

The Marion Eagle Newsletter



<http://marionrcflyers.info>

MRCF

PO Box 9202

Rochester, MN 55903

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Flight Instructors: Ray Dray (507) 261-0930 cell

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Skip Gram <klgram@charter.net>

Program Chairman: Open volunteer position

Club Dues accepted at the Club meetings or send your dues to:

**Marion RC Flyers
PO Box 9202
Rochester, Mn 55903**

Adult Membership \$75.00 per year

Family (Spouse) Membership \$75.00 per year

Student (19 years of age or under) \$1.00 per year

No Initiation Fee for New Members

*******Summer Meeting Schedule*******

The summer club meetings are being held at the Marion RC Flyers club field. Meeting time is 7:00 pm. So come out to the field and enjoy putting in some flight time before or after the meeting.

2019 summer meeting schedule:

August 14th; September 11th

See you there!

Electric Indoor Flying at the National Guard Armory

Wednesday's starting at 9:00 am.

Please try and get to the Armory at 9 am. We need to set up the tables and chairs for our use. Many hands make the load light. Please help out putting up the tables and chairs after flying is over. Sometimes there are only two or three of us doing it. I realize that all of us are getting a little bit older and we move slower. Thanks ahead of time for helping out.

Wayne's Corner....

The members present at the July 10th meeting decided to re-shingle the roof over the shelter. We can discuss if and when we do the job this season.

The club shed needs the wood around the sliding door replaced. We also need to clean out the contents in the shed. There are a number of items that need to go. A microwave; frig; old tables; and a turn of the century battery charger, etc. We need to decide what to do with the remaining club trainer plane that is not being used.

I also saw a number of items left in the shed to fix small problems we might encounter when flying at the field. There is a box full of propellers of various sizes in case you break a prop.

The club's website domain has been renewed for 5 years. Cost was \$105.85

The Student Flight Instruction Program resumed in June

Beginner's Night: Wednesday afternoons/evenings. Contact our qualified Flight Instructors for free flight instruction. It is recommended that you make an appointment with Ray Dray or Skip Gram for flight instruction.

Call Ray Dray at (cell) 261-0930 or (home) 775-6933.

Call Skip Gram at (507) 273-2748

Student Flight Instruction Program

Student flight instruction is provided free of charge during the flying season, June through September, by one of our qualified flight instructors.

- Please call Ray Dray at 261-0930 (cell) or 775-6933 (home) or Skip Gram at 273-2748 to set up an appointment for flight instruction. They can answer any questions you might have.
- You should read and understand the club rules that are posted online and at the field. If you have any questions have your instructor clarify them during the first flight lesson.
http://www.marionrcflyers.org/index.php?option=com_content&view=article&id=20&Itemid=16
- Please call our club instructor to make an appointment for flight training. This will assure that there will be somebody at the field to assist you.
- After completing your lessons you will need to join the AMA and our club to be allowed to fly at our club field. Join the AMA at <https://www.modelaircraft.org/joinrenew.aspx>. To join our club, contact Wayne Brown at 319-4406. Our membership forms can be found in the New Pilot Info link to the left.

The available instructors are listed below:

Instructor	Phone Number	Special Information
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Ray Dray	261-0930 cell 775-6933 Home	Airplane Instruction
Skip Gram	273-2748	Airplane Instruction

- If using your own airplane for flight lessons you should make sure your radio equipment has been charged and the switches are in the off position before you arrive at the field. If you do not own your own airplane you can use the club training aircraft at no charge to you.
- When you arrive at the field ask for your instructor. He will provide direction on where and how to set up the airplane for instruction.
- Pay attention to what your instructor has to say and show you. He will show you proper flying field procedures and etiquette. You can learn by observing how pilots set up and fly their aircraft.
- Relax and take your time. If you feel tired or worn out call it a day and schedule a lesson for another day. When learning to fly it may take more lessons than expected.
- When your instructor says you are ready you will complete a check flight, where you will be asked to do three takeoffs and landings, demonstrate the correct pattern and flying field etiquette. After successful completion you will then be considered a qualified R/C Pilot and allowed to fly solo without an instructor.
- You can request additional lessons at any time. These can include aerobatic maneuvers.

Meeting Minutes

July 10, 2019

Call to order: 7:00 pm

Treasurer's report: Accounts in good order

Officers in attendance: Wayne Brown; Skip Gram; Judi Snyder

Members in attendance (includes Officers): 7

New Business:

- 1. Bernie Drier is starting to sell off his airplane collection. He said to make an offer. Contact Bernie at 507-288-1231. He has a lot of items for sale.**
- 2. A discussion about starting a club Face book page. If you would like to volunteer to set one up and maintain it let me know.**
- 3. Set a date for our End of Summer Fun Fly in September at the August 14th club meeting, September 14th or 21st?**

Old Business:

- 1. The club members have approved re-shingling the shelter roof. We will discuss it more at the August 14th meeting.**

Adjourn: 7:08 pm

Marking your airplane to meet FAA Regulations:

See how to mark your aircraft by visiting amablog.modelaircraft.org/amagov/2019/02/27/faa-registration-renewal-and-marking-your-aircrafts.

