

June 2011

AMA #197 / IMAA#687



Next meeting date
June 7th at the
Newark Senior Cen-
ter; 7:30 PM

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Glitch Busters

Prez says Renew now

Once again it's crunch time for our preparations for Warbirds. Volunteers are need in all areas. See one of the Malchiones or one of the officers to fill a niche.

Members who fly in the event will not be charged an entry fee. A ten dollar assessment for the BBQ will be charged to those who don't work as volunteers. Volunteers will be welcomed at the BBQ.

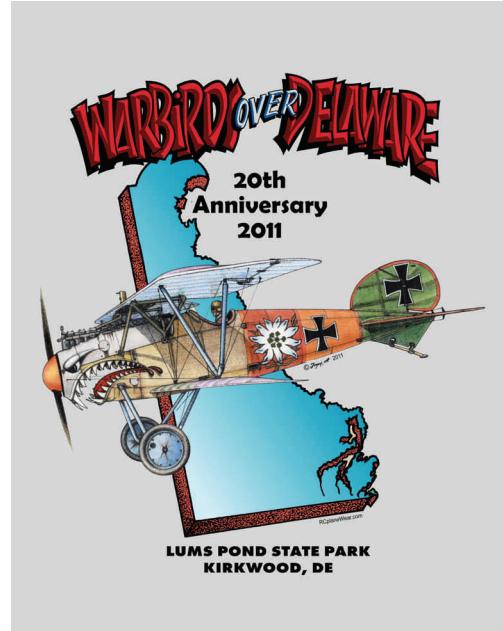
We are hard at work, getting the field ready for the participants; rolling the runway has been successful, the tall grass got too high this year and will need repeated mowing to mulch in the stalks.

Dave Moyer struck a deal and acquired a 90 inch mower deck as a direct swap for our old, smaller deck, which should speed up this process.

I went to Joe Nall for the AMA meeting. We heard from two of the people who are on the sUAS - FAA rules making team.

They were both impressed with the safe operation of this large meet, and are sympathetic to our hobby. The NPRM date has been put off to late November or early December.

Congress has not yet completed the reconciliation of the House and Senate versions of the FAA Re-Authorization Act. The Senate version exempts model aviation from regulation by FAA, but there is no such amendment in the House bill. Hopefully the letter writing campaign was successful in getting the



Prez says

attention of the members of that committee.

The field will be closed for the IMAC meet on June 11-12

The weather is cooperating to make a fine flying season. Please fly safely and courteously. Have fun!

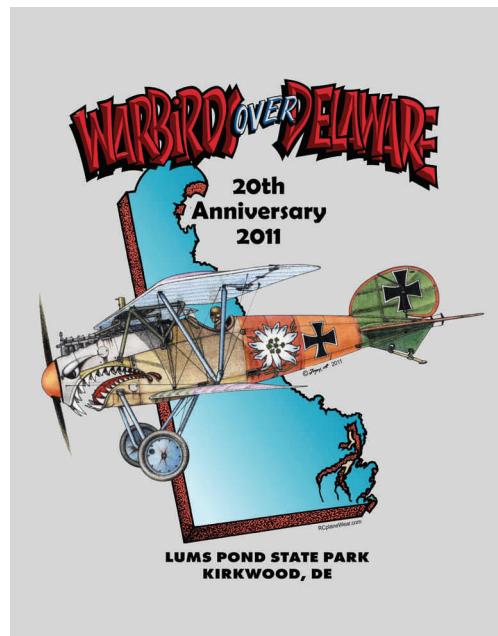
Important note for IMAC Event

Anyone who will be flying in the Lums Pond IMAC Challenge (June 11-12) needs to pre-register at <http://www.mini-iac.com/RegionsNA/Northeast/NENewsEvents/tabid/61/Default.aspx>

A disturbing article was published in the Smithsonian Air & Space Magazine. It deals with FPV as something that anyone can do. <http://www.airspacemag.com/flight-today/Pilot-Cam.html>

Mark Smith, acting President of AMA sent a letter to the magazine opposing the article's misrepresentation of model aviation and the ill-considered reporting in regards to aviation safety.

http://www.modelaircraft.org/files/airspace_letter_to_editor.pdf



Meeting Notes

Minutes of April 6th 2011 Delaware R/C Club

John Kirchstein called the meeting to order at 7:30 pm

Guests

John Dixon and Dave Ungar were guests this evening.

Show and tell

Mark Weiss brought his big beautiful Top Flite P-47, it comes with a one piece wing and the ailerons are pre-hinged. The elevator and rudder are not pre hinged. It weighs 20 lbs no fuel and is really sharp looking . He installed retracts.

Frank Du Bosc brought a Curtis Junior. He scratch built from plans the John Kirchstein blew up., since plans for this aircraft are no longer available. He's using a speed 400 size motor system.

