



# SANDERSON FIELD R.C. NEWS



CHARTER NO. 3079

**We need volunteers for Oysterfest!**

## CLUB MEETING

*This months club meeting will be held  
on Thursday September 8th. at*

*The field,*

*weather permitting*

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Minutes were read and accepted as read.

Treasurers report was read and accepted as read.

We ended up paying for an unneeded extra cleaning of the port a pot at the scale event, after investigation it seems they just do it if an event is going on and we have no recourse. We may need to put a sign on the port a pots if the event is small to avoid having to pay for the extra cleaning.

Bob Treinen has gone through the sandwich cooker and has found it fully functional. The only issue is the speed control knob, he has tightened it but it still turns very easily but at least it controls the speed now instead of turning on the shaft. Bob has also given it a good cleaning so it is ready to go

for Oysterfest.

Sharon Diaz gave a report on the status of Oysterfest preparations and has started a list of volunteers for both the food booth and display booth. Contact Sharon if you wish to volunteer. She would like to do 3 hour shifts but depending on the number of volunteers it may be 4 hour shifts. Todd Pepin has donated the use of 2 simulators for the display booth and we could use 1 or 2 more. Sharon talked about approval for funds for Oysterfest, the idea was tabled for the next meeting.

Dick Robb noted the the Olympic air museum and a local commercial artist are putting together an adult coloring book of the planes the museum owns which will be available at the upcoming swap meet (Nov 5th) held at that location.

Bob Treinen motioned to have the Christmas party at the Colonial House, motioned seconded and passed.

Marc Winz motioned to waive the reading of the minutes and treasurers report in an effort

to streamline the meeting. The Treasurers report would be posted at the meeting for all to see. Motion seconded and passed.

I forgot the tickets for the drawing but wrote down the names of the attendees.

Meeting adjourned 7:45?

The club fly-in on the 21st was canceled because of the wind. A few die hards showed up and sat around talking before we gave up. The fly-in on the 28th went much better. The weather was just about perfect, slightly overcast and very little wind. Only 10 or so people attended but we had a good time. The Diaz's provided sandwiches, chips and water.

*Sharon informed me that Jody would be working at the State patrol academy all of September which means the Troopers will be on the runway a lot. The good news is that they will mostly be on the other side of the fence that crosses the runway.*

# OFFICIAL STANCE OF FAA ON 400' LIMIT



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

**JUL 07 2016**

Mr. Dave Mathewson  
Executive Director  
Academy of Model Aeronautics  
5161 E. Memorial Drive  
Muncie, IN 47302

Dear Mr. Mathewson:

This letter addresses whether unmanned aircraft flown under the model aircraft provisions of Section 336 of the 2012 FAA Modernization and Reform Act<sup>1</sup> must be operated below 400 feet above ground level (AGL). As stated in the FAA's Interpretation of the Special Rule for Model Aircraft,<sup>2</sup> and in historical references below, the 400 foot altitude limit is recommended and not a requirement of Section 336. Model aircraft may be flown consistently with Section 336 and agency guidance at altitudes above 400 feet when following a community-based organization's safety guidelines.

The FAA has a long history of guidance advising model aircraft operators to fly below 400 feet AGL to minimize hazard to full-scale aircraft in flight. In 1981 the FAA published Advisory Circular (AC) 91-57 which "outline[d], and encourage[d] voluntary compliance with, safety standards for model aircraft operators" for the stated purpose of reducing the potential for model aircraft posing a hazard to full-scale aircraft in flight and people and property on the ground.<sup>3</sup> In that AC the FAA cautioned: "Do not fly model aircraft higher than 400 feet above the surface."<sup>4</sup>

The FAA reiterated these recommendations in a 2007 Federal Register notice discussing unmanned aircraft operations. The notice stated "[m]odel aircraft should be flown below 400 feet above the surface to avoid other aircraft in flight."<sup>5</sup> Finally, in a 2015 update to AC 91-57 the FAA advised model aircraft operators to "follow best practices including limiting operations to 400 feet [AGL]."<sup>6</sup>

Section 336, the provision specifically addressing model aircraft in the 2012 FAA Modernization and Reform Act, does not contain a definitive altitude limitation for model aircraft operations. Rather, it requires operation of model aircraft "in accordance with a community-based set of safety guidelines . . . ."<sup>7</sup> Community-based organizations, such as

<sup>1</sup> Pub. L. 112-95.

<sup>2</sup> 79 Fed. Reg. 36172, 36172 (June 25, 2014).

<sup>3</sup> AC 91-57, Model Aircraft Operating Standards (June 9, 1981).

<sup>4</sup> *Id.*

<sup>5</sup> Unmanned Aircraft Operations in the National Airspace System, 72 Fed. Reg. 6689, 6690 (Feb. 13, 2007).

