadly classified as "axial" engines. An axial engine is one in which the cylinders are arranged with their axes parallel to the crankshaft and (since such full scale engines are invariably of the multi-cylinder type) with the cylinders disposed symmetrically around the crankshaft also.

The most widely known method of converting the reciprocating motion of the piston to the rotation of the drive shaft, in an axial engine, is via a "swash-plate." In this, the thrust of the piston is exerted upon the face of a disk or plate which is mounted at an angle on the drive shaft. Engines of this type have been built in the U.S.A. by the Sterling Engine Corporation and the Michel Crankless Engine Corporation and have included both two-cycle and four cycle types, diesel and spark ignition.

An alternative to the swash-plate is the "wobble-plate" or "Z-crankshaft" arrangement. In this type of engine, the crankshaft, between its main journals, fore and aft, has short webs supporting an inclined center journal. This center journal rotates via suitable bearings in the wobble-plate. The wobble-plate (which does not, of course, rotate) is a star-shaped member, the points of the star being extremities to which the piston connecting-rods are attached via ball-joints.

The *modus operandi* of the Aero 35 is not unlike that of the wobble-plate engine, but, being a single cylinder motor, a simpler, but no less ingenious, design layout has been adopted for it. Perusal of the photographs of the engine, particularly the two showing the shaft, conrod and piston assembly, will help to clarify the following explanation.

Since it is easier to visualize rotary motion converted to reciprocating motion, we will start with the shaft and work back through to the piston.

The first thing one notices about the shaft is that it is machined from aluminum-alloy instead of steel. Such a departure from normal practice is made possible by the much reduced operational stresses which the Aero 35 shaft has to endure compared with a normal crankshaft. No crankpin is used. Instead, the deep "fly-wheel" section of the shaft has an inclined bronze-bushed socket.

The connecting-rod is a steel forging and can be roughly described as being of an obtuse inverted L shape, with a ball at the corner of the L. The horizontal part of the L terminates in a 7/32 in. dia., 11/32 in. long spigot or crankpin which fits into the inclined shaft bushing previously noted. This bushing is inclined inwards at approximately 16 degrees so that if its axis, and the shaft axis, were projected rearward, they would meet at a point in the crankcase backplate—the point, in fact, where the connecting-rod ball is located in a special bronze cup.

Therefore, if we fit the connecting-rod in position, it will be observed that, geometrically, its horizontal portion will generate a cone as the shaft is rotated, with the ball joint as the apex of the cone. The vertical part of the conrod, to the bottom of which the piston is attached, is, meanwhile, constrained to move fore and aft.

Strictly speaking, the movement of the vertical part of the rod is not merely to and fro in a straight line. The locus of the

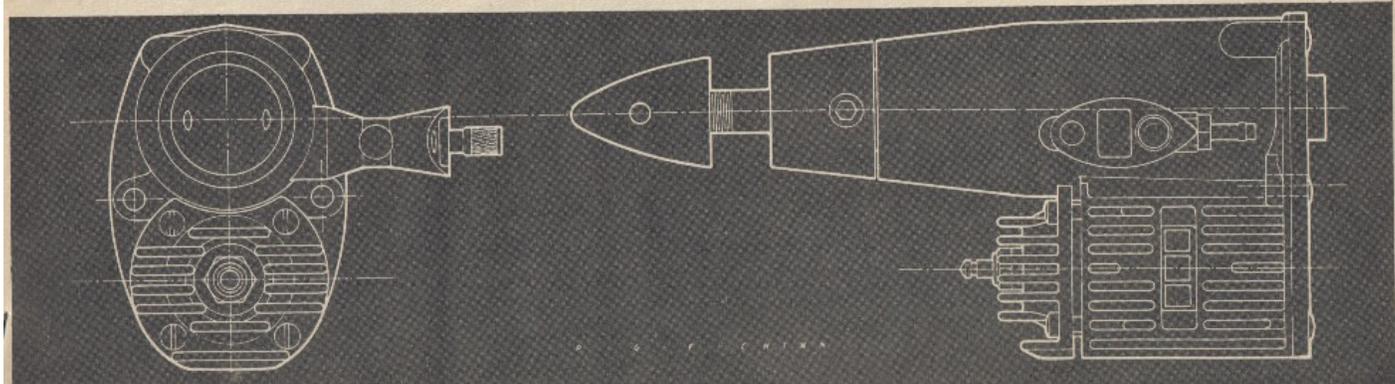
lower end of the connecting-rod is an arc, when viewed in side elevation, and is a lemniscate (figure-eight) curve when viewed from above or below. The conrod-to-piston joint has therefore to absorb a small vertical movement, plus semi-rotary motions about a vertical and lateral axis, and this is achieved via a suitable universal joint. By shaping the connecting-rod in such a way, that a line drawn through the piston joint and ball joint is at right angles to the axis of the crankpin, vertical travel of the conrod lower end is kept at a minimum and is symmetrically disposed either side of the mid point of piston travel.

