



# The CONNECTOR

Newsletter of the Aeroguidance Society, Inc.  
AMA Chartered Club No. 441

[www.agsny.org](http://www.agsny.org)

Volume #64 ..... Issue # 10 October 2018

Recipient of the AMA Presidents Award for  
50 years of Service to AMA and Aeromodeling

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**THE NEXT AGS MEETING WILL BE ON  
Monday Nov 5th 6:30 P.M at the Vestal Public Library**

Changes to time or location will be noted in this newsletter

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## *The Prez Sez - Submitted by Rick Allabaugh*

### Next Club Meeting

The next club meeting will be up at the Vestal Public Library. **PLEASE MAKE NOTE OF THE CHANGE AS NOTED IN THE CONNECTOR.** We can discuss at the next meeting as the next few months will have changes in the regular meeting days. While this can't be helped short term, the Library has indicated that we can get back on schedule with our monthly, 1st Monday meetings.

I'd like to thank Bill Green for stepping in to help us find a new meeting location. We will have to pay a small \$20 per monthly fee to use the meeting room, but at least we have a meeting place.

### **Tower Access Road**

Just an FYI... You may see some activity up at the tower at the end of our runway. I spoke with Mid-Hudson Valley Wireless and NYSEG has requested that they clean up the access road to the tower. NYSEG employees do not feel safe driving down the dirt access road to gain access to the power meter. They have asked for either a stone or shale roadway.

To the best of my knowledge, this request does not affect our access road from the lower gate to the tower.

### **Club Meeting Programs**

At the last Board meeting, we discussed how we are lacking in members who are willing to put on Programs at our regular club meetings. It's a catch 22... We can't have programs if we don't have presenters. With that said, I'm recommending that we do longer, better show and tells during the building season to highlight and show the progression of what we're working on. So bring your winter project to the next meeting.

### **Final Thoughts**

Once a Board is voted in, one of the first tasks is to develop three (3) goals that you wish to accomplish throughout the year. We always keep it the same by trying to grow membership, or make flying fun for all members. This year, one of the goals of the Board is to stay on top of the ongoing drone issue and regulations involving the AMA and the FAA. I'm sure everyone has their own opinions, but we are at a critical path where we need to pay closer attention as our hobby may be changing over the next few years.

### **Cancellation of AGS Meetings:**

In the event of poor weather, listen to the radio or television for local closings and cancellations. If the Library is closed the meeting is cancelled and a notice will be sent via the AGS mailing list.

### Coming Events

#### AGS Field Winterizing

Sat Nov 3  
10:00AM  
AGS Field

#### AGS Nov Meeting

Mon Nov 5  
6:30 PM  
Vestal Public Library  
320 Vestal Pkwy E  
Vestal, NY 13850

**For AGS field current  
weather info contact:  
BGM Automated Terminal  
Information System (ATIS)  
607- 729-8335**

**The Aeroguidance  
Society, Inc.  
P.O. Box 39  
Vestal, NY 13850-0039**

**AGS Officers:**

**President:** Rick Allabaugh (A-C)

**Vice President:** Jeff Hatton (D-H)

**Secretary:** Bill Green (I-L)

**Treasurer:** Brent Bryson (M-R)

**Board Members at Large:**

Jim Monaco (S-Z)

Scott Wallace

**Past President:** None

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**Committee Chairmen:**

**Membership:** Bill Green

**Program:** Tom Kopl/Scott Wallace

**Activities:** Open

**Field:** Bill Green

**Historian:** Bob Hoag

**Public Relations:** Open

**Sound:** Scott Wallace

**Safety:** Scott Wallace

**Librarian:** Brent Bryson

**Webmaster:** Don Shugard

**Newsletter Editor:** Scott Wallace

**Editorial – submitted by Scott Wallace**

Let's face it, nobody likes to dwell on the inevitable but none of us escape this life alive so a little up-front planning with our hobby items will help ensure our spouses or family members aren't faced with additional burden of trying to sort out our hobby items after we pass away. To us, all our own RC stuff is treasured, but to non-hobbyist family members they have a difficult enough task handling our estate without these obscure hobby items to deal with. I have seen where more than one modeler's lifetime collection ended up in dumpsters as frustrated heirs had no clue what to do with all this stuff.

