



## ***The President's Corner***

***by Gayle Yarnell, President - LMAC***

Flying season is fast approaching, days are getting longer and we are seeing some days in the 60's that means we can start getting all of our new planes ready for maiden flights and hopefully smooth landings. We have a full schedule of events this year starting with the Club picnic, Helicopter Event and the Fall Classic. Our last scheduled event this year will be the annual Swap Meet in November.

Our last club meeting was held on March 10<sup>th</sup>. At the Morning Pointe Senior Citizens Center located on Lakeshore Dr. off Richmond road. The staff at Morning Pointe makes every effort to make our meetings as enjoyable as possible so make it a point to come and enjoy a great meeting venue. Our April meeting will be held on April 14<sup>th</sup>. At Morning Pointe, the meeting will start at 7pm and as always everyone is invited to come out and join the festivities. Bring a plane for the Coyote Hobby *Model of the Month* Award.

I would remind everyone that the new 2016 Gate keys can be picked up at the Club meetings when you pay your 2016 club dues. The old 2015 Gate key must be returned to the Treasurer and will not work to open the gate because the lock was changed at the end of March.

Hope to see you at the meeting until then stay safe.

Gayle Yarnell  
President - Lexington Model Airplane Club  
859-707-1697    yarnellg@roadrunner.com



## ***Minutes of March 10th, 2016 Club Meeting***

***by Mickey Breunig, Secretary***



The club meeting was held on March 10<sup>th</sup>, 2016 at the Morning Pointe Senior Center, 150 Shoreside Dr., Lexington, KY.

Prior to the meeting, Dan Thompson did a presentation on 3D printing.

The meeting was brought to order at 7:39 by Gayle Yarnell.

A motion to approve the minutes of the February meeting was made by Gayle Yarnell. The motion was 2nd by Bob Cooper and approved by vote.

The Treasurers Report was given by Carroll Ware. A motion to approve the report was made by Gayle Yarnell, 2nd by Bob Stewart and approved by vote.

Helpful safety tips where given by Bob Cooper.

### Old Business

Dates for Fly-Ins are listed on the Website.

### New Business

Your homeowners insurance may have an exclusion for aircraft and the FAA now considers model airplanes the same as full scale aircraft. The AMA insurance is the only way to be sure you are covered by insurance while flying your model airplane.

The motion to adjourn was made by Gayle Yarnell at 8:09. The motion was 2nd by Bob Stewart and approved by vote.

The next meeting will be at 7:00 pm, Thursday, May 12th, 2016 at the LMAC airfield, 4200 Hedger Lane, Lexington, KY.

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## ***Club Membership Renewal Time***



As of January 1, it is time to renew your club membership. Go to the Club website ( [www.LMACKy.org](http://www.LMACKy.org) ) and print out the membership form. Mail it with a check to the Treasurer's address noted on the form or bring it to the club meeting.

As you know, it is your option to get an airfield gate key for a one-time key deposit of \$5. If you have a 2015 key, then exchange it at no additional cost for a 2016 gate key. The gate is always open when a member is at the airfield. Last person leaving the airfield must lock the gate closed.

As of March 31, the airfield gate has two locks, a 2016 pad lock and a KY Utilities pad lock. These locks are linked together on the chain securing the gate. To unlock the gate, you will need to pay your dues to get a 2016 key. If you don't need a key, then your key deposit will be refunded with your old key return. All 2015 keys must be returned to Treasurer. Don't throw away your key or loose your key.

The last person out of the airfield needs to lock the airfield gate. Be sure to daisy chain the locks so that any of the locks can be used to open the gate.

## ***Treasurer's Report***

*by Carroll Ware, Treasurer*



Reminder, it is time to pay club dues. Please go to the LMAC website ( click on this link [www.lmacky.org/membership](http://www.lmacky.org/membership) ) and print out the LMAC Membership application form. Then, mail the completed form with check and your old 2015 gate key to the Club Treasurer. Or you can submit your form, check and gate key at the club meetings.

Gate keys are optional. Any member who would like to have an airfield gate key can include a \$5.00 (one-time fee) key deposit with your Club dues payment to the Club Treasurer, Carroll Ware, 3713 Haley Rd, Lexington KY 40516. ( [carroll.ware@gmail.com](mailto:carroll.ware@gmail.com) ) You must exchange your old 2015 key for new 2016 key at no additional cost.

Educational Savings Account Report ..... \$621.41

Funds provided to LMAC by the Lex. City Council for use in Fayette County School programs.

