



Volume 43 Issue 05

May 2016

Who's Who?

President

Richard Jenkins

(314) 757-5585

Vice President

Doug Sanders

(636) 724-7757

Secretary

Emanuel Morris

(314) 368-4974

Treasurer

Mike Dierker

(636) 634-6904

Newsletter Editor

Don Shelton

(314) 570-7766 cell

(636) 723-3220 home

Prez Sez for May 2016

First Meeting at the Field

This month will be our first meeting at the field for this year. I hope some of you can get out early and get in some flights beforehand. Since it will be getting dark early, we will make this a short one. I plan to bring out one of my gassers to discuss gas engines and gas powered aircraft. I hope some others will also show off their newest projects.

UAS Registration and FAA Regulations

The AMA has sent out emails that the Senate did not pass all the amendments recommended by the AMA to the FAA reauthorization bill. The AMA said:

“One of the provisions would still require hobbyists to who build their own models at home to meet FAA design and production standards. The new legislation also potentially jeopardizes hundreds of flying sites within five miles of an airport. While this is disappointing, we still have other opportunities to shape the final legislation. We ask our members to continue to regularly monitor your email, our website, and the AMA blogs because we may need your help again in the near future.”

Note that our field is 10.65 miles from Lambert according to Google Maps. We are 10.03 miles from Smartt Field.

It has come to my attention that some are saying that you have to have the FAA registration number on your plane in order to fly at our field. The club safety rules and by-laws do not require this. The rules only require that you be an AMA member and a club member in good standing to fly at the field.

However, each of us is responsible for complying with the FAA rules. The FAA is requiring that you affix your UAS registration number to your plane before it is flown this year. Any penalties would be on individuals, not the club.

Need More Participation in the Meetings

We are down to about 6-8 members at our meetings. This is your club, and I encourage each of you to come.

Next Meeting

The next regular meeting will be on May 12th at 7:00 P.M. at the flying field. In case of inclement weather, we will meet at the Mark Twain Hobby shop instead.

Memberships Still Available

We still have several openings available.

Richard

Meeting Schedule

Meeting Dates: 2016: May 12, Jun 9, Jul 14, Aug 11, Sep 8, Oct 13, Nov 10, Dec 8
(Meetings for May, Jun, Jul, & Aug scheduled at the Saints field-depending on the weather)

Meeting Time: 7 to 9 pm

Meeting Location: Saints Field

Meeting Minutes

March Meeting Minutes (4/14/2016)

The meeting was called to order on 4/14/2016 by our President, Richard Jenkins.

Vice President Doug Sanders made the roll call. At that point, there are 47 members in the database so far. There were 9 members present again this month's meeting. One of our members has a lifetime membership. There are still openings at this time..

Our Treasurer, Mike Dierker, was present and he gave the treasurers report.

There was a motion to accept the Treasurer's report as given. Approved.

There was a motion to accept the Secretary's report as given. (Amendment to last month's newsletter: We are not looking for a volunteer to relieve Mike Dierker's position as treasurer until it's relinquished at the end of the year)

Old business: - Our President attended the Bellville swap meet. He stated that there were not as many vendors as in previous years. He also went to the R/C Model show in Toledo where there were also some empty tables.

At the Toledo show, there were lots of interests in Drones this year. They held different competitions for all flavors of planes and Drones. Judging was based on the quality and complexity of the build. You could talk to the engineers and designers of radios, etc. Horizon Hobby was there, Futaba, Balsa U.S.A, AMA and the FAA was there. The big rage was the retro looking radios, refurbished with modern parts. Richard said that also had a 'Reed Box'. ??? Hmmm...there were a few members in attendance who knew what this was. Imagine flying a plane with a rubber band powered clockwork mechanism having a button which is pressed in the correct sequence to get right, left or neutral rudder.

While yet reminiscing about the early days of R/C airplanes, Frank Gruswitz mentioned that he was an authorized Kraft Radio repairman. Kraft radios were on the forefront of R/C radios. (Although not mentioned in the meeting, a very interesting history of Kraft radios which dominated the industry in the earlier years can be found at www.radiocontrolhalloffame.org.) The older Kraft radios had 980 watts output. Frank really liked and still has Kraft radios. They dropped the output down to 300 watts when the digital stuff took hold. His talk lead to discussion about the Galloping Ghost, which was a single channel R/C system in which the rudder and elevator control surfaces flapped left/right and up/down.

New Business: Richard read an email from the AMA regarding the FAA. It discussed FAA limitations on model aircraft. It referenced requirements of a safety test, and building standards. Also referenced Flying range limitations within 5 miles of an airport 10.73 from Lambert. Mentioned were other fields, Creve Coeur, Smartt Field airport in which we are less than 5 miles from.

Prez said at this time there has been know alterations to the AMA registration. He said that there is still no information on enforcing things.

New proposal: Wes Wahlin brought up the topic of Control line flying at the field. This was deemed as o.k. as long as precedence was given to R/C aircraft.

Field report: Grass still bare. Doug said there was a barricade on the side of the road. No standing water. He would recommend the takeoff and landing in the upper quarter of the field.

Safety report: Ron Kilb said that we need to make sure the AMA registration on the plane. Also affix the unique FAA number generated by the online registration process.

Show and tell: I, Emanuel Morris, Club Secretary, brought in my Precision Aerobatics Addiction X. This was the second of two extremely aerobatic planes I purchased 3 years ago when I got into the hobby and joined the club. I was pretty naive in the beginning and believed that I could learn R/C with this plane. Richard and Pierre were strongly against doing this and I reluctantly took their advice and started on foamy's (which I'm glad I did). I began my R/C flying career using a Parkzone T28 Trojan and Parkzone Extra 300. Since then I have purchased several aerobatic planes, but my Addiction X is unique. It's extremely light as it is filled with carbon fiber throughout: All carbon fiber – CF servo extensions, CF reinforced motor box, CF engine mounting plate, CF spinner, CF push rods (which I didn't use), CF landing gear, CF vortex generators, CF pin reinforced fuselage, CF reinforced wing. CF horns for elevator, rudder and ailerons. It has a 50 inch wingspan, Thrust 40 brushless outrunner motor, VOX T40 prop, Quantum 45-amp brushless speed control with BEC, and uses Precision Aerobatics 3S 2200 mAh LiPo batteries. I asked club member David Nixon to bring out his Addiction X to the field last season. After watching him finesse this plane around in the air, smooth touch and go's, etc., I knew it was time for me pull this plane out of the box and put it together. I haven't flown it yet, but it's ready to go this season. Modifications made: Replaced Kevlar pull/pull thread with wire pull/pull cable. Replaced metal clevis's for servo horns with ball links. Replaced pre-measured CF push rods with 2x32 threaded homemade wire rods. These rods screwed easily into the ball links and made my servo horn centering adjustment a breeze. I beefed up the landing gear hardware (which I do on my planes). I also went with the new Du-Bro 300SL 3" Super Lite wheels to handle the grass at our field. This plane has received rave reviews since being introduced by Precision Aerobatics. The combination of its extreme lightweight and state-of-the-art aerodynamic makes the Addiction-X fly slower than a turtle. It has huge control surfaces, and supposedly responds immediately to stick inputs. It has a reputation of being capable of doing any maneuver you can throw at it. It also hovers great. Can't wait to bang my transmitter sticks with this plane!

50/50 – Ron Kilb,

Ron Kilb and Wes Whalen won the attendance prize.

Richard is still making progress on his Cessna 310Q. He's putting in the retract nose gear. He will bring when it's finished.

Show and Tell

