



# The Transmitter

Suburban RC Barnstormers - P.O. Box 524, Bloomingdale, IL 60108

AMA CHAPTER 640

IMAA CHAPTER 194

March 2012

<http://www.suburbanrcbarnstormers.com>

## Coming in March and April

March 12<sup>th</sup>, Club Meeting, Bloomingdale Public Library, 7:00pm

March 15<sup>th</sup>, Dome Fun Fly, White Pines Golf Dome, 11:00pm

March 26<sup>th</sup>, Board Meeting, Bloomingdale Public Library, 7:00pm

April 7<sup>th</sup>, SRCB Swap Shop, Dupage Fairgrounds, 8am - Noon

April 9<sup>th</sup>, Club Meeting, Bloomingdale Public Library, 7:00pm – Static Contest

April 12<sup>th</sup>, Dome Fun Fly, White Pines Golf Dome, 11:00pm

April 23<sup>rd</sup>, Board Meeting, Bloomingdale Public Library, 7:00pm

## Forest Preserve Staff Return With Updated Plans

Jessica Ortega from the Forest Preserve District will return to discuss changes based on input provided at the last meeting.

I expect we will have about 5 minutes for each presentation. If you have something to share that is more involved and needs a lot more time, let me know. We can schedule time at a future meeting.

## Entertainment -- Tips & Tricks

*By Dave West*

The March meeting will feature our second annual Tips & Tricks night. It is an opportunity for you to share ideas, tools, or methods you've found that make our hobby easier, safer, or just more fun.

Last year Marty Schrader introduced us to tiny \$10 video cameras; John Kubitz showed us how simple bread bag clips can be used to tag battery packs; John Howe shared a method for shaping replacement wing ribs; and Willie Cowgill gave us tips for working with Velcro. Now its your turn!

If possible, bring in an example or do a quick demonstration. It can be an original idea or something you've read in a magazine or been told. As an incentive, everyone who brings in something to show will receive a small, but useful prize!

## Rollover Raffle

*By Dave West*

John Janninck won the rollover raffle prize last month -- so March features a new prize. This time it's something really speedy. It is the Rifle by Great Planes. This little 31" wingspan electric can reach speeds approaching 100 MPH. (I saw one fly at giant-scale meet in Campaign in 2010. It's very impressive!) The fuse, wings, and tail are all molded fiberglass -- no balsa or foam to be seen.



# Notes of the Suburban RC Barnstormers Membership Meeting

February 13, 2012

## ATTENDANCE

There were 40 regular members in attendance and 5 visitors. Among the visitors were previous member **Jack Greetis** and the President of the Prop Masters, **Bob Mosinski**.

## OFFICER REPORTS

**President: Mike Maciejewski** presided over the meeting. Mike said representatives from the Forest Preserve were present to discuss the plans for our field relocation. Some of our regular business might be suspended if time runs short.

**Vice President: Dave West** said we still have the 40-size Great Planes Escapade for our rollover.

The door prizes were some glue, a battery, and fuel tubing.

**Treasurer: Bob Elsner** started by recounting his story of a recent fall in the kitchen. He ended up with 9 stitches and looked like he was in a bar room brawl but has recovered nicely and was glad to be here.

Bob said that he mailed in our AMA Charter renewal and that we have paid the deposit to the Dupage Fairgrounds for our Swap. Insurance will be issued directly from the AMA to the Forest Preserve, Golf Dome, and Fairgrounds for our events.

**Secretary: Scott Taylor** reminded everyone that membership run on an annual basis, so all 2011 memberships are currently expired. We generally carry over membership through March. But if you have not renewed and receive a hard copy of the newsletter, the March issue will be your last. The attendance list at the March meeting will reflect only current members.

## OTHER BUSINESS

**Field Relocation – Mike Maciejewski** introduced **Andrea Hoyt** and **Jessica Ortega** from the Forest Preserve. They brought a visual presentation of the new model airfield plans. The new field will be located just south of the James “Pate” Phillip Park west of Powis Road and south of Sterns Road.

The plans include a 30 x 300 foot runway, pavilion, and parking for 40 cars.

Members provided comments and expressed their concerns about the new location. Safety was a key concern due to the “safety margin” of the field overlapping parts of Sterns Road.

Some suggestions include adjustment to the parking access to better utilize space for overflow vehicles. A suggestion was discussed to reverse the proposed field to be south facing, but there were wetlands that might not make that option viable.

**Bob Mosinski** provided some valuable input on the proposed field as well as experience they have had at their smaller field.