Income and Expense Report

Date	Num	Transaction	Payment	C	Deposit	Balance
3/2/2016	DEP	Deposit cat: Membership Dues And Keys			762.00	15,953.21
3/14/2016	EFT	K.U. cat: Utilities:Gas & Electric	29.44			15,923.77
3/30/2016	debit	Kentucky Secretary Of State cat: Tax:Other/Annual Report	15.00			15,908.77
3/30/2016	debit	Kentucky Secretary Of State cat: Tax:Other/Change of Office	10.00			15,898.77
3/30/2016	debit	Kentucky Secretary Of State cat: Tax:Other/Change of Office	10.00			15,888.77
4/4/2016	EFT	By-pass Rental cat: Utilities:Portable Restrooms	89.60			15,799.17
4/7/2016	DEP	Deposit cat: Membership Dues And Keys			826.00	16,625.17

## ***FAA Registration for Model Aviation***



FAA Registration Website....[www.faa.gov/uas/registration/](http://www.faa.gov/uas/registration/)

FAA requires registration for RC pilots flying outdoor aircraft including fixed-wing aircraft, not just multi-rotors or drones. You only need to register yourself and affix your registration number to all your aircraft. Pilots are required to have a hard copy or electronic copy of the federal registration certificate on them while flying. There is a \$5.00 credit card registration fee. The credit card transaction will be used to verify your identity.



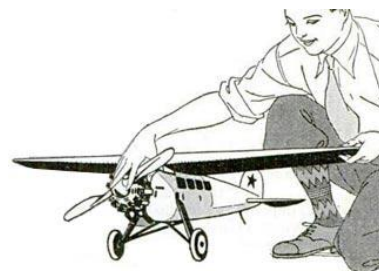
## Model of the Month

Gary Hyde won the *Model of the Month* award with his 1962 Taurus RC plane that he built from a vintage Topflite kit. This 70 inch wing span plane was a very popular RC pattern aircraft in it's day. Gary decided to modernize the Taurus with a very powerful electric brushless motor and 6S 4000mah Lipo battery. This is a real good performer that only weights 5-3/4 lbs. Notice all of the intricate red, black and white trim striping that Gary created using UltraCoat. Congratulations to Gary Hyde for his winning entry for the Coyote Hobbies gift card this month !!



# Blast from the Past

by David Price



This series of articles will present advertisements from vintage modeling magazines. The intent is to illustrate technological advances that have taken place in our hobby. For some, it will bring back memories, for newcomers it will present a piece of history of radio control model aviation.

Here is an advertisement for the "Oriole" from Avion Model Aircraft & Supply Co. from the February 1938 issue of Model Airplane News. One of the earlier "ARF" planes. This airplane was huge with a 10-foot wing-span and a 6-foot fuselage. It was an expensive airplane kit, since, based on inflation, \$29.50 in 1938 had the same buying power as \$484.55 in 2016.

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FEBRUARY  
1-9-3-8
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MODEL AIRPLANE NEWS

## A DELUXE PREFABRICATED GAS MODEL!




**A New Idea In Model Aviation!  
A Gas Model Ready to Assemble.  
Gives Excellent Performance.**

**ANNOUNCING: the "Oriole" tapered-wing monoplane**

BALSA PRACTICALLY ELIMINATED + RUGGED CONSTRUCTION +  
 FABRIC COVERED + STREAMLINED STRUTS + ACCESSIBILITY TO  
 MOTOR WITHOUT REMOVING COWL OR HATCHES + CAST ALUMINUM  
 STREAMLINED TAIL WHEEL FORK READY TO INSTALL + MUSIC WIRE  
 LANDING GEAR READY-SHAPED AND THREADED + ROUTED AND  
 TAPERED WING SPARS

Demountable Wing Panels and Tail Group

7 yds. of fabric . . . 1/2 gal. dope designed to give best results . . . 1 qt. cement . . . 1/2 pt.  
 pigment . . . M & M Air Wheels 4 1/2 inches.

**SPECIFICATIONS**

Wt.: 8 lbs. 2 oz. Wingspan 10  
 ft. Length Overall: 75 inches.  
 Power: Any 1/3 H.P. Motor.

COMPLETE LESS MOTOR: \$29.50. See your Dealer. If he cannot  
 supply you, order direct from us enclosing Dealer's name and address.