<sup>6</sup> AC 91-57A, Model Aircraft Operating Standards (Sept. 2, 2015).

<sup>7</sup> Pub. L. 112-95, Sec. 336(a)(2).

the Academy of Model Aeronautics, may establish altitude limitations in their safety guidelines that exceed the FAA's 400 foot AGL altitude recommendation.

Although such safety guidelines may provide for flight above 400 feet AGL, Section 336 also protects the safety of manned aircraft operations by requiring that model aircraft not interfere with and give way to manned aircraft.<sup>8</sup> The statute also explicitly affirms that the FAA may pursue enforcement action against model aircraft operators who endanger the safety of the NAS.<sup>9</sup>

Sincerely,

A handwritten signature in cursive script that reads "Earl Lawrence".

Earl Lawrence  
Director  
Unmanned Aircraft Systems Integration Office

# ~ ACES HIGH FW-190 ~

By Tom Strom Jr.

Hello again from the shop! I wanted to share my build of the Aces High FW-190 .60 size electric. This is a Beta model which is the step just before full production. There were a few of these available to purchase for a discounted price, so some build and flight testing could be done before the actual production aircraft come out.

These airplanes come out of the box with the good looking printed covering that features a flat finish, with both panel line and weathering details! The fiberglass cowl is also weathered for you right out of the box, and the kit also comes with a cockpit interior, and all metal electric retracts pre-installed!

The build start with attaching the ailerons and flaps using the supplied hardware and hinges. The ailerons are attached using typical CA style hinges, and the flaps using pin hinges and epoxy. The aircraft is set up for mini servos, so I chose the Hitec HS225BB servo which fit nicely

all the way throughout. Hook up the controls on the wings using the supplied fiberglass control horns epoxied into the surfaces. The pushrods that came with this kit did not have very good threads on them, so I replaced them with 2-56 rods. The rods were Z bent at the servo, and nylon clevises at the surface. I have also included a photo if the preinstalled landing gear.

Next step is to align and glue in the stab. Once you have completed that, the elevators and rudder are attached using typical CA hinges. Fiberglass control horns are then epoxied into the precut slots in the surfaces. I also discarded the supplied pushrods here and again used 2-56 rod with a Z bend at the servos and nylon clevises at the surfaces. As you can see from the photos, there is a ton of room inside the fuse for your battery, servos, and receiver.

Airboss 80A Elite ESC. I will be swinging a Master Airscrew 15x7 three blade propeller, and the Aces High FW-190 scale aluminum three blade spinner.

Once I had the electronics mounted in the fuse, I then mounted the fiberglass cowl, then put the airplane together for photos. This aircraft will be available in two paint options, so I have provided a photo of the second color option. I will have an update for everyone after I get the test flight out of the way, and I am hoping to compete with this aircraft at the Northwest Scale Championships in early September.



(Some pictures omitted due to lack of space) ed.

I will be using a Turnigy Nano Tech 6s 4000mah 35c LiPo to power the Extreme Flight R/C Torque 4016T/500KV MKII Brushless Outrunner, and Extreme Flight R/C

## 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

**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**

ACES HIGH CONTINUED



## September 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
28 Pylon Race cancelled	29	30 = 1:00 PM State Patrol	31 = 8:00 AM State Patrol = 1:00 PM Training	1 = 8:00 AM State Patrol = 1:00 PM Training	2 Runway closed = 1:00 PM State Patrol	3
4 Runway closed	5 9:00 AM RC Breakfast	6 SFRFC Board meeting = 8:00 AM State Patrol	7 = 8:00 AM State Patrol	8 SFRFC Club meeting = 1:00 PM Training	9	10 Runway Closed
11 Runway Closed	12	13	14 = 1:00 PM Training = 7:00 PM Float club meeting	15 Runway Closed	16 Runway Closed	17 Runway closed = 9:00 PM Float fly
18 Runway closed	19	20 = 1:00 PM State Patrol	21 = 1:00 PM State Patrol	22 = 1:00 PM State Patrol = 1:00 PM Training	23	24 Runway Closed
25 Runway Closed	26	27	28	29 = 1:00 PM Training	30	1 Runway Closed

Pacific Time Time Zone

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The days that say State Patrol should be open, Kim tells me they will be on the other side of the fence that crosses the runway.

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://sfrfc.quintex.com/event/events.html>

## Club Scheduled Events for 2016

*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 am .....First fly of the year - Sanderson field - Locks will be changed!

May 14th, 15th .....USSMA qualifier and Scale rally

July 9th.....Dawn Patrol

Aug 27th&28th .....Pylon Race cancelled

Nov 5th .....Joint Swap meet - Olympic Flight Museum 9-3

December 8th.....Christmas Party @ Colonial House from 6 to 10

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

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