Especially now where the hobby is in a state of rapid change, things that were of great value twenty years ago have peaked and are on the downslide. An example is the pre-war model aircraft ignition engines. Model Engine Collectors Association (MECA) members used to pay top dollar for all the old ignition Brown Jr, McCoy 60's, Ohlsson's, Super Cyclones, and dozens of other 'collectable' model engines. The SAM fliers also needed these engines for their flying events as well. I recall in the early 70's my dad sold off a portion of his model engine collection to pay for a new Lycoming engine for his first full scale Skybolt. Anyway, now that the folks that grew up admiring these old engines have, for the most part, passed away the value of these engines has been tumbling over the past few years.

Unless they are near-museum quality scale models, most of our run of the mill, built/flyable balsa models are only bringing pennies on the dollar in today's market. Kits have also dropped in value for the most part as the again, the number of people still building balsa kits has declined significantly.

While hoarding stuff is fun to a certain extent, I assure you the aftermath is no fun at all for those left to sort it all out. My takeaway is to recommend you please nominate a trusted buddy or two to assist your family when the time comes and make time to catalog and list any of your bigger ticket items. It's helpful to assign a realistic expectation of value, and note anything you wish to go to specific people.

**NOTE: 72 MHz Channel #42 Must  
Not Be Used at the AGS Field**

**Article submissions for The CONNECTOR are happily accepted via email to: [s.j.wallace13@gmail.com](mailto:s.j.wallace13@gmail.com)**

## AGS General Membership Meeting Minutes

### Aeroguidance Society Meeting #850

Date: Oct 1, 2018

Place: Delta Engineers, Architects, & Land Surveyors

President Rick Allabaugh called the meeting to order at 6:30

Guests: None

The minutes of the last general meeting were approved as published in The Connector.

Brent Bryson gave the financial report to those in attendance. If any member has any questions regarding our account, they can contact Brent Bryson for additional information.

President Allabaugh gave a brief summary of the Sept Board of Director's Meeting.

**Committee Reports:** None

**Old Business:** None

#### **New Business:**

Charlie Hatton presented information on his visit to Oregon to see the Spruce Goose built and flown by Howard Hughes, now owned by Evergreen. Charlie mentioned how amazing it was to actually see this plane up close and to get a perspective as to its actual size.

Jerry and David Dewey Rice talked about their visit to Ithaca, NY to witness the flight of a WW1 Thomas Morse SB4 Scout biplane that had been fully restored to like new condition. This was the final flight before the aircraft goes on permanent display. The "Tommy", as these aircraft were affectionately known, were built in Ithaca and were the USA's best aircraft of WW1, with some 600 examples built. They were able to video this flight, which allowed our club to actually see the flight. Very interesting to watch this old biplane take to the skies once again. Thanks to both Jerry and David for this great video.

Ray Phillips gave an overview of the many line items affecting model aircraft in the FAA Reauthorization Bill. A lively discussion ensued, and was subsequently tabled until we learn all the facts and receive guidance and direction from the FAA and/or AMA.

Editor's Note: That Bill has now been passed by both the House and Senate and signed into law by the President.

#### **Show and Tell:**

Charlie Hatton brought a model sailing ship called the Bristol Bay which is a working remote control sailing ship. This ship is for sale, if interested check please contact Charlie.

Ray Phillips displayed his scratch built Alley Kat, a 1970's sport pattern design by Webster, NY's Ed Keck. Ray downloaded the plans from Outerzone and cut out every piece himself, the old school way. Model is covered with silkspan/Koverall and nitrate dope.

#### **Program:**

Jeff Hatton gave a presentation on how to correctly size an electric motor for a given size plane.

Correctly Sizing an electric motor to any size airplane is determined by the following:

- Speed of prop
- Weight of airplane
- How you plan on flying the plane ex. sport fly, 3D, competition

General sizing rule is 100kv per lb.