**AVION MODEL AIRCRAFT & SUPPLY COMPANY**  
 P. O. Box 906 Woonsocket, R. I.

## ***RC Flying and the Law in 2016***

*Source: AMA website - article by Terry Dunn, April 4, 2016*



### **Decisions made in 2016 could have a big impact on the future of model aviation.**

2016 is a year for all RC pilots to be cognizant and proactive in order to preserve the hobby.

2015 was a year of unprecedented legal challenges for RC aircraft hobbyists. Numerous local governments around the US proposed laws intended to get a tighter grip on RC flying activities. The most far-reaching efforts affecting RC pilots took place on the national stage, within the halls of the Federal Aviation Administration (FAA) and Congress. Several of these nationwide debates are bleeding over into 2016.

The current legal situation is very fluid. Not only are we facing the prospect of additional regulations, but provisions that were previously secured for the modeling community are once again uncertain. Depending on how it all plays out, the impacts to aeromodelling could range from marginal to crippling. 2016 is a year for all RC pilots to be cognizant and proactive in order to preserve the hobby.

### **How We Arrived Here**

RC flying existed for decades without any hint of intrusion from lawmakers or the FAA. The vast majority of flyers were members of clubs that provided safe flying locations, common-sense rules, and hands-on guidance for rookies. It was a system that worked exceptionally well to avoid any shenanigans.

The recent influx of GPS and auto pilot-equipped multi-rotor "drones" allowed RC-curious newcomers to bypass the traditional mentor-based training. By doing so, they also missed out on the related lessons regarding courtesy and safety. It wasn't long before news feeds became filled with stories of ignorant RC pilots doing ignorant (and dangerous) things.

There is no question that the FAA had to act before some wayward RC model caused a major incident. I don't know any modelers who disagree with the FAA taking action. The current friction between many RC pilots and the FAA has to do with the broad brush with which the agency has painted RC flyers. Their enacted and proposed policies to address renegade pilots reflect this monochromatic vision. They affect nearly everyone rather than just the troublemakers.

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Quite naturally, many long-time hobbyists place blame for the current situation squarely on the new-fangled "drones" and the people who operate them. They would like nothing more than to dissociate from the drone pilots, and by doing so, detach themselves from whatever rules may emerge. It's a convenient fantasy, but not terribly likely to happen. Until the media and non-flying population makes a distinction between traditional RC modelers and drone pilots, any self-applied internal divisions are counterproductive. Like it or not, we're in this thing together.

One particular aeromodelling group that is trying to embrace drone pilots is the Academy of Model Aeronautics (AMA). This organization is actually older than the FAA and has traditionally been the voice of the aeromodelling community to the FAA and Congress. The AMA's stance is that educating new pilots is the key to keeping them out of trouble. Rather than abandoning the proliferating drone crowd, the AMA is reaching out to give them guidance whether they actually join the AMA or not. Of course, many separatist-minded AMA members do not support the organization's unified strategy.

Anecdotal evidence suggests that there is quite a bit of overlap between traditional aeromodelers and drone-pilots. I include myself in that group along with several of my local club mates. Current AMA membership stands at about 185,000 people. Yet, the FAA has reported more than 400,000 RC pilots have registered in their database. There is clearly room for more integration of the two groups. I think we're going to need all the unification we can get.

### **FAA Registration**

Late in 2015, the FAA announced that it was implementing a registration system that would be mandatory for all pilots flying RC models of any type weighing more than 250 grams. That threshold captures that vast majority of RC aircraft. The FAA used some pretty creative logic to justify both the legality of their plan and their rushed, non-standard implementation. I won't rehash all of that drama here, but you can read about it if you're unfamiliar.

There is one legal challenge against registration working its way through the courts. It is currently one step away from the US Supreme Court. Even though I am already registered, I remain hopeful that this case will force the FAA to rethink their registration policy to make it more effective. We'll just have to wait and see how it pans out.

The deadline for pilots to register was February 19th. Although the system is now active, it is not yet fully operational. The FAA website states that it will eventually be adding a function where anyone can look up a pilot's contact information by their registration number. Law enforcement agencies are already supposed to have access to the data.



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### **2016 FAA Reauthorization Bill**

Every few years, Congress keeps the FAA intact by passing a reauthorization bill that provides funding and asserts priorities for the agency. During negotiations for the currently active reauthorization bill (2012 FAA Modernization and Reform Act) there were numerous indicators that the FAA was poised to implement new policies for model aircraft flyers. The AMA was instrumental in getting section 336 implemented into the bill. Among other things, this "Special Rule for Model Aircraft" specifically forbade the FAA from introducing new rules for aeromodelers.