Actual vertical movement, slightly less than .050 in., as well as the semi-rotary motions, are absorbed through a 7/16 in. dia. steel block or yoke secured to the lower end of the conrod by a pressed-in hardened steel pivot pin. This block rides in a reamed vertical hole in the piston interior. The piston itself is an aluminum die-casting, machined and ground and fitted with two Perfect-Crele compression rings. Piston stroke is a little shorter than on most engines of similar displacement, resulting in a low stroke/bore ratio of 0.825/1.

The engine is assembled around a neatly produced one-piece pressure-cast body unit embracing crankcase, main bearing housing and cylinder block. An unusual feature, the steel cylinder liner is cast in and must thereby contribute to the efficient cooling of the engine, by virtue of improved heat transference to the body casting and longitudinal cooling fins. The cylinder is of the reverse-flow scavenged type, utilizing dual opposed exhaust ports with dual opposed bypass ports. The exhaust ports are positioned either side, each being divided into (three) rectangular ports as per usual practice with ring type engines. The bypass ports are, of course, positioned top and bottom. The lower bypass can be described as an internal flute type, but the upper one is wide open to the crankcase, above it, for its entire length since, of course, it also serves as the slot through which the lower part of the conrod passes. Port timing is fairly conservative by "ordinary" model engine standards, the bypass remaining open for approximately 100 degrees, and the exhaust for 128 degrees, of shaft rotation.

The aluminum alloy shaft has a 3/8 in. dia. journal, and runs into Federal S3R 3/8 in. o.d. 7-ball bearings. The shaft also incorporates a rotary intake valve, but this is of entirely different design from the usual type crankshaft valve. The carburetor is mounted on the left hand side of the crankcase just below the center line and gas is admitted through a .400 x .250 in. rectangular port in the crankcase wall. Admission is controlled by a segment, or periphery of the shaft "flywheel", or "drum" section at the rear. Inimate contact between the periphery and the crankcase wall is restricted to a raised annular band around the inside of the crankcase immediately ahead of the intake port, and similar raised section surrounding the port itself. This avoids the excessive drag that would result from rubbing the entire periphery in contact with the case wall. Yet provides a good gas seal, plus adequate support and thus resistant to wear between the valve faces. Valve timing is approximately 50 deg. ABDC to 40 deg. ATDC.

To assist in packing the crankcase for maximum primary compression, the rear face of the shaft is concave to clear the connecting-rod and further dead volume is taken up by the diecast backplate which is forward into the case to within projects (Continued on page 62)





## May 2008 Minutes

The Comet meeting was called to order by Pres. Mike Ambarian on May 15, at 7:30 pm, at the Oak View Community Center.

The April minutes were approved. We had one guest, Gary Acord and one new member, Auturo Dominguez.

**Treasurer's Report:** We now have 97 members and finances are in very good shape. The report was accepted.

**Safety:** Dennis Fingold reported that planes are being started without tail hooks or with someone holding them. Big safety no-no.

**Field Marshall:** Bud Scolari reported that the campgrounds are now open. No engine starting before 8 a.m. Watch for people crossing the runways.

**Park Liaison:** Ken Marsh received no bad feedback from our Float Fly – all is good with the Lake. Thanks went to Jim Harvey for doing a great job of inspecting the planes.

**Old Business:** Emery Balasa, Treasurer, is doing well and will soon receive a replacement hip joint. Pres. Mike Ambarian will continue to fill in as Treasurer.

We made a profit of \$342 from the club Float Fly. Special thanks were given to Marilyn Nash and Sandy Brown for Raffle sales, Steve Steinmetz, Mike Steinmetz and John Gates for cooking the food. We had record sales for the great breakfast burritos.