Size ESC according to size of motor and add 20%

Jeff stated that if you use 100kv per pound of airplane, this will produce a nice flying airplane.

- 50 - 70kv for small planes
- 70 - 90kv for Trainer
- 130kv for warbirds
- 150 - 200 for large scale

If you are looking for more info on how to correctly size a motor to any size plane, information can be found on the web, example:

[http://www.rcplanes.online/calc\\_motor.htm](http://www.rcplanes.online/calc_motor.htm)

Also you tube has many sites that will give you some great information on sizing planes.

Meeting was adjourned at 8:20

## AGS Field Report Oct 2018 – submitted by Bill Green

**Editor's Note:** Nothing submitted by press time.

Reminder that Field Winterizing is slated for Saturday, Nov 3<sup>rd</sup>

## AGS Float Fly – submitted by Don Shugard with photos courtesy of Bob Hoag

We had a great weekend for the annual AGS Float Fly. Saturday and Sunday had folks flying from 10:00 am to 5:00 pm. Mother Nature cooperated with sweatshirt temperatures, light winds, mostly cloudy skies with a few sprinkles mixed in but nothing that required seeking shelter from the storm.

We had a total of 23 AMA members register for the event held at Nathaniel Cole Park on September 29 - 30, 2018. Pilots traveled from as far away as Middletown NJ, Wilkes Barre PA W. Henrietta, and Shokan NY. The following AGS members participated:

- Bill Green
- Bob Hoag
- Neil Hunt
- Matt Kopl
- Todd Kopl
- Jim Monaco
- Jim Quinn
- Don Shugard

It was good catching up with Frank Gioffredo who was in the Southern Tier for the weekend and stopped by on Saturday afternoon. We had an unexpected visitor in the form of a bald eagle fly in over the pond and land in the trees. If you have not seen or flown model airplanes off the water come on out next spring when the MOB holds their float fly (typically a week or two before Memorial Day) because you will have a great time.



## FAA Reauthorization Act of 2018 – submitted by Ray Phillips

The FAA Reauthorization Act of 2018 passed both the house and the senate with very few no votes. On Oct 5, 2018, this became law. Congress must reauthorize the FAA every few years. The time span of these laws varies. The last reauthorization was in 2012 for three years. The 2018 reauthorization covers the next five years. The FAA has been operating on extended funding bills, not reauthorization, between 2015 and 2018. This new law covers wide scope of items; minimum dimensions of passenger seats, laws covering the removal of passengers from over booked flights and unmanned aircraft systems are just a few. The law is 462 pages in length with 1991 sections. Sec 349 entitled “Exception for Limited Recreational Operations of Unmanned Aircraft” has great impact on our hobby.

In 2012 Congress passed the FAA Modernization and Reform Act of 2012, PL 112-95, this law instructed the FAA to provide for the safe incorporation of UAS, this covered all forms of radio controlled aircraft, into the National Airspace System. The FAA wrote regulations to establish the operation of these radio controlled aircraft for the expanding use in commercial endeavors. These include being used as remote inspection vehicles and for package delivery. The AMA was successful in adding Sec 336 to PL 112-95 for protection of radio controlled aircraft operations as a hobby. Sec 336 prevented the FAA from writing additional laws to regulate model aircraft and to allow operations to be conducted as part of a Community Based Organization.

The AMA would meet the definition of CBO. Sec 336 is only one page of the 145 pages of PL 112-95. The law states the FAA has the authority to pursue enforcement actions against those who endanger the National

Airspace System. The FAA is responsible for the safe operations to all that use the NAS. The biggest users are the millions of people who travel on commercial airplanes daily.

As a result of the 2012 PL 112-95, Federal Aviation Regulations Part 107 was written “Small Unmanned Aircraft Systems” and hobby model aircraft were incorporated into FAR Part 101, entitled “Moored Balloons, Kites, Armature Rockets, Unmanned Free Balloons and Certain Model Aircraft.” Part 101.41 includes PL 112-95 Sec 336 and reference to CBO’s.” This is how we have been operating.

