



SANDERSON FIELD R.C. NEWS



CHARTER NO. 3079

CLUB MEETING

*This months club meeting will be held
on Thursday February 11th. at*

PUD #3

**2621 E John's Prairie Rd
Shelton, WA**

Christmas Party last month - no minutes

Treasurers report read and accepted as read.

Dave Fisher motioned to approve the MVP award for 2015 of \$200, seconded and passed. Our lease has been renewed and signed.

Tom Jr. gave an update on the FAA registration. I sent out the latest info on the 12th which was a solution is unlikely before the Feb 19th deadline. In all likelihood you will have the register with the FAA. One point not mentioned at the meeting is that if you are flying a plane purchased after December 19 you must be registered NOW. the Feb 19th deadline does not apply.

Bill Judge gave a report on the club "reflector". The way it works is that you send an email to the google group saying "I'm going flying at a certain time" and

it goes out to everyone who is signed up. The idea is that people can coordinate a time to be at the field. If you get a request to join the group, it's only valid for 30 days so you must respond within that time period or you will have to ask for another invite. There are two ways to join, ask Bill to add you or go to google groups and search for "Sanderson Field Flyers" then ask to join.

Sharon asked how much we spend as a club on indoor flying, It depends on how many dates we actually get but last year was \$140. Sharon motioned to make indoor flying free. Seconded and passed.

Someone asked about the list of sold days, we haven't gotten that from the Port yet. As soon as we get it I will post it on our website on the events page. Tom Jr. mentioned that at times the State patrol or Sheriff's will be on the runway. If you talk to them FIRST, most of the time you will still be able to fly. Not so with the car clubs.

Tom

Jr. motioned to continue the drawing for free membership at the end of the year again this year. Come to a meeting, your name goes into a hat and a name is drawn at the end of the meeting. At the Christmas party those 11 names go in to a drawing for the free membership. Seconded and passed.

Tom Jr. gave a presentation on the Little Foot airplane from Legacy Aviation. It's a 3d capable airplane that uses a 3 or 4 cell lipo battery. It has flaps and It will fly slower than you walk. It comes in two color schemes, the military one shown in the picture and a civilian scheme. The plane is \$180 and Tom says he has about \$300 in it.

Jack Mitchell was drawn as the first name for the year end drawing.

Meeting adjourned at 7:40



SPEKTRUM DX9 A RADIO FOR TODAY'S AIRCRAFT

By Royce Tivel

Before my purchase of the DX9, I used an old DX7. The older transmitter did not have the extensive advances of the DX9, advances which make programming for today's popular aircraft much easier. I did not fully appreciate the advances until I began to move my "SAFE" capable aircraft and guardian 2d/3d stabilized Telemaster 40 to the new radio.

I first became familiar with DX9 while programming it for my Apprentice S and Sport Cub S. Both of these use "SAFE" stabilization, including a mode-select switch.

As with my SAFE equipped aircraft, I began programming for the guardian-equipped Telemaster with the mode-select switch. I decided to use the convenient, 3-position D switch.



The DX9 makes programming mode selection easy through the "F-Mode Setup" and "Spoken Flight Mode" system setups. I used the F-Mode Setup to select the D switch for the mode

switch. I used Spoken Flight Mode to assign a display name and voice message for each switch position. There are differences between the SAFE and guardian-equipped switch functions. The switch functions for SAFE are Beginner, Intermediate, and Experienced. Positions for the Guardian are 2D, Off, and 3D. Identifying each switch position with both a display name and a voice message avoids mistakes during mode selection.

There is a long list of pre-recorded voice messages to choose from. Since there was no "2D Mode" voice message I could use for the Guardian, I used "Beginner." Messages will undoubtedly be added to the list as new DX9 updates become available. And I'm here to tell you that, if you inadvertently leave your transmitter on, the voice and vibrator will definitely wake you up.

