



**Volume 43 Issue 06**

**June 2016**

### Who's Who?

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## **Prez Sez for June 2016**

### Meeting at the Field

Last month the wet weather forced us to meet at the hobby shop again. Hopefully we will have better luck this month. Again, get out there early and get some flying in!

### UAS Registration and FAA Regulations

The latest from the AMA is that the amendments that AMA proposed to the FAA reauthorization bill were not all passed by the Senate. Some of the language in the bill would still impose new FAA regulations on kit built or scratch built model aircraft. The AMA did get a provision to lift the 400 foot ceiling that is in the current FAA UAS (drone) regulations. This is still a work in progress. You can read the full article here:

<http://amablog.modelaircraft.org/amagov/2016/04/19/several-provisions-remain-senate-bill-undermining-aeromodeling/>

### Need More Participation in the Club

Being a part of the Saints club should be more than just paying dues and flying at a great field. So far I only have the two volunteers for the field committee – Cecil White and Todd Waters. I encourage everyone to consider giving more than just your money in dues.

### Field Condition

I have heard from a few members that the field is rougher than usual at this time of year. I think part of this is due to the heavy rains earlier in the year causing ponding and puddling that killed some of the grass. Cecil and Todd will try rolling the field as we voted at the last meeting to see if this helps. No guarantees, but we will try.

### Next Meeting

The next regular meeting will be on June 9th at 7:00 P.M. at the flying field. In case of inclement weather, we will meet at the Mark Twain Hobby shop instead.

### Memberships Still Available

We still have several openings available.

Richard

## Meeting Schedule

**Meeting Dates:** 2016: Jun 9, Jul 14, Aug 11, Sep 8, Oct 13, Nov 10, Dec 8

**(Meetings for May, Jun, Jul, & Aug scheduled at the Saints field-depending on the weather)**

**Meeting Time:** 7 to 9 pm

**Meeting Location:** Saints Field

## Meeting Minutes

### March Meeting Minutes (5/12/2016)

The meeting was called to order on 5/12/2016 by our President, Richard Jenkins.

Vice President Doug Sanders made the roll call. At that point, there are 50 members in the database so far. There were 14 members present again this month's meeting. One of our members has a lifetime membership. There are 20 openings available at this time.

Our Treasurer, Mike Dierker, was present and he gave the treasurers report.

There was a motion to accept the Treasurer's report as given. Approved.

There was a motion to accept the Secretary's report as given. Approved.

**Old business.** - Latest news on the FAA Re-authorization bill is said to still include language that states that all models meet new FAA design and construction standards. Unfortunately, we don't know what those standards are at this time. When they are published, we talked about possibly placing a link on our website. Regulations are still evolving. You can visit [www.modelaircraft.org/gov](http://www.modelaircraft.org/gov) to keep abreast on what's being considered. Someone questioned whether or not you have to have the FAA registration number on your plane in order to fly at our field. The club safety rules and by-laws do not require this. The rules only require that you be an AMA member and a club member in good standing to fly at the field. We do recommend that you comply with FAA rules which require you to affix your UAS registration number to your plane.

We talked about the 5 mile range again that was published in the newsletter. They put a special no fly zone around the White House. NOTAM (Notice to Airmen) would be issued to pilots before a flight (for example if the President of USA were flying into St. Louis).

Mike Dierker mentioned that they wanted to put collision avoidance systems on model aircraft. We had a good chuckle.

**New Business:** - Vice President Doug brought in colored Avery labels in which he demonstrated this as an inexpensive way put your AMA numbers on. Paul Trendly stated that we have approached a good time in the season to roll the field. The roller weighs 1000 lbs. and Paul believes it wouldn't be a problem with our tractor. The club members also feel that it could be done. There is a pin that is needed to connect to the roller (not a trailer hitch). Paul said that it needs to be done now and a motion was made to roll the field. The members all feel that it needs to be done. Cecil White volunteered to use his vehicle. Richard said that he will call Pierre to get the roller unlocked. The motion was passed to roll the field.

Our President mentioned that it will cost between ten to fifteen grand to replace the mower.

