

The Radiator

Edition 2011-6

June 2011



The Atlantic County

Skyblazers

Welcome to our Club !

President..... Ken Bagdon
Vice President..... Charles Lovett
Secretary.....
Treasurer..... Ed Butterly
AMA Safety Coord..... Ron Lockhart



CLUB MEETINGS

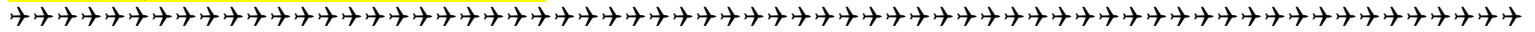
The Regular Monthly meetings for the Atlantic County Sky Blazers RC Model Flying Club are held at the Galloway Public Library, 306 E. Jimmie Leeds Rd.

Next meeting will be Wednesday, June, 1st. 2011 - 7:30 pm at Galloway Public Library.



What's in this edition of the Radiator?

Club Officers	1	Riverbend Field	8
Strawberry Authorized Pilots	2	Safety	9
Minutes	3	Miscellaneous....	10
Treasurer's Report	4	For SALE ITEMS	11
President's Corner	5		
Sam 12	6		
Strawberry Field	7		



Club Officers:

President:	Ken Bagdon	kb409@comcast.net	856-783-4994 (home)
Vice President:	Charles Lovett	hihopes54@comcast.net	641-2676 (home)
Secretary:	needed		
Treasurer:	Ed Butterly	edb61@comcast.net	653-4809 (home)
AMA Safety Coord:	Ron Lockhart	ronlock@comcast.net	652-3959 (home)

Coordinators and Chairs:

Program Chairman	Roy Wilson	roy.wilson210@verizon.com	625-3472 (home)
Sergeant at arms	Terry Friis	terkatmer@aol.com	927-0157 (home)
Strawberry:	Horn, Hans	hohart@eticomm.net	625-2109 (home)

Riverbend:	Bob Stinson	rs609@comcast.net	927-0439 (home) 442-0741 (cell)
Training:	Brian Tindall	btindall2@comcast.net	677-9484
Sam12:	Roy Wilson	roy.wilson201@verizon.net	625-3472 (home)
Pattern:	Ron Lockhart	ronlock@comcast.net	652-3959 (home)
Historian:	Frank Impagliazzo	soloseat2@aol.com	
Membership :	Ed Butterly	edb61@comcast.net	653-4809 (home)
Webmaster:	Ed Milewski	edmiles11@verizon.net	567-0456 (home)

The following pilots have a **Strawberry** Operating Procedures sheet on file, a current AMA license, and are authorized to fly at Strawberry in accordance with those procedures. This is part of our agreement with the NJ Department of Forestry. This list is updated as of October 27, 2010. If you are not listed, and believe you should be, please contact Ron Lockhart at phone or e-mail addresses in the newsletter to update records.

Angelucci, Mark	Kier, John	Milewski, Ed	Sczepanczyk, Mario
Bagdon, Ken	Lagana, Mario	Merlino, Andy	Soden, Bob
Bratcher, Howard	Langowski, Ed	Merola, William	Soucy, Richard
Bratcher, Howard III	Leak, Ray	Miller, Ed, Sr.	Stephan, Robert
Butterly, Ed	Lenegan, Joe	Miller, Joe	Stinson, Bob
Butterly, Jessica	LeTrent, John	Oakes, Bruce	Sulliivan, Phil
DaGrossa, Donald	Lockhart, Dave	Paley, Matt	Tindall, Brian
Donovan, Aaron	Lockhart, Ron	Passarelli, Tony	Veit, Carl
Doughty, Barry	Lodovico, Harry	Perkins, Tom	Wallace, Richard
Folks, Leslie E	Lonchambon, Andre	Russo, Damian	Wilson, Roy
Hackney, Bob	Lovett, Charles J	Salvina, Ralph	Womelsdorf, Al
Hackney, Josh	Lovett, Charles T	Schall, Michael	Zebuski, John, Jr.
Horn, Hans	Manning, John	Schoenrock, Arthur	Ziegenfus, Joe
			Zuccarino, John

Sky Blazers May 2011 Meeting

Topics Covered at the Meeting

PREVIOUS MEETING TREASURERS REPORT

By –Laws, Funds and You may not be a member any longer

**FUNDS
AMA, FAA and You
EVENTS
50/50
SHOW AND TELL
THANKS TO CAROL
PRESIDENT'S NOTICE**

Opening Activities

Meeting called to order by Ken Bagdon at 7:15 PM.