ON FEBRUARY 15, 2019, the FAA posted a rule in the Federal Register requiring all unmanned aircraft owners to display their FAA registration number on the outside of an aircraft. UAS operators may no longer place registration numbers in an interior compartment of the aircraft. The rule went into effect on February 25, 2019. In response to this Interim Final Rule, AMA submitted the following public comment:

"The Academy of Model Aeronautics (AMA) represents nearly 200,000 model aircraft hobbyists across the country. Founded in 1936, we are the nation's largest organization representing those who fly model aircraft for recreational and educational purposes. For years, our National Model Aircraft Safety Code has been recognized by Congress, as well as state legislatures, as a safe and effective means of managing model aircraft hobbyists. Our members know where, when, and how to fly safely and they do not pose any new risk to the airspace.

"Since 2015, we have participated in the Federal Aviation Administration's (FAA) efforts to establish a registration rule for small unmanned aircraft systems (UAS). We have long held that federal registration of UAS makes sense at an appropriate threshold of weight, capability, and other safety-related characteristics. However, we continue to believe that federal registration should not apply at such a low threshold that it includes toys. Most importantly, it should not burden model aircraft hobbyists who have operated safely and harmoniously in our nation's skies for decades.

"AMA members already comply with AMA's own registration system. When joining AMA, members provide personal identification and contact information, and affirm that they will abide by AMA's safety guidelines. Members are instructed to place their membership number or their name and address on or within their aircraft. Over the years, this has proven to be an effective means of linking and identifying the owner-operator of a model aircraft to his or her platform.

"Our members know where, when, and how to fly safely and they do not pose any new risk to the airspace."

"Although the interim final registration rule is duplicative for AMA members, we have complied. Most AMA members already have their FAA registration number posted on the outside of their aircraft. Unfortunately, for some of our members, including the small percentage of AMA members who fly scale replica model aircraft, the interim final registration rule creates a significant burden. For these AMA members, affixing an FAA registration number on the external surface of the aircraft diminishes the accuracy of the scale replica model. The accuracy of the model is critical because it is the primary factor by which these models are judged in competitions nationally and globally.

"AMA understands and appreciates the intent behind the interim registration rule's requirement to affix the FAA number on the outside of the aircraft. In no way do we want to create safety risks for law enforcement officials or first responders who might be tasked with opening a compartment on a model aircraft to find a registration number. However, we do not believe that model aircraft create any new risk.

"... we urge the FAA to consider a waiver process for our niche community of responsible hobbyists who have been flying safely for years."

"Given the relatively small number of scale replica in the airspace today, we urge the FAA to consider a waiver process for our niche community of responsible hobbyists who have been flying safely for years. Just as in the full-scale aviation community, there are exceptions to exterior aircraft marking. A waiver process will ensure that passionate and law-abiding scale replica modelers have an opportunity to continue their beloved hobby without interference.

"We look forward to continuing to work closely with the FAA regarding recreational small UAS operating requirements. As always, we are committed to ensuring the safety of our nation's skies for all."

New Requirements for Recreational Users

AMA continues to work closely with the FAA to implement Section 349, the new operating requirements for recreational users. Although no new requirements had been put in place at the time that this article was written, we do expect the FAA to begin implementing portions of the new requirements soon.

AMA will continue to work on solutions that we hope will minimize the impact that Section 349 has on our members. We will be sure to update our members with any new changes.

AMA's most recent meetings on Capitol Hill focused on updating various committees and legislators on the implementation process and the impact burdensome regulations would have on our members and the hobby. When the new operating requirements were passed, the FAA assured AMA that the new rules would not prove overly burdensome for our community. Because of these assurances, AMA will continue to update Congress throughout the process.

By Tyler Dobbs, Government Affairs Director | tylerd@modelaircraft.org



*Written by Greg Gimlick
Making an informed decision when there are so many choices
as seen in the Spring 2019 issue of Park Pilot*

One of the biggest decisions a newcomer makes is choosing which radio to buy. It might actually be your second radio, but your first advanced radio if you started with a ready-to-fly package that had a single-use transmitter. Now that you've decided that this hobby is for you, a radio to cover everything is in order. But how do you choose?

Think about where you might head down the road. Will you always fly small three- or four-channel park flyers? Will you expand to larger, more complicated airplanes? Do you think you'll ever want to fly helicopters or multirotors?