The very clear wording and intent of section 336 did not stop the FAA from doing precisely what they were supposed to avoid. An analysis by drone attorney Jonathan Rupprecht outlines the FAA's recent legal acrobatics. The point, however, is moot since Congress thus far seems uninterested in calling the FAA's insubordinate bluff.

A new FAA reauthorization bill is now being hashed out in Congress. The approval process makes it tough to predict what the final bill might contain (where is *Schoolhouse Rock!* when you need it?). The House of Representatives and the Senate each have their own versions of the bill. Once both versions have been passed in their respective chambers, a committee will be convened to iron out the differences and create a new singular bill. Both chambers will then vote on this bill before the president signs it into law.

As far as modelers are concerned, the current House bill is business as usual. It contains the same special rule as the 2012 bill. That said, the AMA is trying to have the wording beefed up to close any loopholes that could be exploited by the FAA. The current Senate version of the 2016 bill is a different beast. While it contains the special rule for model aircraft, it also has additional provisions that could be problematic.

### **All About Altitude Limits**

The first contentious aspect of the Senate bill is a proposed altitude ceiling of 400 feet for all modelers, everywhere, all the time. You may be thinking that there is already a 400-foot ceiling, since that figure is often thrown around. But that isn't necessarily the case. The AMA's Chad Budreau had this to say about the existing altitude guidelines:

"We promote 400 feet as a ceiling to the general public. Hobbyists who fly in compliance with Section 336, are permitted to fly above 400 feet as long as they abide by the safety code of an organization like the AMA. Sailplanes naturally will exceed 400 feet and may continue to fly above 400 feet as long as the pilot abides by the AMA policies and does not interfere with full-scale aircraft."

For most hobbyists, a hard 400-foot ceiling is of no consequence. As Flite Test's Furey put it, "You're really having the most fun below 100 feet." I tend to fly most of my models low and close, so I don't disagree. At the same time, we have to recognize that there are aspects of the hobby where staying below 400 feet would be a deal-breaker. Large gliders and turbine-powered models immediately come to mind.

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I'm not aware that these types of models have ever caused an incident with full scale air traffic, so why should they be needlessly shut down? The pilots of these types of models are typically among the most skilled and experienced from our ranks. Their safety record is not a fluke. These guys and gals know what they're doing.

Remember, we're all in this together. If we allow sailplanes and jets to be squashed with no justifiable cause, it would set an irreversible precedent. Your favorite part of the hobby could be next on the chopping block. Giving up one sacrificial lamb is just the first step to losing the whole flock.

### **Bring Your #2 Pencil**

FAA-based testing could be yet another daunting government hurdle that potentially scares away people interested in the hobby. Another controversial aspect of the Senate's current FAA bill is a requirement for modelers to take and show proof of passing a knowledge test. Everyone agrees that imparting wisdom to newcomers is critical. As stated previously, educating rookies remains a core principal of most RC clubs. At the same time, the FAA's credibility with modelers continues to decline. There is considerable doubt that the FAA's approach to testing would be of much value. At a minimum, FAA-based testing would be yet another daunting government hurdle that potentially scares away people interested in the hobby.

So what is the best way to educate the flying masses? I don't know. I think that I could get behind a policy similar to that used for amateur radio. The Federal Communications Commission requires aspiring amateur radio license holders to pass a test, but the agency delegates the testing to local ham radio clubs. This makes the test a low-key, unintimidating event and it introduces new folks to their local experts. In fact, many clubs offer test prep sessions. You don't have to join the club before or after taking the test, but you get some insight into what they do and how they operate.

### **Cash or Credit?**

The Senate bill offers some guidance regarding commercial use of drones. While the rules are separate than those for hobbyists, I think that it is important for all of us to keep tabs on the commercial side as well. Many RC pilots and companies in the RC industry are involved with both the hobby and commercial aspects of drones. Policies that directly impact one side could have effects that bleed over to the other side as well.

One proposed rule would require FAA airworthiness certification for any model used for commercial purposes. If the Senate's goal is to put a chokehold on innovation in this blossoming field of aviation, I think they've nailed it. The certification process for full-scale aviation is a lengthy and costly endeavor that adds significantly to the end user's cost. Implementing the same level of rigor to unmanned aircraft would erase a good portion of their intrinsic benefits.

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Many of the companies making positive headway on developing practical commercial applications for drones are small startups. By necessity, they are building or tweaking their aircraft to meet specific needs. These companies have every incentive to ensure that their aircraft are safe and reliable, even without the FAA mandating such.