Most DX9 switch and control assignments are made using "Channel Input Config." "Custom Voice Events" is used to assign voice messages to the switches

and controls. For example, I assigned voice messages of "High," "Medium," and "Inhibit" to the Guardian R Knob gain control. The R Knob also beeps when in the middle of its range (the "Medium" point); so, it is easy to know what the adjustment is doing. There is a separate DX9 "Throttle Cut" menu item for selecting the throttle cut switch (for safety, throttle cut should be used on all aircraft, both fueled and electric) and also a "Center Tone" menu item for specifying the type of alarm you want when a control is in the middle of its range.

With display and voice messages active, bench testing the aircraft after configuration is much easier. In some cases, there are LED indications for the different flight modes. The flight mode selection can be verified by monitoring the LED indications, and the display and voice messages.

After programming a few of my



aircraft, I am very glad I made the decision to upgrade my transmitter to a DX9. I am also now able to take full advantage of the new Spektrum DSMX receivers and digital servos.



Royce also has an article on the Guardian 2D/3D Stabilization system on his website at:

<http://www.selectdigitals.com/articles/guardian.html>

Here are a few of the frequently asked questions from the AMA website. There are more on their site.

Update – UAS Registration Frequently Asked Questions

Q: How do I register?

A: You can register at www.faa.gov/uas/registration/. If you need assistance, please call 877 396 4636.

Q: Do I have to register every aircraft?

A: No, you only need to register your name, physical address, and email address.

Q: Do I need to list both my AMA number and my federal registration number on my aircraft?

A: Yes, you need to list both your AMA

number and Federal registration number on your aircraft. We are advocating to allow members to use their AMA numbers. We believe an AMA membership already meets the intent of registration. It should not be necessary for our members to register again through the FAA when they are already registered with the AMA.

Q: Am I required by law to comply with the guidelines listed on the UAS Registration site?

A: The FAA acknowledged that AMA members should continue to follow AMA's community-based safety code. We also discussed and the FAA confirmed that the language on the FAA registration site is a guideline, not regulation. This guideline is not directed at the AMA community but rather, it is a simplified set of safety guidelines geared to the general public.

Q: Why did AMA change its position on registration? Why are they telling members to register now?

A: AMA has not changed its position. We continue to be disappointed with the registration rule and believe it is contrary to Congress's intent within the Special Rule for Model Aircraft, which is part of the 2012 FAA Modernization and Reform Act. We have been working with our legal counsel and the FAA to find a solution for our members on the registration rule. To date, the FAA has agreed in principle to several items that will help ease this process for our members. However, we want to emphasize that this is not the end of our efforts to protect AMA members from this overreaching regulation. We are continuing to explore all legal and political options available, but these conversations may take time and a definitive solution is unlikely before the February 19 registration deadline. For this reason, we are suggesting that AMA members may wish to take advantage of free registration period, which is available until January 21.

Q: Is the AMA giving up? Why doesn't the AMA take this matter to court?

A: AMA is by no means giving up. We are resolute in our commitment and will continue to advocate on behalf of our members.. We are continuing to fight for the aeromodeling community and working to protect modelers from unnecessary and burdensome regulation. AMA is exploring several legal options that would address the registration rule as well. These legal strategies will take time to develop and pursue. We ask for your continued loyalty and patience as we work closely with our legal counsel to find the best path forward.

Q: Am I permitted to fly above 400 feet? What if I had to check a box saying otherwise on the federal registration website?

A: Yes. AMA members who abide by the AMA Safety Code, which permits flights above 400 feet under appropriate circumstances, and are protected by the Special Rule for Model Aircraft under the 2012 FAA Modernization and Reform Act. Checking the box on the federal registration webpage signifies an understanding of the 400 foot guideline. This is an important safety principle that all UAS operators need to be aware of, and is the same guideline established in AC 91-57 published in 1981. However, the placement of this guideline on the FAA website is intended as an educational piece and more specifically intended for those operating outside of AMA's safety program. We have been in discussions with the FAA about this point and the agency has indicated that it will be updating its website in the next week to make clear that this altitude guideline is not intended to supplant the guidance and safety procedures established in AMA's safety program.

NEWS

For those of you wondering about indoor flying, its been put on hold for a while as the school is very busy with sports and there are no dates available.