Paul Bryk showed a J-3 Cub that he got from Banana Hobbies. It had great detail at a very reasonable price. Very Interesting and looks sharp.

Carl had a foam plane he designed with a special airfoil. He said it flew very well at low airspeeds as a result of this airfoil. He plans to put flight telemetry on it to monitor airspeed and other parameters.

Sid brought a sample safe he is using to safely his Lipos. It was on sale for 18 bucks and is a very economical alternative to Lipo sacks and such.

Treasurers Report

Mark gave the treasurers report . He said dues are mostly in and thanked Dick Stewart for this effort .

Safety:

A question came up about whether there is a first aid kit at the field. John K pointed out that one was there in the past and was stolen. The bottom line of the discussion was that if you need one its good to carry your own.

Old Business

A report was given by Bill Bouchard and Mark Weiss on the Toledo show. They thought by what they saw that the internet sales may be impacting the show. But

overall they saw lots of good deals if you were patient.

Dick Stewart gave a report on the Club roster progress which is going very well. He also told us about his trip to the Lebanon Flea Market.

John told us a little about the progress being made on the Airport rules committee as far as possible regulation of our flying by the FAA. The final proposed set of Regs is being looked at by the senate and house and will probably go into reconciliation. Anyway stay tuned.

Park passes are no required and the rangers WILL be fining people who do not have them properly displayed. Additionally an effort will be going forward to make sure everyone is a club member when flying at the field. Violators will be asked to join or leave.

Tony A. gave us a preview of this years Warbirds tee-shirts as usual his artwork looks Grrrrrreat. He had several color samples. There are some neat colors available.

The meeting was adjourned around 8:45 pm by the president.

New Business

Dick Stewart found a guy flying at the field that we all flew with and was not a member

. John reminded us for

Meeting was adjourned at 8:42 pm by president.

Minutes taken by Secretary Stan Michalski 3-2-2010



May meeting notes

Minutes of May 3rd 2011 Delaware R/C Club

John Kirchstein called the meeting to order at 7:30 pm

Guests

We had several guests, Moon Koreshi , Andrew Mc Dermont, Will Schwinger, and Wendy Kapochus

Show and tell

Dick Slutz had a Buttercup for show and tell. It is very very light. It has lots of washout and flys unbelievable. He had to use spruce and needed baking soda in the joints to get the CA to work. He Built one a long time ago and liked it so he decided to build another. Dick gave an excellent lesson on the purpose of washout.

Mike showed us a very interesting set of sanding blocks sold by a company in Georgia

Treasurers Report

Mark was not available so there was no treasurers report. .

Safety:

A question came up about whether there is a first aid kit at the field. John K pointed out that one was there in the past and was stolen. The bottom line of the discussion was that if you need one its good to carry your own.

Old Business

John told everyone that the field had weed killer and fertilizer applied. Several people commented that the dandelions appear to be going away.

New Business

Bob Chapman has volunteered to coordinate the flight instruction as soon as the program gets going we will hopefully get lots of new heli and plane pilots buzzing around.

Dave Moyer once again brought a great video on John Sharps Nemisis that John designed and built to race at Reno Nevada. It was very interesting and well done.

Meeting was adjourned at pm by president John.

Minutes taken by Secretary Stan Michalski 3-2-2010

Wall Street Journal article

Earthbound Jet Jockeys Caught in Dogfight With FAA

Hobbyists Flying Fastest Model Planes Resist Rules Aimed at Drones

By SUSAN CAREY

LAKELAND, Fla.—Rod Snyder's Czech trainer jet executed several rolls and a high-speed pass at the Top Gun flying competition one recent sunny day at the airport here, but collapsed its landing gear on touchdown and skidded to a stop on its belly. The crowd gasped.

"I just made a pilot error," said Mr. Snyder. "That should have been just a hard landing." He was unhurt in the crash, however, because he never left the ground.

Mr. Snyder and others at this model air show flew their planes via radios, controlling altitude, speed, flaps and landing gear from small hand-held transmitter boxes resembling tricked-out Game Boys.

In recent years, model airplanes have evolved from balsa playthings into high-perfor-

mance machines, thanks to new batteries, advanced propulsion, improved radio equipment and the same composite materials that are changing the design of full-scale jetliners.

Mr. Snyder's trainer, an L-39 Albatros, was powered by a small but real jet engine. Other planes at the competition had gasoline engines big enough for a motorcycle. Some can ascend thousands of feet, travel at 200 miles an hour and have wingspans of up to 20 feet.

With price tags reaching \$10,000, hobbyists are resisting rules aimed at drones.