The first change in the 2018 law is the repeal of Sec 336. This gives the FAA the freedom to write regulations for model aircraft. The AMA is no longer allowed to write operations rules without involving the FAA. The law establishes criteria to become a CBO and the roll of the CBO in model aircraft operations. The CBO will have stronger role in future FAA regulations. The FAA is limiting radio controlled aircraft to 400 feet above ground level in Class G airspace. Other regulations apply to operations within Class B, C, D and E airspace. Operators must now pass an aeronautical knowledge test and aircraft must be registered and marked.

The FAA has this statement on their web site, FAA.GOV, “The agency is evaluating the impacts of this change in the law and how implementation will proceed.

The Reauthorization Act cannot be fully implemented immediately, please continue to follow all current policies and guidance with respect to recreational use of drones.” Yes, I know drones; we are included in the FAA term drones. As you can see in the FAA statement, we have some time until these changes are fully implemented. The law states 180 days, but federal agencies are not known for their rapid response. Now the FAA is charged with the duty to write FAR’s for our toy airplanes. We will not see the final regulations for some time. But, we do not have to look very far to get an idea of what they could include, just look at FAR Part 107. Part 107 was written with the understanding these regulations would apply to those who operated a “drone” for commercial purposes. When I first read 107, there was one fact that jumped out. Nowhere in 107 does it say commercial. The FAA did not include the word commercial or their common phrase of “for compensation or hire”. Was this an oversight or was it by design?

If you go to FAA.GOV and look under the FARs, you can read the entire Part 107. The first thing you will note

are several regulations that are just common sense. If you operate your radio controlled model airplane by the AMA safety code, you are currently meeting these regulations as stated in 107. Other sections of 107 are very specific including a minimum visibility of 3 miles and 500 feet below clouds and a 400 foot altitude limit. Not everything within 107 is consistent with some of the practices documented by the AMA. The 400 foot limit is a big one.

There are many who enjoy our hobby that would like to exceed the altitude limit of 400 feet. You may still be able to do that, but only in certain airspace and with approval of the FAA Air Traffic Control. The altitudes limit of 400 feet has been well documented by the FAA over the years. The first FAA Advisory Circular, AC 91-57, dated June 9, 1981, had this limit under operating standards. This AC was updated to AC 91-57A in June of 2015, this continued to call out best practice of limiting operations to 400 feet AGL. Yes, these documents are only advice from the FAA because at that time they had no regulatory authority over model aircraft.

When we registered as UAS operators, the FAA reminded us again to fly less than 400 feet AGL. Having this limit become part of new regulations should not be a surprise to anyone, even the AMA.

Aircraft registration is also covered by Part 107. All aircraft used under Part 107 must be registered with the FAA and be marked with registration number assigned by the FAA. These numbers are commonly referred to as “N” numbers and are unique to each aircraft. The hobbyists were required to register with FAA as “operators” and are given a unique operator number that is to be affixed to each aircraft we fly. All of your airplanes are marked with the same number. To change hobby operations to unique numbers for each aircraft would be an overburden for both us and the FAA. All FAA registration certificates are legal documents that must be returned to the FAA stating the disposition of the aircraft, either sold with new owner name or as destroyed.

There is some good news in all of this. Per the new laws we are no longer be required to notify airports with 5 miles; unless the flight is conducted within Class B, C, D or E airspace. The AGS field is located in Class G. You should note Class B, C, D or E airspace can extend greater than 5 miles from an airport. I think any club that operates near a full scale airport should continue to provide notice of operations to reduce the hazards of a near miss.

One big change has everyone concerned; aeronautical knowledge testing. This has been part of 107 for 4 years. This refers to the official FAA knowledge testing that all manned full scale pilots and Part 107 pilots must pass before being granted an airmen's certificate. These tests are administered at FAA test sites and you must pay to take the test. The good news is the FAA will allow the AMA to give this "hobbyist" test on-line. This would suggest this test would be free and less comprehensive and with fewer questions than the typical FAA test of 60 multiple choice questions. Be forewarned, this test will cover the same subject matter and will require some studying. You will see questions on the NAS, FAA weather reports, reading aeronautical sectional charts, FAR's and more. As this new law becomes implemented, maybe the AMA or companies that current provide FAA test prep guides will provide us with a study guide to cover all of the subjects. Clubs may choose to attack this problem on their own.