**New Business:** T.J. Morgan informed the Club of the upcoming Santa Barbara Float Fly, June 6 thru 8, flying all three days. Tri Tip lunch is available on Saturday and Sunday. Lake Cachuma is up and completely full. The Club By-Laws are in the process of being revised. Items voted on over the last 4 years are being included along with the dates when the vote was taken. These items include limiting number of paying members, details of Life membership, new membership dues, and yearly dues, The Field Marshal and Safety Officer position will be consolidated and will be responsible for, and have the authority to supervise and coordinate, maintenance at the field, enforce flight rules and safety at the field, and initiate investigations of members who violate the Club's Field Use Policy. The Board of Directors has been redefined to read "The Board of Directors shall be made up of the five (5) elected Club officers." Article V – Resignation, Termination, Disciplinary Action section has been rewritten.

The Field Rules have been upgraded to include no turbine flying and flyers have to be certified by a trainer.

It was voted on, and passed, to include the Comets' Tale newsletter from June 2004 and the proposed By-Laws with the next newsletter.

All are reminded that the June meeting is the Semi-Annual Free Raffle. Mike and Steve Steinmetz volunteered to pick up sandwiches (they won over the pizza) and drinks. Thanks guys!

**Model of the Month:** Our guest, Gary Acord, brought in a little "NoCal" profile plane that flies 20 minutes on one battery. He purchased the airframe and installed a motor and radio from a park flyer.

Monthly Raffle drawing was done. The meeting was adjourned at 8:20.



Respectfully Submitted,  
*Sandy Brown*

**So, What's It Like To Fly a P-51?** My lovely wife Dianne arranged a ride in a P-51 for my birthday. On Saturday morning, 7 June I climbed into the back seat of the prettiest P-51D on the planet, at an airpark near Phoenix AZ and went for a dream trip lasting just under an hour. There was a set of flight controls and a throttle back there and I even did a bit of flying myself.

Acceleration on takeoff is pretty brisk, even at a slightly reduced power setting. We climbed out at a fairly sedate rate due to the reduced power, but got to the practice area west of Phoenix pretty quickly. Pilot Larry turned the airplane over to me as we cruised out to the practice area. I found the ailerons to be light and quick, elevator was pretty quick, too, although it's a bit heavier than the ailerons. The rudder was pretty heavy, too, and it took a pretty good push on the pedal to get much yaw. Larry took it back and did a roll, then invited me to try one. I pulled up about 10 degrees above



the horizon and smoothly applied full left aileron and a bit of rudder. The thing pivoted just as pretty as you could ever ask for, and then I smelled fuel. Larry explained it does that if you're not really coordinated in rolling maneuvers and told me to try one to the right, only with a bit more rudder this timer. It rolls faster to the right (!) I did an immelmann, a couple of steep turns and a plain ol' straight ahead stall. It's a fast airplane and the g-loads build quickly. Larry did a few more maneuvers before I got a bit woozy and we headed back. Landing was straightforward, if fast. 105 mph on final approach looks pretty fast to this Cessna pilot. Larry made a beautiful three point landing and it was over. Hey I'm a fighter pilot! Yeah, as if.

Dianne did some P-51 flying that day, too... and afterwards we were treated to a ride in the most pristine Beech 18 you'll ever see. It was quite a day! A big thanks to pilot Larry Perkins, my wife Dianne and the owner of this superlative airplane.

*-Jerry 'kid' Deanda*

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## PROPOSED REVISED CLUB BY-LAWS

Included in this newsletter are copies of the 2004 Club By-laws and the proposed 2008 Club By-laws. The proposed 2008 Club By-Laws follow the format recommended by the A.M.A. for club by-laws. Included in the revised by-laws are the following revisions made during the past four (4) years:

1. Limiting club membership to 125 dues-paying members. (2004)
2. Change in membership dues. (2005)
3. Maintaining a minimum balance in checking account. (2005)
4. Reimbursing newsletter editor for publication of newsletter. (2005)
5. Creation of LIFE membership. (2005)
6. Increase in the new membership runway fee. (2008)

Other revisions are:

1. Adding one new elected officer – Field Marshal and Safety Officer, who will be responsible for coordinating field maintenance and flight safety rules.
2. Board of Directors members shall be the 5 elected Club Officers.

The three past presidents, Dale Nash, Bob Root, and John Dugan, assisted me in rewriting the proposed revisions to the by-laws of the Comets Club.

