



Issue - January 31, 2016

AMA Chartered Club # 4095

38 36'25.61" N 75 53'06.52" W

6035 Shiloh Camp Road Hurlock, MD 21643

Dear Member,

Probably nobody needs to be told we had a bit of snow last weekend. But it looks like at least one person needs a reminder that driving on a dirt road through melting snow to get to a snow covered field isn't likely to end well - and it messes up the road. How about letting things melt and get solid before any of us try to go fly? Say next weekend? Just a thought.



There are lots of opportunities to discuss our hobby with each other and increasingly with the public due to the emergence of all of these "drones". I have tried numerous approaches to getting my ideas out there without needing an hour of time and still find it difficult with folks that don't have a clue about RC aircraft.

I think non-RC folks often want someone to quote later when talking

Club Calendar -

- **January 13** - 7pm -- **Club Meeting at the TRAIN STATION**
- **February 10**- 7pm -- Club Meeting at the Train Station
- **March 9** -- 7pm Club Meeting at the Train Station
- **April 13** -- 7pm -- Club Meeting at the Train Station
- **May 11** --7pm -- Club Meeting -- AT THE FIELD
- **June 8** -- 7pm -- Club Meeting -- AT THE FIELD
- **June 18-19** -- IMAC Sanctioned Event
- **July 13** -- 7 pm --Club Meeting at the Field
- **August 10** -- 7pm -- Club Meeting at the Field

with their "normal" friends, and that causes me to wonder which sound bite would I want repeated if Channel 13 interviewed my friend...

- The fact that none of my airplanes are "drones" -- nah
- The opinion that the government is overreacting -- nah
- A discussion about battery life and payload, or equating paper airplanes to commercial jets -- nah
- My griping that I have to register with the AMA, FCC, IRS, FBI, FAA, MVA, etc -- nah
- The fact that various government agencies can't use existing databases effectively because their systems don't talk to each other, and this drone pilot registration doesn't likely improve safety -- nah
- The tendency for good guys to follow the rules and bad guys to ignore them-- nah

What really sounds reasonable to me is being quoted talking about citizens going about their lives in a safe and responsible manner that doesn't create hazards for other citizens. Simply put- we need to fly responsibly and safely. It makes sense for the government to be able to communicate with "drone owners" and knowing who they are would be a requirement. Most folks understand the give and take with personal freedom vs safety and there has to be a common sense answer regarding our hobby.

I registered as a "UAS pilot" by clicking the link (personally offensively titled) "Register my Drone" and have laminated several cards so that I am not caught by the drone police flying without a license. I have several dozen little tape tags to affix to my model airplane collection with my FAA number so as to be in compliance with the law as it exists now. I will stick these next to my existing tags containing my name, address AMA number and FCC license number. I trust the AMA to continue to argue our case for reasonableness in implementation and I await the future with hope.

Our club offer to neighboring clubs who are still affected by the DC SFRA, to come fly with us still stands. We might get some new members out of this, or merely help some fellow modelers out during a discouraging time for them. I am happy with either outcome and many of you have expressed the same feeling.

We plan to have the club laminating machine and some laminating pouches available at the next few club meetings. So, if y'all get registered, print your new FAA ID card, and bring it to the meeting - we can melt some plastic around it to keep it fresh for the next 3 years.

See you at the field (but not this week),

Sincerely,

Jack Upchurch

A Club Meeting was called to order . . .

- **August 13-14** -- Jim Coll Memorial Stunt Contest
- **August 20-21** -- IMAC Competition
- **September 14** -- 7pm - Club Meeting at the Field -- Officer Nominations
- **October 12** -- 7pm-- Club Meeting -- AT THE TRAIN STATION
- **November 9** -- 7pm -- Club Meeting at the Train Station
- **December 14** -- 7pm -- Christmas Party Meeting

Happy Birthday to YOU !!!