This may sound like a hill too high to climb for someone who is new to our hobby; it should not be. We all learned to fly on a "buddy box" under the supervision of an experienced club member. These same types of operations are allowed by Part 107. You would not be required to pass the knowledge test prior to your first flying lesson. Now the instructor pilot has a new role as defined by the FAA, you are now the Pilot in Command (PIC). Being PIC takes on a bigger responsibility than just preventing a crash; you will be responsible to ensure the flight is conducted per whatever the FAA will write as a set of regulations for UAS operations.

I cannot close without writing a something about how we got here. This has to do with the group of people who I have often referred to as "drone jackasses". I believe the main reason drones have become so popular is not because they are aircraft but because they are a flying camera platform; a platform that can be flown with little or no aeronautical skills. Why anyone would operate a drone in close proximity to a manned aircraft is beyond my understanding. Remember, I said a great part of Part 107 is common sense, well they jackasses have demonstrated they do not have any.

We all saw the video that was taken by a drone of an airliner full of passengers from above the flight path of the airplane. Or how about the jackass in Florida who laid in wait to capture a video of a local news helicopter that flew 50 feet below; I nearly fell off my chair trying to get out of the way. Not only do they do this stuff, and then post it on You Tube for everyone to see.

When challenged about doing something stupid, they claim to be "legal" because they were less than 400 feet. Every time there is a natural disaster, be it a flood or a forest fire. The news reports that emergency helicopter operations were suspended because some jackass was flying his DJI in the area to get some good video. These people put everyone at risk, the rescue people and those they are trying to help. When these reports are on TV, they are viewed by the millions of daily travelers on US airlines. Most of these people have no interest in the radio control airplane hobby and do not object to the FAA establishing tighter controls over drones.

Today there are over 800,000 UAS operators registered; there are nearly 200,000 AMA members. When drones were becoming popular, the AMA looked to these as potential new members. The increase in AMA membership, if any, has not been anywhere near the number of drone registrations. Has the AMA done anything to distance us from the drone jackasses? Our hobby, like the general aviation hobby, has many of the same challenges. The professional airline pilots do not want anyone in the air but them. Now we have companies like Amazon, FedEx and others who want the low altitude airspace to themselves have joined in to influence Congress and the FAA. These guys all have very deep pockets and many years of experience lobbying Congress.

One road block for commercial drone delivery is operations must be conducted within line of sight. I am sure they do not want to collide with one of our toy airplanes. This makes it easier to understand why we have been singled out. They want to clear the sky for future developments.

Where has the FAA been in the last four years? Two years ago Congress passed laws to fine first time offenders \$20, 000 for violations. How many reports have you seen of drone jackasses being fined? There is nothing like a \$20,000 fine to give you some common sense!

We as AGS members and AMA members just need to take this one step at a time. We need to continue to enjoy the hobby and continue to support the AMA. They are the only voice we have. The new federal regulations will have an impact on the AMA and model airplane clubs in different ways. These challenges are not beyond our capabilities.

References:

FAA.GOV

FAR Part 107

FAR Part 101

## When your flux capacitor explodes



### **AGS Website News – submitted by Don Shugard**

I updated the events page to reflect the AGS club meeting dates for the remainder of 2018 through Spring of 2019.

### **AGS Meeting Programs – submitted by Scott Wallace**

Another long-standing AGS tradition that seems set to fall by the wayside is our meeting programs. I volunteered to cover for Tom Kopl while he recovers as program chair, mind you I am already responsible for the newsletter, safety, sound and now I am back on the Board; bottom line I'm certainly not planning on spending time begging members to put on programs. I have sent out several requests for help in putting on programs and we had excellent volunteers for September and October, but crickets since so unfortunately we will have no program for November. Obviously with the December party we get a reprieve but from January on

we need program presenters. If you want to do a program for any of those meetings, please contact me and we'll schedule you.