Tom Jr. had a nice talk with an FAA guy at Monroe, it seems that neither the FAA or the AMA brought aviation lawyers which really kinda screwed the process up. It sounds like the problem may have been rectified for future talks. Keep your fingers crossed.

On that topic, the AMA is now recommending that you go ahead and register as there is virtually no chance of a solution before the Feb 19 deadline.

I still haven't received a list of sold days from the Port. I have a request in and will hopefully get a list soon.

If you didn't make it to Monroe you missed a pretty good swap meet. Friday really is the day to go or early Saturday. The place started clearing out on Saturday evening and was pretty sparse on Sunday. I went Friday and picked up a Top Flite gold edition P-47 from an estate sale. The guy had purchased almost everything needed including the scale upgrades and air retracts. The only bummer about going on Friday is the traffic on the way home. We left at 3:30 and didn't get home until about 7:00.

FROM THE AMA WEBSITE

The Academy of Model Aeronautics has a long and successful history in advocating for the flying privileges of the aeromodeling community. It is one of the top reasons why modelers join the AMA and renew their membership year after

year. In 2012, Congress passed the FAA Modernization and Reform Act intended to prevent model aviation from overreaching and burdensome regulation.

While this is a positive step, the FAA has recently launched the UAS Registration program. Based on the protections from the 2012 FAA Modernization and Reform Act that we helped pass into law, we do not believe that our 188,000 members should be subject to the UAS registration rule. We are continuing to explore all legal and political options available, but these conversations may take time and a definitive solution is unlikely before the February 19 registration deadline. Therefore, AMA members are now required by regulation to register their aircraft with the FAA to avoid federal enforcement and potential penalties. Thank you for your patience as we work to find the best path forward on registration. We are committed to doing everything possible to protect our hobby and ensure that future generations have the opportunity to fly.

DUES ARE \$75 IF PAID BEFORE JAN 1ST, \$100 THEREAFTER.

IF YOU PAY BY MAIL SEND YOUR DUES, PROOF OF 2016 AMA MEMBERSHIP AND A SELF ADDRESSED STAMPED ENVELOPE TO THE TREASURER:

**JACK MITCHELL
P.O. Box 1393
Shelton WA 98584**

Make checks payable to SFRCF

CLUB OFFICERS

President..... Jody Diaz (360)427-6102
Vice President Burt Daggett (360)427-6653
Treasurer..... Jack Mitchell (360)462-0232
Secretary Bob Beatty (360)229-3408
Safety Officer Tom Strom Jr. (360)350-0181

BOARD MEMBERS

Board Member Jody Diaz..... (360)427-6102
Board Member Stacy Myers..... (360)426-9367
Board Member Bob Beatty (360)426-5601
Board Member Burt Daggett (360)427-6653
Board Member Jack Mitchell (360)462-0232
Board Member Tom Strom Jr. (360)350-0181
Alt Board Member Bob Mason (360)426-9256
Alt Board Member Chuck Kentfield (360)866-9473

February 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
31	1 9:00 AM RC Breakfast	2 SFRCF Board meeting	3	4 3:00 PM Training night	5	6
7	8	9	10	11 SFRCF Club meeting 3:00 PM Training night	12	13
14	15	16	17	18 3:00 PM Training night	19	20
21	22	23	24	25 3:00 PM Training night	26	27
28	29	1 SFRCF Board meeting	2	3 3:00 PM Training night	4	5

Training nights are ALWAYS weather permitting, check the weather at the field before leaving
 Sold days can change, check out the website before heading to the field.

<http://sfrcf.quintex.com/event/events.html>

Club Scheduled Events for 2015

Event dates in black are scheduled. Events in gray are complete.

The new contract allows us to schedule non-exclusive days again, however if the car clubs don't go to the new track we may not keep many.

January 1st 9:00 amFirst fly of the year - Sanderson field - Locks will be changed!

May 14th, 15thUSSMA qualifier and Scale rally

Aug 27th&28thPylon Race

Nov ??th.....Joint Swap meet - Olympic Flight Museum 9-3

December 8th.....Christmas Party @ ?????? from 6 to 10

dues \$75 before January 1st and \$100 on or after

Check out our web site at <http://sfrcf.quintex.com>