Robert Carver -- February 2

Duane Lundahl -- February 9

Doug Young -- February 3

Club Officer Contacts

Pres/ Newsletter Editor
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V President
Duane Lundahl 410-822-2486

Safety Officer
George Fox 410-221-7584

Treasurer/ Membership Coordinator
Jack Rosemere 410-330-4663

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Skip Messick 443-521-2939

At 7 pm on January 13 at the Train Station and a few brave souls were present to witness the collective brilliance assembled in the room. The club Treasurer reported \$2,308.75 in savings and \$2,777.16 in checking.

The status of the AMA efforts to resolve the ongoing SFRA issue around DC and the latest word on AMA members registration requirements as a UAS pilot with the FAA were reviewed. Members were encouraged to register prior to January 19 when the "Free" period will expire.

Jack presented an update on plans for a weather station to be located at the field. The Ham Radio APRS system can be accessed with digital weather station data, and the club should be able to post current temperature, wind direction and speed on it's website by accessing the data from an APRS website. There is a bit of technology with several pieces that have to be made to work together, but answers are being obtained and Jack (KC3FKS) has a valid license to use the radio frequencies for this purpose. Stay tuned - it will be nice to know if the wind is blowing a gale before heading out to the field.

The group discussed the success of our AMA guest program and members felt good about helping each other out. We have had 6 or 8 guests so far (depending on whether you want to count two of them each time they came or just once).

A flying safety discussion bloomed. Due to our having new members and guests at the field, the group wanted to clarify how our field safety rules interact with the real world. While we have a Safety Officer, safety is everybody's business - we all need to speak up.

- In particular, we say that we fly a "racetrack pattern", which translates to everybody flying clockwise or counterclockwise depending on which direction the wind is blowing so that we take off and land into the wind. That works well when several pilots are flying sport planes around in ovals, but what about 3D pilots, or IMAC routine practice or foamy jet battles? None of these other activities works in a racetrack flying scenario. The control line guys don't even stay flying around the same direction all the time. And we often have shifting winds, which means that you take off left to right and it makes good sense to switch directions when the wind does and land right to left.
How do we follow our safety rules in the real world?
 - Remember the One Rule to Rule them All - Courtesy !
If everyone looks out for the other pilots who are flying with them, and communicates verbally - it all works out.
 - We should remind each other to fly from the flight boxes. They are positioned close enough to each other in a line so that communication is possible. If you choose to fly from a distant box at the other end of the field from another pilot - louder communication is going to be required.
 - Each of us should shout our intentions loud enough for the other pilots to hear us -- Taking Off Left to Right, Deadstick, Landing Right to Left or Landing Left to Right, or Is my Flying interfering with your practice, or Is it OK for me to fly this Quadcopter down the flightline?
 - Common sense says - on the rare occasion where there IS a racetrack pattern going with everybody going the same direction -- fly that same pattern yourself.

Our local Hobby shops:

Members are encouraged to support our two local hobby stores:

Hobby Stop. in Seaford. Located at 22762 Sussex Hwy, Seaford, DE

302-629-3944

Hobby Town in Easton. Located at 106 Marlboro Ave, Easton (in the Ledo Pizza / Rita's strip)

410-822-7801

- To give each other some time to react, our club prefers that passes over the runway be made from the halfway point out.

So it isn't that we don't follow our rules, but it IS that we accommodate all sorts of different flying activities and most of it does not resemble a racetrack.

Jack Rosemere reported that there is a new Control Line center circle made of concrete from which all control line flights will be made.

Obviously, during the Jim Coll event, most flying will be done from the center of the runway, but during normal flying, use of the concrete circle will provide maximum separation between landing RC aircraft and flying control line aircraft.

It was suggested that once the winter is done, we need a Field Maintenance Day to tidy up the warping boards and make sure our shade canvas is fully attached. More on that soon.

There being nobody left willing to listen for another minute, the meeting was adjourned at 8:10 pm.

About Eastern Shore Aeromodelers Club

We are an AMA chartered club, with membership open to those with an interest in things that fly. Check out our website, come to the field and watch us play with our toys, and join us if you like what you see.

Jack Upchurch

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Let us know how we measure up. Comments, critique welcome.



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