If you stay with smaller park flyers, will they be more-complicated airplanes? Do you have experienced club members nearby to help? Are you a techie who loves the challenge of open-source programming, or do you want it to be as easy as possible? Will you ever be training someone else? Do you have a particular budget in mind? Are replacement parts and repair service available? Is technical support available? Do you like BNF (Bind-N-Fly) subjects?

Most of us end up buying the brand of radio that others around us are using. It makes sense because they can help us learn and figure things out. Fortunately, all of the major brands that are available to us are good in terms of reliability and quality. Many of us have far more radio than necessary for our needs, but it offers the opportunity to do more if we wish.

If those in your group all use one brand, look into that because you'll have that help nearby. I was the odd man out when I first started and the only one in the club with my brand of radio. That meant no experienced help was available to me. I fixed that later.

When looking at radios, it's easy to be overwhelmed by the protocol abbreviations. There is DSMX, DMSS, ACCST, FASST, FHSS, S-FHSS, A-FHSS, and combinations of them. They are not compatible with each other, but each is reliable. Let the engineers argue over which is best in the lab. They're all fine for our use. Some open-source radios offer modules claiming

compatibility with four protocols, but unless you're into the technical side of things, I'd advise against going down that road.

It's easy to get caught up in a laundry list of additional features that you might never need. I'm guilty of that. My radio will play music, which I've never done. It will talk to me and I assign that feature to various functions.

I can use it to browse online, but I only did that once for a firmware update. Most update via USB cords or SD cards after the files have been downloaded.

It goes back to defining how you're going to use it and not getting caught up in advertising hype. There is no need to acquire a 20-channel radio if you'll never need more than six channels.

My must-have radio feature list:

- Six channels to allow for flaps, multiple aileron servos, retracts, etc.
- Multiple model memories
- Model templates (airplane, helicopter, multirotor, sailplane)
- Predefined mixes with at least one "free mix," allowing me to program a special mix
- A timer
- Alarms (set for timer, battery voltage, etc.)
- Adjustable gimbals (tension, length, and smooth or ratchet action)
- A trainer switch
- Easy programming (this is big for me)
- Technical support available (online videos, etc.)
- Neck strap attachment
- Firmware update capability
- Comfortable to hold for your flying style (are you a pincher, thumb flier, tray user, etc.?)
- Repair facility availability
- Assignable switches (this is for more advanced fliers, but handy to have)

Everyone's list will be slightly different, but most of these items are things I use all of the time and would miss if not available. Everything here is available from Spektrum, Futaba, JR, Hitec, and other brands.

Programming is something you'll use regularly and must be easy to understand. Not all transmitters are created equal when it comes to this, so talk to your friends and try them out to see what fits your brain.

I have one open-source radio that baffles me, but it's a very proficient radio. I'm simply not wired to program it the way it's capable of being done. A young techie friend of mine flies through it like nothing. Every time I do it, it's like learning all over again. Your choice of radio should include the following program capabilities:

- Dual rates
- Exponential
- Mixes
- Travel adjustment
- Subtrims
- Servo reversal
- Flight modes

- Throttle cut
- Digital trims (There is nothing wrong with analog, but most are now digital.)
- Multiple model memories

These are all basic programming features, and most modern radios offer them. How you get to them and adjust them differs, so try them out. I always look for a radio that allows me to set a throttle cut because that is an extra measure of safety for an electric motor.

It's easy to end up with multiple radios if you buy several RTF packages. Each one is a single application transmitter and only works with the airplane it came with. If they are all compatible types (e.g., DSMX Spektrum), you can replace them with a radio that permits multiple airplanes. Owning multiple brands becomes confusing when you go to change programming, so try to settle on one brand.

The internet is full of off-brand, no-name, third-party transmitters and some are enticing on price alone. Many of these claim to be compatible with some name-brand radios, but this is a hit-and-miss path. I've seen some that work fairly well and others that were a nightmare. Build quality is often suspect and most don't have licenses to use Spektrum or Futaba protocols.

Saving \$50 and losing a \$200 airplane is a fool's economy. The same goes with third-party receivers that manufacturers claim to be compatible with Futaba, Spektrum, Hitec, etc. Unless the radio manufacturer endorses the receiver, I don't trust them with my valuable airplanes.

If your transmitter doesn't include a case, I highly recommend investing in one. Many manufacturers offer branded transmitter cases, or you can find an aluminum tool case with a perforated foam insert at Harbor Freight (harborfreight.com) for roughly \$30 before using a coupon.

Talk with someone who has experience before buying. Think about what you hope to do with the hobby and make the best possible choice. Don't fret over it. If you find out later that you want more, you can sell what you have and upgrade. Try not to buy too much but cover the things you really think you'll need. Don't confuse needs with wants.

Most of all have fun and don't stress. Chances are you'll be okay if you listen to those around you.

Fly straight or crooked as long as you fly!