Pledge of Allegiance by SAA Terri Friss

Meeting was at the Galloway Library and there were 14 in attendance.

Secretary's Report

Ken gave the report from April.

Treasurer's Report

At the time of the meeting there were 29 members. The numbers (i.e. \$) are not published in any of the club documents that can be accessed from the web and this is for security purposes. If you are interested, Ed will supply you the details.

Old/ New Business

BY-LAWS, FUNDS

This topic is both old and new

After all was said and done it was decided that the BY-LAWS should be reviewed once a year to see what the members wanted to do with the money.

FUNDS

CD to be purchased.

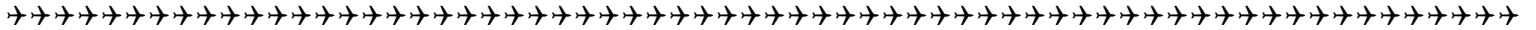
Donation of \$150 to the FAI Team. Ron to give detail at the next meeting.

AMA, FAA AND YOU.

Nothing new

50/50

50/50 was won by Roy Wilson, who donated the money back. Thanks Roy.



People going to library for meetings are asked to park in the lot at the side of the building, not in front of the building.

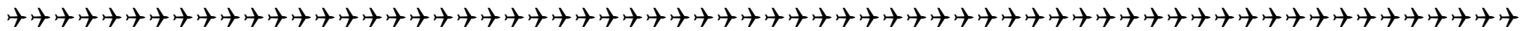
Upon entering the library front door, the meeting room is on the left.

The Library is on Jimmy Leeds Road, it is part of the Galloway municipal complex. It is to the rear, behind office buildings and police station.

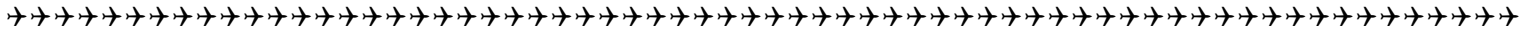
Here is the specific address and web site URL.

306 East Jimmie Leeds Road, Galloway Township, NJ 08205

<http://atlanticlibrary.org/branches/galloway/index.asp>



Strawberry Field :



Riverbend Field :

Safety :

Upcoming Events:

For Sky Blazers and other organizations

-----Announcement-----

The United States has been selected to host the year 2011 F3A (Pattern) World Championships. They will be held at the AMA Headquarters site in Muncie IN. Specific dates to be scheduled.

For SAM event information, Contact Roy Wilson at roy.wilson20@verizon.net or 625-3472.
For Pattern event information, Contact Ron Lockhart at ronlock@comcast.net or 652-3959.

Article in The Wall Street Journal

By [SUSAN CAREY](#)

LAKELAND, Fla.—Rod Snyder's Czech trainer jet executed several rolls and a high-speed pass at the Top Gun flying competition one recent sunny day at the airport here, but collapsed its landing gear on touchdown and skidded to a stop on its belly. The crowd gasped.



Model-airplane buffs recently got together to show off their high-fliers at the Top Gun event in Lakeland, Fla.

"I just made a pilot error," said Mr. Snyder. "That should have been just a hard landing." He was unhurt in the crash, however, because he never left the ground.

Mr. Snyder and others at this model air show flew their planes via radios, controlling altitude, speed, flaps and landing gear from small hand-held transmitter boxes resembling tricked-out Game Boys.

In recent years, model airplanes have evolved from balsa playthings into high-performance machines, thanks to new batteries, advanced propulsion, improved radio equipment and the same composite materials that are changing the design of full-scale jetliners.

[View Full Image](#)



Academy of Model Aeronautics

A spectator at the Top Gun show with a P-51D Mustang model, called 'Miss Ethel.'