**Field report:** The field was wet at the time of the meeting. For this reason we couldn't have the meeting at the field. Road is still passable, it's good, but you can't drive on the field. Good thing the field hasn't flooded yet!

**Safety report:** - Ron Kilb stated 'Make sure you have your AMA or membership card posted on the board'. Someone reported someone was flying that our members didn't recognize. We still put 2.4 up on the board just to make sure you are a valid member.

**Show and tell:** I, Emanuel Morris, Club Secretary, brought in my 3DHS Edge 540 48". This was the latest plane purchased which completes my winter projects. My intent is to graduate and fly all balsa models this year, but I will start out flying my foamy's to knock the rust off. The 48" version is the latest 3D kit that follows their extremely popular 41" Edge 540 aka the "buck huck". The plane has a 3D capable airframe. It's a great value as I got mine for \$150. They typically disappear off their web site when available as I remember waiting a while for them to get them back in stock. 3DHS chose to keep the cost down as they use a wire frame/balsa landing gear setup instead of carbon fiber landing gear. Owners of this plane have problems with the gear when flying on grass fields (like ours).

I went with the Omega 130g motor and HS-65mg servos, 14 x 7 electric wooden Vox propeller, Airboss 45 amp ESC. It utilizes a 'pull pull' rudder system. I joked at the meeting that I didn't use custom Callie graphics. Instead, I used the 'Hawkeye homemade color printer and clear mailing tape' graphics! I haven't flown it yet, but on YouTube the plane does insane tumbles and ridiculous knife edge spins. I thought I'd bring it in for Show and Tell while it was still in one piece!!

President Richard Jenkins brought in his big (and I mean big) DLE 55 gas engine. He brought it in on a test stand that he built, which made it easy to demonstrate/view the necessary components - outside of an airplane. I really learned a lot from his discussion, as the members in attendance now have a clear understanding/description of the general characteristics of gas motors. He has flown this engine a number of years and he mentioned that he also has a DLE 61 which was a little bigger than the one he brought in for Show and Tell. I was impressed that there was no soot coming out of the muffler. Richard uses low octane Coleman camp fuel. It's more expensive, but the tradeoff is it's odorless and doesn't stink like gasoline. He uses it all around, including during the break in period of the motor and hasn't notice any performance differences. He talked about the single ring in the engine, the spark plug, the ignition system (which comes with the motor). He discussed how there is a magnet on the shaft of the motor that sends a signal to the ignition for timing. The ignition will take a 4.7 to 8 volt battery, but he prefers 6 volts and uses a separate regulator to maintain this voltage. He uses a standard on/off switch to power the ignition. He talked about the gas tank's three line vent, fill/overflow process, the Tygon flex tube/weight combo which follows the gas when the plane is in different attitudes/orientation. Richard prefers a \$25 gas engine kill switch which he connects to one of his receiver channels. It optically isolates the spark noise and keeps it from coming back into your radio. He can kill the motor from his transmitter. Richard built is homemade hard wired choke system rather than placing a servo on his choke linkage. Richards stated the importance of making sure everything is tied down in your gas airplane because of the intense motor vibration. He uses blue Loctite on all his screws, he puts epoxy on his linkages. The setup he showed us had a \$25 prop, but he purchased a \$75 carbon fiber prop in Toledo. Why a \$75 prop?? The lighter prop spins up faster when you give it throttle thus eliminating the 'fly wheel' effect.

Richard places his test stand lengthwise on a wooden saw horse. He has it doubly staked down in the ground as it has enough power to pull the stakes out. Richard laughed as he said "don't ask me how I know this". That's some serious power!!! I hope you all can be at the field when he flies the plane that hosts this big gas motor.

Further discussion included tuning the motor (setting low/high speed idle), taking apart the carburetor, and the use of half inch plywood for firewall.

50/50 – Glen Basler.

Attendance prizes - Mark Schmidt and John Bouchilon.

What will we do with the old Lawn mower? Cecil said he may be interested in buying it. We just put a little of 1000 dollars into it this spring.

John Bouchilon has a GoPro he would like to sell. Original cost \$450. He's throwing in a Blade 350 drone quad copter. He's asking \$350 for the entire package.

Motion to adjourn.

## Show and Tell

Hawkeye and his Edge 540