When we talk about commercial use of drones, it goes far beyond any aerial package delivery concepts. There are many much more practical applications. Using drones for things such as crop management and traffic analysis would enhance existing efforts in those fields at a fraction of the cost of manned aerial assets.

Cliff Whitney talked at length about the municipal agencies that envision benefits from commercial drones. For example, firefighters could use drones equipped with infrared cameras to detect hot spots in fires and adjust their strategy accordingly. This could potentially improve fire-fighting efforts while reducing the risks to firefighters. The technology exists, but FAA rules for usage do not.

If the certification requirement holds, only the companies that can afford the certification process will produce commercial drones...think Boeing and Lockheed-Martin. Some people believe that the rule in the senate bill is a direct result of lobbying efforts by those companies. Then again, there are always conspiracy theories that try to demonize how Congress does what it does. Who knows what to believe? Whatever the source of the certification proposal, it's hard to imagine that it would have anything other than a disastrous effect to small, innovative drone businesses.

### **Be Proactive**

I think I speak for most RC flyers when I say that we clearly recognize the threat posed by irresponsible and rogue drone pilots. We'd love nothing more than to have the egregious offenders dealt with quickly and decisively while we provide guidance to the rest. My personal gripe is not that the FAA and Congress are doing things meant to mitigate risks, but rather the imprecise way they are doing them.

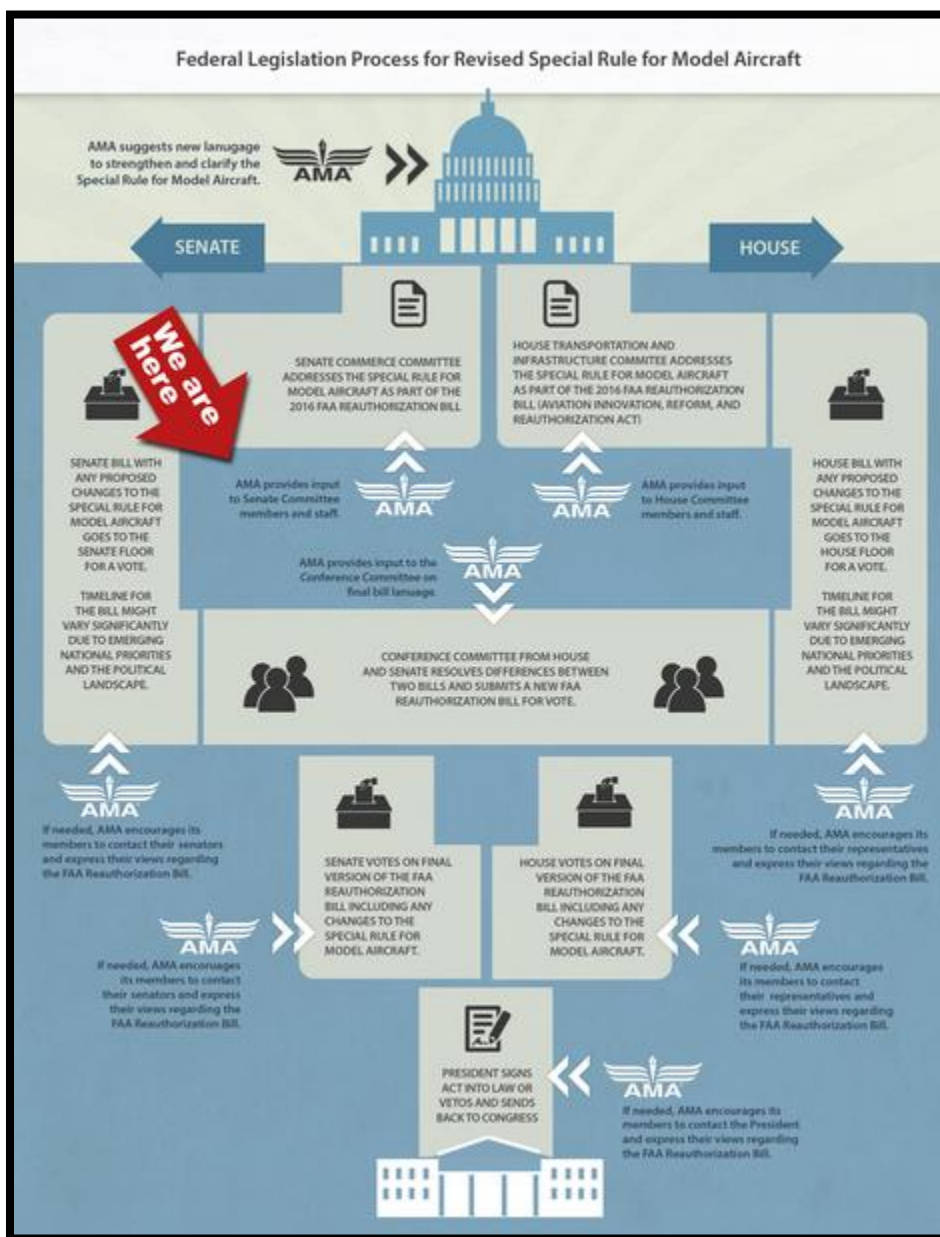
2016 is going to be a pivotal year for RC hobbyists. Congressional voting on the 2016 FAA Reauthorization Bill has been postponed until at least this summer. The legislation could be reshaped significantly in that time. Be sure that you keep tabs on what is going on and weigh in at every opportunity. If you have not already called your elected representatives, do so now and tell them how you feel. Just don't be passive!