There will be a discussion of these matters at the next Club meeting. A vote to adopt the revisions to the by-laws will follow.

Submitted by: Mike Ambarian

**VENTURA COUNTY COMETS**  
**RADIO CONTROL CLUB**  
**CONSTITUTION AND BY-LAWS**

**1.PURPOSE** The Ventura County Comets Radio Control Club is a non-profit recreation association organized for the purpose of supporting the participation of its members in the radio control model aircraft hobby. The club shall be chartered under the auspices of the Academy of Model Aeronautics (AMA) and shall abide by the by-laws of that organization.

**2.ORGANIZATION** The Club will consist of AMA licensed members who will conduct their business and otherwise abide by such rules and regulations as embodied in the by-laws set forth herein. Administration shall be under the direction of annually elected and appointed officers. The elected officers shall be President, Vice President, Treasurer and Recording Secretary. These officers and the immediate past officers shall have all the powers to conduct Club business.

**3. A. MEMBERSHIP** Membership is open to all model aircraft hobbyists. A new member is one who has never been a member of this Club. The annual dues are due and payable by the first meeting of the calendar year. No member will be allowed to participate in Club activities or have the right to vote if he or she is suspended. A member who becomes three months in arrears shall be suspended. Re-instatement of a member shall require payment of all back dues for the current year. A member reinstating membership after leaving the Club as a member in good standing need not pay the runway fee again.

**B. CLASSES** The three classes of membership and respective dues will be as follows:

JUNIOR	Through fifteen years old	\$8.00 per year
SENIOR	16 years and older	\$45.00 per year
FAMILY	Immediate family, living within the same household. All must have current or pending AMA to use facilities.	
	First person	\$45.00 per year
	Each additional senior	\$22.00 per year
	Each additional junior	\$8.00 per year

Applicants joining the Club after 1 November of the calendar year will be considered paid for that year and the following year. All classes to be assessed a one-time runway fee of \$25.00, which may be paid in two monthly payments.

**4.FUNDS** All Club funds will be collected and deposited in a bank selected by the Board of Directors, to be disbursed by the Club Treasurer solely for the purpose defined in Article 1. The uncommitted balance on hand shall never exceed the amount considered adequate to operate the organization. In the event the Club should dissolve and after all expenses are paid, the balance remaining in the fund will be donated to a charity of the members' choice in the Club's name.

**5.ELECTION** Club Elections shall be held during the November meeting. The Nominating Committee will present a slate of nominees. The membership may make additional nominations from the floor. Elections shall be by written ballot or roll call. No officer shall be eligible for more than two consecutive terms in the same office. Newly elected officers shall assume their offices during the December meeting. A term of office shall be 12 months.

**6.OFFICERS-DUTIES**

**THE PRESIDENT** shall preside at all Club meetings and be responsible for the continuous program of expansion of the Club. He or she shall be an ex-officio member of all committees except Nominating Committees and shall appoint all committees except Nominating Committees and Auditory Committees.

**THE VICE PRESIDENT** shall act for the President when the President is unable to serve. The Vice President will be responsible for entertainment or programs for all regular meetings. He or she shall be an ex-officio member of all Committees except Nominating Committees and Auditory Committees.

**THE TREASURER** shall originate and receive all financial correspondence of the Club, maintain a corre-

spondence file, approve and issue membership cards and maintain an official membership list of paid members. He or she shall collect and be responsible for Club funds in accordance with Article 4 of the Constitution and By-Laws. He or she shall make only disbursements approved by the Club Officers, using checks for all transactions, except limited cash transactions not to exceed \$200 per item. All disbursements must be accounted for by cancelled checks and/or cash receipts. He or she shall present bills for payment to Club officers and report the balance on hand at each meeting. He or she may act for the Vice President in his or her absence. At the termination of his office he or she shall submit all books and records to the appropriate Auditing Committee. He or she shall be an ex-officio member of all Committees except Nominating Committees and Auditory Committees.

**THE RECORDING SECRETARY** shall record the Minutes of the meetings. He or she will originate and disburse all official correspondence. He or she shall be an ex-officio member of all Committees except Nominating Committees and Auditory Committees.

**7. OFFICER VACANCY** Two consecutive unexcused absences at Club meetings by an elected officer constitute a vacancy. The Board of Directors shall determine if a vacancy exists. The vacancy shall be filled by member designated by the President at the subsequent meeting and after due notification of the membership. Similar action shall take place upon notification of a resignation.