## RAFFLES

**John Janninck** was the lucky winner of the Great Planes Escapade rollover prize.

**Tom McAvo**y won the Thanksgiving turkey, **Scott Stampfli** took home the glue, and **Michael Emmons** went home with the battery. **Marty Schrader** won and then donated the tubing back for the next meeting.

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## Time To Renew!

Don't see your name on the attendance sheet? Could it be an error? Maybe you haven't renewed your membership yet!

Membership expires December 31<sup>st</sup>. If you haven't renewed this will be your last hard copy of the newsletter. So don't forget! Grab that last page of the newsletter, fill it out and send it in right away!

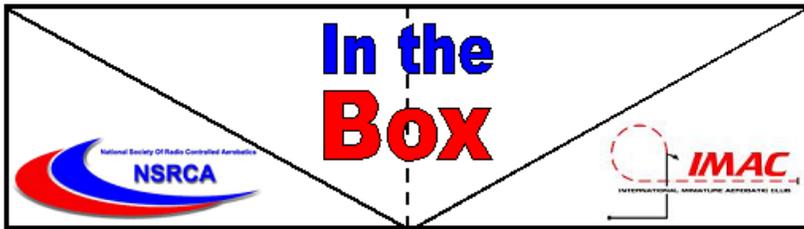
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## April Static Contest

Shake the dust off those planes and start getting them ready for the Static Plane Display contest to be held at the April meeting

There will be two categories, ARF/RTF and kit built. There are no distinctions between size or plane type. There will be a Grand Champion and several Reserve Champions in each category.

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## Pattern Flying - Precision Aerobatics

*Taking your passion for flying RC airplanes to the next level!*

By: Bob Sarley  
AMA 909308

**This month's In the Box article is a deviation from our typical precision aerobatics topics.** The growing concern and precipitated confusion regarding the upcoming FAA regulations regarding Unmanned Aerial Vehicles (UAV's) and the potential application of those regulations to model aircraft has prompted me to research and provide a simplified synopsis of what it is and what it means to us model aviators. The following information was found in an article by **Carlos Reyes at [www.RCadvisor.com](http://www.RCadvisor.com)**. I hope you find this abridged "Reader's Digest" form of the subject informative and useful.

### **What is an Unmanned Aerial Vehicle (UAV)?**

A UAV is a flying vehicle that receives high-level flight control commands from an operator on the ground. I hesitate to call this operator a pilot, since they typically have no full-size or RC model airplane experience. More than anything else, operating a UAV is like playing a video game.

Sometimes UAVs fly autonomously. From the time they take-off until the time they land, the UAV receives no instructions from a human. This is relatively rare today, but will become more commonplace in the future as sensor and computing technologies improve.

### **UAV Technologies**

At first, developing a UAV was very expensive, so most of the early applications were military in nature. Over time the sensors, computers, and other electronics necessary to make them work have dramatically shrunk in size and in cost. Today, a very sophisticated miniaturized UAV control board can be assembled for as little as \$100. With reduced costs and increased reliability, the number of potential commercial UAV applications has exploded.

### **UAV Missions**

Commercial and military UAVs are used almost exclusively in reconnaissance missions. These involve gathering information and either transmitting it to the ground in real time or storing it for later study. A UAV is a flying robot. Commercial and military robots are primarily used for missions that, for one reason or another, they would rather not have a human doing them. These missions usually fall under the categories of "dull, dirty or dangerous". For example, robots were used to go into the Fukushima nuclear reactor after the accident because of the dangers involved. Surveillance missions for UAVs fall under the category of dull, though sometimes the UAV has to fly over enemy territory.

Some futurists believe that robots will one day be able to fill any job previously held by a human. It is not unreasonable to believe that one day robotic UAVs will be used to transport cargo or even passengers.

### **The National Airspace System (NAS) and the FAA**

With 50,000 daily flights and employing about 15,000 air traffic controllers, the National Airspace System (NAS) of the United States is complex. The Federal Aviation Administration (FAA) is the branch of the federal government responsible for regulating the NAS to promote safe use by everyone.

With an annual budget of \$16 billion dollars, the FAA is a large and complex organization. Like any other large bureaucracy, it can take a long time for the FAA to react to changing needs.

### **See and Avoid (The human approach to flying within the NAS)**

For over 100 years the guiding safety principle in the NAS is referred to as "see and avoid". The FAA calls them "Right of Way" rules. Pilots are responsible for constantly keeping an eye out for other air traffic and acting promptly to avoid hitting it. The exception is flight under the instrument flight rules, where you hand over responsibility for see and avoid to an air traffic controller on the ground. The FAA still requires pilots flying under instrument rules to practice see and avoid as best as possible. Because of the complexities involving instrument rules, the vast majority of non-commercial civilian flights are done under the visual flight rules, where an air traffic controller is only contacted when taking off or landing.