L-39 Albatros

Model-Jet Jockeys In FAA Dogfight

Continued from Page One

\$50,000 for hand-built, scale models of actual aircraft, remote pilots take their hobby seriously. As Brian O'Meara, a 63-year-old owner of a Ford dealership in Denver, prepared for his flights at Top Gun, he insisted his F-84F Thunderstreak fighter jet model "is not a toy."

That's become a problem. After leaving this pastime alone for years, the Federal Aviation Administration is considering new regulations that could set strict limits on recreational model planes.

While the potential rules wouldn't affect most hobbyists, the über-enthusiasts with the biggest, baddest planes are in a panic. Proposed rules could prohibit jet propulsion, set a 100 mph speed limit, maximum altitude of 400 feet and top weight of 55 pounds. If those standards were enacted, modelers who flouted them could face fines or other sanctions.

"We have a proven history of safe flying," said Andrew Levy, a Jupiter, Fla., surgeon who owns five model airplanes and three model helicopters. The government "shouldn't cut too wide of a swath and take away the fun."

Dr. Levy, 62, came to watch

Top Gun, an annual invitation-only contest in which 120 pilots were judged on the historical veracity of their planes' appearance and style of flying. Realism is so prized that the planes carry pilot dolls wearing period uniforms in the cockpits, and some have wartime "pin-up girls" painted on the fuselage.

Pilots impressed judges and spectators with maneuvers like the split S or the half-reverse Cuban eight, while others dropped mock bombs on the field. Fliers came from as far away as Thailand, Brazil and Italy to compete for a top prize of \$1,300.

The trouble for such enthusiasts started in 2008, when the FAA convened an expert panel of government agencies, academics, trade groups and full-scale airplane owners and pilots to look at how to integrate drones, or small unmanned aircraft, into the crowded U.S. airspace. Pioneered by the military, the drones are now showing promise for a host of uses from police surveillance to tracking forest fires to aerial photography.

Unexpectedly, some on the panel in 2009 recommended that the FAA extend drone rules



A spectator at the Top Gun show with a P-51D Mustang model, called 'Miss Ethel.'



Right, Rod Snyder with his L-39 Albatros Czech trainer jet model.

to model airplanes—over the objections of a model-plane representative in the group. The two airborne vehicles aren't dissimilar, although models are flown within line-of-sight while the drones are guided by pilots at farther remove on the ground and have the potential for autonomous flight and navigation.

"We got dragged into the regulatory process, maybe unintentionally," says Dave Mathewson, executive director of the Academy of Model Aeronautics. The Muncie, Ind., hobby group self-polices model flying and supplies liability insurance to its 140,000 members—99% men with an average age of 58.

Members joined in a letter-writing campaign earlier this year to persuade Congress to exempt model planes from new regulations.

The FAA said it expects to issue its proposed rules later this

year. "Hobbyists who fly high-end radio-controlled planes will be able to comment" on the rules before final adoption, an FAA spokesman said.

The Academy says only four people in the U.S. have been killed since 1965 by out-of-control model aircraft. At Top Gun and other meets, spotters work

with pilots and controllers give instructions to keep planes from crashing into each other. Indeed, this event took place on a large field at the far end of the Lakeland Linder Regional Airport, whose tower closed one approach path to full-scale planes to keep them out of the way.

Model airplanes have a longer history than manned flight, and the idea has been around for centuries before that. Leonardo da Vinci's 15th-century drawings are considered by some to be precursors of model building.

Flying today's advanced ra-

dio-controlled planes can challenge the best teams. At Top Gun, Michael Selby, head of the agency that manages wealth for the Thai royal family, brought from Bangkok his scale F-111 Aardvark, a Vietnam-era fighter bomber he designed and built from scratch. Mr. Selby had his friend, Raymond Johns, a four-star U.S. Air Force general, pilot the plane.

On Team Aardvark's first flight, the plane performed a dizzying set of maneuvers, but came in to land hot and overshot the mark. "We lost the speed brake," Mr. Selby growled.

The prospect of FAA regulation was a turbocharged topic at the five-day event.

"We're being thrown in with the professional drone crowd and being regulated for what appears to me to be no good reason," said Dennis Crooks, a retired farm manager from Rockville, Ind. He griped that his C-123 Provider, a four-engine cargo plane model that weighs 97 pounds, might be relegated to a museum piece.

"It puts all of this out of business," said Bob Violett, whose Winter Springs, Fla., company, BVM Jets, makes and distributes pricey model kits and engines, of the potential regulations.

"This is my golf game," said Mr. Snyder, who lost the landing gear on his Czech trainer. Owner of a sign manufacturer in Johnson City, Tenn., the 52-year-old soon had the plane flying again after installing spare parts. "I practice," he said. "This is what I do."

WSJ.com

ONLINE TODAY: See a video of the Top Gun event in Florida at WSJ.com/PageOne.

Field shots





Massey Chili Fest 2011 Photos by John K