**8. QUOROM** A quorum for doing business at Club meetings shall be 25% of the membership. A quorum at a Board of Directors meeting shall consist of 50% of the Board of Directors.

**9. MEETINGS**

**CLUB MEETINGS** shall be held at least once a month. The Presiding Officer in the order of rank listed in Article 6 shall conduct the meeting in accordance with Robert's Rules of Order. The order of the meeting shall be as follows:

- Call to order
- Guest introduction
- Acceptance of the Minutes
- Acceptance of the Treasurer's Report
- Correspondence report
- Unfinished business
- New Business
- Adjournment of the Business Meeting

**BOARD OF DIRECTORS MEETING** shall be held as needed to conduct Club business and may be called at any time.

**10. COMMITTEES**

**AUDITING COMMITTEE** shall be appointed by the Club membership at the annual elections for the purpose of auditing the books and records of the Treasurer before transferal to the new officers. It shall consist of at least three members-, none of which are incoming or outgoing officers. The results of the audit shall be reported at the first Club meeting of the calendar year. The audit shall be completed and all books, cash and records forwarded to the new Treasurer within one month of the December meeting.

**NOMINATING COMMITTEES** shall be appointed by the Club membership at the September meeting and will report the slate of prospective Officers at the October meeting. The committee shall consist of at least three members at large and no outgoing officers.

**11. NON-MEMBERS** are welcome to attend Club meetings as guests. Guests will be permitted to use the flying field only if they have a current AMA card or a pending AMA membership. Members may assist non-members in learning how to control their aircraft for a period of thirty days after which Club membership will be required to continue to use Club facilities.

**12. CHANGES TO THE CONSTITUTION AND BY-LAWS** may be made by the General membership when such change intention is announced to all members prior to the meeting during which the change proposal is to be made. A 2/3-majority vote of members present is required for any change.

-END-

**VENTURA COUNTY COMETS' BY-LAWS**  
**A.M.A. CHARTERED CLUB #173**

**ARTICLE I – PURPOSE**

The Ventura County Comets is a non-profit association organized to support the participation of its members in the radio-control model aircraft hobby. The Club is chartered under the auspices of the Academy of Model Aeronautics (AMA) and shall abide by the by-laws and rules of that organization.

**ARTICLE II – MEMBERSHIP**

- A. Membership is open to all model aircraft hobbyists.
- B. All members shall agree to abide by the Club by-laws and those of the AMA.
- C. The Club shall be limited to a total of 125 dues-paying members. (Revised June 2004)
- D. Types of Membership
  1. LIFE – A member who has reached his/her 80<sup>th</sup> birthday and has been a member of the Club for 20 years. Life members are not required to pay dues, but do retain voting rights. (Revised 2005)
  2. SENIOR – Members 18 years of age or older.
  3. SPOUSE/SIGNIFICANT OTHER – living in the same household.
  4. JUNIOR – Members less than 18 years of age.
  5. ASSOCIATE – Non-flying members. Associate members receive the Club newsletter, do not pay dues, and do not have voting rights.
  6. GUESTS – Non-members are welcome to attend Club meetings as guests. Guests will be permitted to use the flying field only if they have a current AMA card or a pending AMA membership. Members may assist non-members in learning how to control their aircraft for a period of thirty (30) days after which Club membership will be required to continue to use Club facilities.
- E. Membership Dues
  1. New members are required to pay yearly dues and a one-time runway fee of \$25.00 per membership application. Effective January 1, 2009, the runway fee will be \$100.00. (Rev. March 2008).
  2. Junior members will be required to pay the runway fee upon reaching 18 years of age.
  3. Yearly Dues (Revised March 2005)
    - a. Life member – 0
    - b. Senior member - \$50.00
    - c. Spouse - \$25.00
    - d. Junior - \$10.00
  4. Members who fail to pay their Club annual dues by March 1<sup>st</sup> of the current year, shall have their membership in the Club terminated.
  5. New members joining the Club after November 1<sup>st</sup> will be considered paid for that year and the following year.

**ARTICLE III – ADMINISTRATION**

- A. BOARD OF DIRECTORS – The Board of Directors shall be made up of the five (5) elected Club officers. The management of the affairs of the Club shall be vested in the Board of Directors who shall have the authority to establish and administer its policies. Official decisions may be made by a majority of the Board members. Official decisions shall be consistent with the stated purposes and objectives of the AMA, as set forth in its By-laws and where those By-laws are not specified, vested in the sound discretion of the Board of Directors.