### **Detect, Sense, and Avoid (The new robotic paradigm)**

UAVs today are not able to follow the FAA guidelines for see and avoid in the NAS. They are simply not sophisticated enough (yet) to sense other approaching aircraft and act to avoid a collision. Even if there is a human ground operator, UAVs cannot effectively follow these rules because of time lags and sensor limitations.

There is much ongoing research into this problem. Some of it is being funded by the FAA and NASA. Unfortunately, the consensus is that it will be many years before a totally unrestricted UAV flying in the NAS will be able to match the level of safety demonstrated by other manned aircraft.

## **The Situation Today**

Right now UAVs have to follow the same rules put in place by the FAA for remote-controlled model aircraft many years ago. The rules basically state that the ground operator must be in constant visual contact with the UAV and the UAV can only fly 400 feet high (120 m). Why 400 feet? Because full-size airplanes have to fly at least 500 feet above the ground prior to final approach.

It shouldn't be hard to see that these rules severely limit the potential commercial applications for UAVs.

## **The Problem**

The FAA today is under enormous pressure to permit broader use of the NAS by UAVs. How do you permit broader use of UAVs without compromising the safety of the NAS? That is a very tricky problem, and it has taken years for the FAA to feel it is in a position to implement a plan.

## **The Solution**

The U.S. House of Representatives and Senate have passed a bill requiring the FAA to open the NAS for use by UAVs by September 2015. The President is expected to sign the bill into law soon (It may have been done by the time you read this).

The bill is complex, delineating various categories of UAV users and various deadlines. For example, law enforcement agencies and firefighters will be given access first due to the public safety nature of their work.

The FAA will not be publishing their integration plan for another nine months. We will have to wait and see exactly what their plan looks like. It is expected that the FAA will classify UAVs into different categories depending on their weight and flying speed. The different categories will have different sets of rules applied to them.

## **No Change Expected for RC (Here is the biggie for us RC model enthusiasts)**

The good news is that the rules regulating RC aircraft that weigh 55 pounds or less are not expected to change much, if at all. The Academy of Model Aeronautics has done an excellent job (with our help) of communicating to the congressmen the needs and concerns of its members. Thanks, AMA.

**-End of RCadvisor article-**

# **!!! Stop the Presses - Last Minute Update !!!**

## **An Excerpt from the AMA GOVERNMENT RELATIONS BLOG**

Last week, Congress passed the first FAA Reauthorization bill in more than four years. The Bill included a special provision for model aircraft protecting it from FAA regulations. Signed last night (February, 15, 2012) by President Obama, the special provision in the Bill recognizes community-based safety programming as an effective means of managing the modeling activity. The model aircraft section establishes minimum criteria for safe aeromodeling operations and **specifically directs the FAA to not enact rules for modeling activity conducted within the safety programming of a nationwide community-based organization.**

The culmination of AMA's efforts over the past four years in achieving this recognition and obtaining the legislative safeguard is a great accomplishment for the aeromodeling community. This recognition will help with our continuing efforts with the FAA to improve safety in the national airspace. Recognition is also due to the tens of thousands of AMA members who went the extra mile by writing their congressional leaders, making phone calls, and supporting the AMA with donations used for this campaign.

**-End of AMA Excerpt-**

With the excellent safety record of the 900,000 plus members of the AMA and the obvious effectiveness of the self-regulated rules and restrictions now in place, I believe the RC aircraft hobby will be essentially unaffected by the new FAA UAV regulations. Let's keep it that way by keeping our hobby safe through continued prudent and responsible flying.

The next In the Box article will continue where we left off and begin to discuss the complex topic of pattern plane set-up and trimming.

## The Transmitter

This newsletter is published monthly by the Suburban RC Barnstormers, Inc.

We reserve the right to edit all information forwarded to us. Permission is hereby given to reprint any article that we publish as long as proper credit is given.

Material can be submitted for publication: (1) at a meeting, (2) by mailing to Suburban RC Barnstormers, Inc., P.O. Box 524, Bloomingdale, IL 60108, (3) sending it to the email of the editor, Scott Taylor, at [taylorstr@core.com](mailto:taylorstr@core.com)

Articles must be received by the 4<sup>th</sup> Saturday of the month to be included in the following month's newsletter.

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