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## This flowchart from AMA illustrates the path that the 2016 FAA Reauthorization Bill must take before it becomes law



(Author, Terry Dunn spent 15 years as an engineer at the Johnson Space Center. He is now a freelance writer living in Lubbock, Texas. Visit his website at [TerryDunn.org](http://TerryDunn.org))

## 2016 Calendar of Events

*(Email Bob Cooper to add event dates)*



### Lexington Model Airplane Club (LMAC)

Numb Thumb Fly.....	Jan 1, 2016
Vintage Radio Control Society Fly-in.....	May 26-27, 2016
LMAC Club Picnic & Fun Fly.....	July 16, 2016
Thomson-Hood VA Center, Wilmore, KY .....	TBD
Coyote Hobbies Fun Fly & Picnic.....	TBD
LMAC Park Flyer Fly-in – Jacobson Park, Lex.....	TBD
LMAC Helicopter Fly-In.....	Sept 10-11, 2016
Kentucky Fall Classic Fly-in.....	Sept 15-18, 2016
NASA Scale Aeromodelers Competition.....	TBD
LMAC Swap Meet.....	Nov 12, 2016



### Central Kentucky Float Fly ( CKFF )

Charity Float Fly-in Event .....	May 28, 2016
Brown Bag Float Fly-in Event .....	Sept 3, 2016

### Clark County R/C Barnstormers

Annual Membership Meeting.....	March 5, 2016
Spring Indoor Fun fly.....	April 9, 2016
Glider/Sailplane Fun Fly.....	May 21, 2016
Harold Brown Memorial Fly In.....	June 11, 2016
Brown Bag Fall Fun Fly.....	Oct 1, 2016
Fall Indoor Fly In.....	Nov 5, 2016



### Somerset Model Airplane Club - Warbirds Fly-in.... TBD

### Ohio River View RC Flyers

Fall City Warbirds Fun Fly, Rosewood, IN.....	TBD
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### BalsaBusters Model Airplane Club, Berea, KY

Balsa Busters Helicopter & Fun Fly .....	TBD
Balsa Busters Club Campout and Night Fly.....	TBD
Balsa Busters Big Balsa Bust 2015 .....	TBD

**Next LMAC Meeting:**  
***Thursday, April 14<sup>th</sup> at 7:00 PM***

**Meeting Location:**  
**Morning Pointe Senior Center**  
**150 Shoreside Dr., Lexington, KY**  
**Just off Richmond Rd, near Jacobson Park**

**Visitors are Welcome !!**

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**2016 Club Officers**

President	- Gayle Yarnell	(859) 707-1697	yarnellg@roadrunner.com
Vice President	- Dan Thompson		wb4guk@aol.com
Secretary	- Mickey Breunig		mbreunig@windstream.net
Treasurer	- Carroll Ware		carroll.ware@gmail.com
Safety Officer	- Jesse Harris		harris1206@windstream.net
Senior Advisor	- Curtis Adams		cadams5420@windstream.net
Editor	- Bob Cooper		robert.cooperj@gmail.com
Training Coord.	- Gary Hyde		g_hyde@hotmail.com

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**Thanks to Coyote Hobbies for their support to  
the Lexington Model Airplane Club**



**Coyote Hobbies**

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**Mon-Fri: 11am –**  
**8pm**  
**Sat: 11am – 6pm**  
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