## B. CLUB OFFICERS

1. PRESIDENT - The President shall preside at the Board of Directors meetings and at all general membership meetings. He/She shall act as the representative of the Club in all matters pertaining to it. He/She shall preside over all matters involving Club activities. He/She shall be responsible for the creation of committees as needed to carry out the activities of the Club.
2. VICE PRESIDENT – The Vice President shall assume the duties and responsibilities of the President when the President is not present or is unable to serve. The Vice President will maintain an up-to-date inventory of all Club assets and equipment, and where those assets and equipment are stored.
3. FIELD MARSHAL/SAFETY OFFICER – The Field Marshal/Safety Officer shall be responsible for, and have the authority to supervise and coordinate maintenance at the Club field and special projects at the field, enforce flight rules and safety at the field, and initiate investigations of members who violate the Club’s Field Use Policy.
4. TREASURER – The Treasurer shall be responsible for the management of the Club’s financial affairs. He/She shall keep an accurate record of all funds collected and/or spent. He/She shall maintain receipts for all funds spent. He/She shall prepare a monthly report for presentation at general membership meetings. He/She shall maintain a roster of Club members, maintain a membership application file and maintain an up-to-date AMA club membership roster. At the end of each year, he/she shall present all records and receipts for audit to the Auditory Committee. The Treasurer shall get approval of the Board of Directors for any expense exceeding \$500.00.
5. SECRETARY – The Secretary shall record the minutes of the Club’s general membership meetings. He/She shall forward a copy of the minutes to the Club Newsletter Editor for publication.
6. TERM LIMITS – Club officer positions shall be limited, in each position, to two consecutive 1-year terms. An exception to this rule may be made when there are no volunteers for a position.
7. OFFICER VACANCY – If any officer is unable to fulfill their position, thereby creating a vacancy, the President shall be responsible for the nomination and election by Club members of a member to fill the vacancy.
8. AUDITORY COMMITTEE – An auditory committee of three (3) members shall be appointed by the President in the month of November. The results of the committee’s audit shall be reported in the January general membership meeting. Members of the Auditory Committee shall be non-officers.

## C. ELECTION OF OFFICERS

1. The President shall appoint a Nominating Committee of three (3) members at the October general membership meeting.
2. The Nominating Committee will present the candidates for the officer(s) positions at the November general membership meeting. Elections of officers by the attending membership will follow.
3. A simple majority of the attending membership is required to elect officer(s).
4. Newly elected officer(s) shall assume their duties at the December general membership meeting.

## ARTICLE IV - AMENDING OF THE CLUB BY-LAWS

The following procedure shall be followed to add to or amend the Club By-laws:

- A. Motion to amend the By-laws will be made at a general membership meeting. Discussion of the proposed change will follow the motion. An initial vote will then be taken to print the proposed change in the Club newsletter.
- B. After printing of the proposed change in the newsletter, at the next regular membership meeting, attending members will vote to amend the change to the By-laws as printed in the Club \ newsletter.
- C. A 2/3 majority vote of attending members will be required to approve changes in the by-laws.

## ARTICLE V - RESIGNATION, TERMINATION, DISCIPLINARY ACTION

- A. Any member may resign his/her membership.
- B. If any member ceases to have qualification necessary for membership in the AMA, his/her membership in the Club shall be terminated.
- C. If a member violates the safety rules relating to flying activities and/or demonstrates unacceptable behavior, that action shall be reported to the Field Marshal/Safety Officer. The Board shall investigate the allegations and shall have full authority to take appropriate disciplinary action, including expulsion from the Club. Expulsion shall require a 2/3 majority vote of the Board of Directors.

## ARTICLE VI – CLUB MEETINGS

- A. Club general membership meetings shall be held once a month.
- B. In extenuating circumstances, the Board of Directors may require a special general membership meeting, provided all members are notified of the special meeting.
- C. The President shall conduct general membership meetings in accordance with Roberts Rules of Order.
  1. Call to Order.
  2. Guest/new member introductions.
  3. Minutes of the last meeting.
  4. Treasurer's report.
  5. Field Marshal/Safety Officers report.
  6. Old Business.
  7. New Business.
  8. Adjournment of Meeting