



# SANDERSON FIELD

## R.C. NEWS

### District Championship Pylon Race Fly-In Sept 16th



CHARTER NO. 3079

### CLUB MEETING

*This months meeting will be held  
on Thursday September 7th at 7:00  
p.m.*

#### *at PUD #3*

*At 3rd & Cota*

At the August meeting: The minutes and treasures reports were read and accepted as read. Jody talked about the drag races. He also said we should have a presence at all the port board meetings from now on, however not to go and nit pick

Dick Robb talked about the Fun Scale event, There were 4 mandatory maneuvers. Take Off, horizontal figure 8, Low fly by and landing. You could fly up to 5 more of your choice for extra points. Bob Beatty motioned to fund the prizes for the Fun Scale event. Motion seconded and passed.

Meeting adjourned at 7:20

Last months Pylon race went pretty well though they had a rash of crashes and as a result, not as many people showed up on Sunday as were expected. Being at the gate all day that's about all I can say about it. If someone from props would like to have more info in our newsletter have someone

write something up and I'll be glad to include it. I must say Props have done very well this year choosing good weekends for their races, the weather has been great for them.

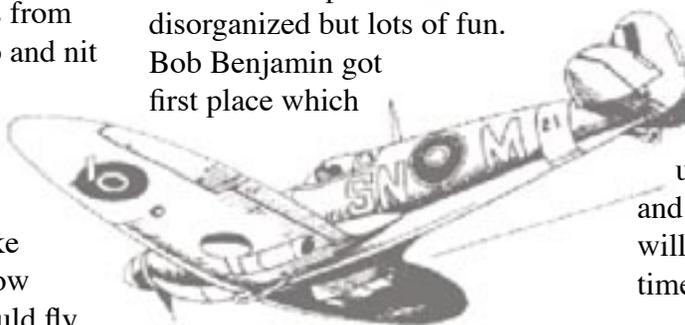
The Scale Event went pretty well. We sure had a beautiful day for it. I was hoping for more people but the people that did come brought a lot of planes. The fun scale competition was a little disorganized but lots of fun. Bob Benjamin got first place which

included a gallon of glow fuel and a first place award, Dick Robb got second, Bob Beatty got 3rd and Lonnie Stuck got fourth.

Lunch was good as usual, thanks to everyone who brought stuff and thanks to John tupper for cooking.

Thanks to Chuck Bearden for sending the pictures. See some of them of pages 4 and 5.

I'd like to let everyone know the runway will be unavailable on September 30th and October 1st. The Corvette club will be using the whole runway this time.



# Tips For Clubs

## Don't do Dumb Stuff: A Discussion on Regulations and NAS

by Jay Mealy, Director of  
Programs

Winds of change are blowing in the direction of aviation and will rustle the leaves of the "aero tree" as we have come to know it. There may appear a modified flying environment once the dust settles and we should prepare ourselves now for such changes. The possible changes are indefinable at the moment and there is no telling whether they will be major or minor, immediate or gradual, restrictive or negligible. None of these questions can be answered now except when asked, "... will there be changes?" The answer to that question is yes. "Why?" Because of the proliferation of Unmanned Aerial Vehicle (UAV) development, the federal government is being barraged with requests for space in the National Airspace System (NAS) in which UAV flights can take place, a daunting challenge, to say the

least, but inevitable. UAVs have been flying military missions successfully for years so it was a matter of time before that technology would end up in the civilian world, assigned tasks such as traffic surveillance, air-quality monitoring, communication, border patrol, or photography—the list goes on forever. The problem is that the NAS and Federal Aviation Regulations (FARs) were never structured for utilization by vehicles without human operators on board.

That may not sound like a big deal but take this into consideration: the air is full of all types of manned vehicles that fit into the system by following rules from simple to complex, depending on the purpose and nature of their flight.

Adherence to these rules and procedures is totally the responsibility of the pilot-in-command (PIC) who, in the current way of thinking, is occupying the best seat from which to conduct flight safely in the vehicle. Pilots of aircraft operating under visual flight rules (VFR) are operating among

pilots operating under instrument flight rules (IFR) and everyone knows what everyone else is doing, and should be doing, in a comfortable operating environment.

Now suddenly along comes technology that removes the PIC from the vehicle, operating in the same space as all these manned vehicles, and questions start being asked regarding safety. How will that craft be able to see "us?" How will the vehicle communicate with others? What if a system fails? What if, how, and so on ... You can see the potential volume of such questions and the concerns that must be addressed.

To make a long story short; regulations for the operation of UAVs are in the works.

Why should that concern us as modelers? Well, the most obvious reasons are the similarities between model aircraft and UAVs as seen by the public. This image could influence the rule-makers into including model aircraft in the UAV category, which in turn could make us susceptible to regulation created for the UAVs.

# Tips For Clubs (CONTINUED)

We don't want that to happen and that is why the Academy of Model Aeronautics is working diligently to represent our members and activity to the regulatory agencies.