The staple of our programs for many years were tips and techniques to help build better aircraft, or maintain engines, or discussion on the newest RC products. Perhaps programs fading away are inevitable as fewer and fewer club members build their models. We've even had some great programs over the years on full scale aircraft as well so we're limited strictly to modeling topics.

### **Warm weather greetings – from Bob Hoag**

A few shots from Bob's new drone:



## ***AGS Merchandise – available from Bill Green***

<b>Item</b>	<b>Price ea.</b>	<b>Item</b>	<b>Price ea.</b>
AGS Decals (white base)		AGS Patches	
Small	\$0.75	Small (2.25" x 1.75")	\$0.75
Medium	\$1.75	Medium (3" x 2")	\$1.75
Large	\$2.75	Large (4.25" x 3.25")	\$2.75
X-Large	\$3.75	X-Large (5.75" x 4.5")	\$3.75
AGS Decals (clear base)		Embroidered Coat Patches	
Small	\$0.50	Medium (9" x 7")	\$10.00
Medium	\$1.00	Large (12" x 10")	\$15.00
Large	\$1.25		
X-Large	\$1.50	AGS Coffee Mugs	\$10.00
		AMA ID Labels	\$0.25

***AGS Shirts and Hats are available again!***

*Get your from Zappia Athletic  
133 Front St.  
Vestal, NY 13850*

*Contact person is Dan Cordi, reference Ray Phillips*

**Reminder to all AGS members...Keep  
your AMA membership current.**

**AMA membership is an AGS  
requirement to remain a member in  
good standing.**



## **AGS CLUB ACTIVITIES FOR 2018-19**

<b>ACTIVITY / LOCATION (AGS Field unless specified)</b>	<b>DATE</b>	<b>CHAIRMAN</b>
Field Winterizing	Nov 3 10:00	Bill Green
Nov Club Meeting Vestal Pubic Library	Nov 5 6:30 – 8:30	NA
Dec Club Christmas Party Vestal Pubic Library	Dec 6 6:30 – 8:30	Bill Green
New Year's Day Fly Location TBD	Jan 1	TBD
Jan Club Meeting Vestal Pubic Library	Jan 7 6:30 – 8:30	NA
Feb Club Meeting Vestal Pubic Library	Feb 4 6:30 – 8:30	NA
Mid-Winter Fly Location TBD	TBD	TBD
Mar Club Meeting Vestal Pubic Library	Mar 6 6:30 – 8:30	NA
Spring Fly Location TBD	TBD	TBD
Apr Club Meeting Vestal Pubic Library	Apr 3 6:30 – 8:30	NA

### **Other nearby RC events of interest**

<b>Event / Location</b>	<b>Date</b>	<b>Contact / Info</b>
Indoor Flying Sayre, PA	Nov 13	Dan Luchaco <a href="mailto:pafflyer23@gmail.com">pafflyer23@gmail.com</a>
Indoor Flying Sayre, PA	Dec 11	Dan Luchaco <a href="mailto:pafflyer23@gmail.com">pafflyer23@gmail.com</a>
Indoor Flying Sayre, PA	Jan 8	Dan Luchaco <a href="mailto:pafflyer23@gmail.com">pafflyer23@gmail.com</a>
Indoor Flying Sayre, PA	Jan 22	Dan Luchaco <a href="mailto:pafflyer23@gmail.com">pafflyer23@gmail.com</a>
Indoor Flying Sayre, PA	Feb 12	Dan Luchaco <a href="mailto:pafflyer23@gmail.com">pafflyer23@gmail.com</a>
Indoor Flying Sayre, PA	Feb 26	Dan Luchaco <a href="mailto:pafflyer23@gmail.com">pafflyer23@gmail.com</a>

**Editor's Note: If you know of an event in the area that would be of interest to the general membership please forward that information to me at [s.j.wallace13@gmail.com](mailto:s.j.wallace13@gmail.com) for inclusion in the next edition of The Connector.**

# NOVEMBER PROGRAM



## *Show & Tell*



AERODANCE SOCIETY, INC.  
P. O. Box 39  
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