We are fortunate that our long history—more than 70 years of self-regulation and self-policing—has established us as a responsible and effective organization with members who truly cherish their privilege to operate in the NAS and will work tirelessly at preserving that privilege. Now to the point of all this rambling ... As our sport evolves and our equipment and skills improve, we tend to become complacent. We become accustomed to going to the flying field and just letting it all hang out, have fun, and partake in all types of challenging flying—higher, faster, further. But we must be careful so as not to get too far over the edge.

Model airplanes are different from full-scale airplanes in many ways but one of the most important differences we must all be aware of is their social acceptance. There is no real need for model airplanes except as a hobby, no real purpose

except as recreation. In most cases, the public perception is that “they are dangerous.” Full-scale aircraft “serve a purpose.” They provide transportation of goods and people. When a full-scale aircraft crashes, the event is publicized as a tragedy and rightly so, but it is socially accepted as a necessary risk and we move on.

Models, on the other hand, involved in the same type of incident, are not so fortunate socially. God forbid a model should be the cause of injury—or worse, death. This is an event that may generate the same type headlines but the social response is much more negative and the image of model flying takes a giant minus image hit. These types of incidents

and this type of publicity at this time in our history are the kinds of things that can have devastating effects on our continued use of the NAS.

As stated previously, there are many unknowns ahead of us. The only resource the rule-makers have upon which to base their regulatory decisions is our history and image. We, as participants, have our image and history to get us through these challenging times and we must diligently protect that resource.

Everyone must strive to operate as responsibly and safely as possible and every club member should be fully briefed on the negative impact that careless, reckless, negligent, irresponsible, immature behavior in flight operations can cause.

Don't do dumb stuff!

CLUB OFFICERS		
President .....	Jody Diaz .....	(360)427-6102
Vice President .....	Dick Robb .....	(360)427-4521
Treasurer .....	Charles Kentfield .....	(360)866-9473
Secretary .....	Bob Beatty .....	(360)426-5601
Field Marshall .....	Charles Kentfield .....	(360)866-9473
Safety Officer.....	John Tupper.....	(360)426-6383
BOARD MEMBERS		
Board Member.....	Jody Diaz.....	(360)427-6102
Board Member.....	Dick Robb .....	(360)427-4521
Board Member.....	Stacy Myers.....	(360)426-9367
Board Member.....	Bob Beatty .....	(360)426-5601
Board Member.....	Dave Southwick.....	(360)426-2869
Alt Board Member .....	Bob Mason .....	(360)426-9256
Alt Board Member .....	Chuck Kentfield .....	(360)866-9473

# PHOTOS



## POWERED BY GERMS

The trick to making paper thin batteries? Viruses, lots of 'em

**BID FAREWELL** to that brick on the back of your laptop. Massachusetts Institute of Technology researchers are developing a new breed of lithium-ion battery that's razor-thin, transparent and more potent than current power cells. "It looks like a piece of tape," says Angela Belcher, the materials scientist leading the effort. A light, see-through battery could open the door to less cumbersome computers, MP3 players and other gadgets. "You could laminate on the battery just like you would a picture," says Belcher (who

made PopSci's Brilliant 10 list in 2002).

The secret to its slimness weird alert-is a virus called M13. Most batteries store energy in electrodes made of bulky

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***CHUCK KENTFIELD  
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carbon or metal. To cut weight and increase power, Belcher genetically engineered the harmless viruses to attract metal ions and then bathed them in a solution of cobalt oxide and gold, metals known for their superior energy-storage properties. Coating the viruses onto a charged polymer film created an electrode 40 times as thin as a human hair. Tests conducted earlier this year showed that it stored three times the energy of a conventional electrode. Expect the technology to go commercial within five years.

**MICHAEL STROH**  
Popular Science



LOTS OF PLANES AND A BEAUTIFUL DAY FOR FLYING!



BELOW ARE THE SCHEDULED EVENTS FOR 2006

## Club Scheduled Events for 2006

January 15th.....Pylon Race  
 February 12th.....Pylon Race  
 March 12th .....Pylon Race  
 April 15th .....Sanderson Field RC flyers annual swap meet 9:00 to 12:00 SHS Sub  
 May 27th.....Fly-In - 9:00 a.m. to ?????  
 June 3rd.....Forest festival Parade float  
 June 10th.....Display at Walmart  
 June 11th .....Public Fly-In  
 July 15th.....fly-in with novice fun fly - 9:00 a.m. to ?????  
 August 12th & 13th.Pylon Race  
 August 19th.....Scale fly-in with novice fun scale event - 9:00 a.m. to ????  
 September 16th.....Fly-In 9:00 a.m. to ????  
 September 23rd24th District Championship Pylon Race  
 October 8th.....Pylon Race 9:00 to 4:00  
 November 12th.....Pylon Race 9:00 to 4:00  
 December .....Christmas Party

**It's time for 2006 dues, dues are \$40.00**

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