Mr. Snyder's trainer, an L-39 Albatros, was powered by a small but real jet engine. Other planes at the competition had gasoline engines big enough for a motorcycle. Some can ascend thousands of feet, travel at 200 miles an hour and have wingspans of up to 20 feet.

With price tags reaching \$50,000 for hand-built, scale models of actual aircraft, remote pilots take their hobby seriously. As Brian O'Meara, a 63-year-old owner of a Ford dealership in Denver, prepared for his flights at Top Gun, he insisted his F-84F Thunderstreak fighter jet model "is not a toy."

That's become a problem. After leaving this pastime alone for years, the Federal Aviation Administration is considering new regulations that could set strict limits on recreational model planes.

While the potential rules wouldn't affect most hobbyists, the uber-enthusiasts with the biggest, baddest planes are in a panic. Proposed rules could prohibit jet propulsion, set a 100 mph speed limit, maximum altitude of 400 feet and top weight of 55 pounds. If those standards were enacted, modelers who flouted them could face fines or other sanctions.

[View Full Image](#)



Rod Snyder

Rod Snyder with his L-39 Albatros Czech trainer jet model.

"We have a proven history of safe flying," said Andrew Levy, a Jupiter, Fla., surgeon who owns five model airplanes and three model helicopters. The government "shouldn't cut too wide of a swath and take away the fun."

Dr. Levy, 62, came to watch Top Gun, an annual invitation-only contest in which 120 pilots were judged on the historical veracity of their planes' appearance and style of flying. Realism is so prized that the planes carry pilot dolls wearing period uniforms in the cockpits, and some have wartime "pin-up girls" painted on the fuselage.

Pilots impressed judges and spectators with maneuvers like the split S or the half-reverse Cuban eight, while others dropped mock bombs on the field. Fliers came from as far away as Thailand, Brazil and Italy to compete for a top prize of \$1,300.



L-39 Albatros

The trouble for such enthusiasts started in 2008, when the FAA convened an expert panel of government agencies, academics, trade groups and full-scale airplane owners and pilots to look at how to integrate drones, or small unmanned aircraft, into the crowded U.S. airspace. Pioneered by the military, the drones are now showing promise for a host of uses from police surveillance to tracking forest fires to aerial photography.

Unexpectedly, some on the panel in 2009 recommended that the FAA extend drone rules to model airplanes—over the objections of a model-plane representative in the group. The two airborne vehicles aren't dissimilar, although models are flown within line-of-sight while the drones are guided by pilots at farther remove on the ground and have the potential for autonomous flight and navigation.

"We got dragged into the regulatory process, maybe unintentionally," says Dave Mathewson, executive director of the Academy of Model Aeronautics. The Muncie, Ind., hobby group self-polices model flying and supplies liability insurance to its 140,000 members—99% men with an average age of 58.

Members joined in a letter-writing campaign earlier this year to persuade Congress to exempt model planes from new regulations.

The FAA said it expects to issue its proposed rules later this year. "Hobbyists who fly high-end radio-controlled planes will be able to comment" on the rules before final adoption, an FAA spokesman said.

The Academy says only four people in the U.S. have been killed since 1965 by out-of-control model aircraft. At Top Gun and other meets, spotters work with pilots and controllers give instructions to keep planes from crashing into each other. Indeed, this event took place on a large field at the far end of the Lakeland Linder Regional Airport, whose tower closed one approach path to full-scale planes to keep them out of the way.

Model airplanes have a longer history than manned flight, and the idea has been around for centuries before that. Leonardo da Vinci's 15th-century drawings are considered by some to be precursors of model building.

Flying today's advanced radio-controlled planes can challenge the best teams. At Top Gun, Michael Selby, head of the agency that manages wealth for the Thai royal family, brought in from Bangkok his scale F-111 Aardvark, a Vietnam-era fighter bomber he designed and built from scratch. Mr. Selby had his friend, Raymond Johns, a four-star U.S. Air Force general, pilot the plane.

On Team Aardvark's first flight, the plane performed a dizzying set of maneuvers, but came in to land hot and overshot the mark. "We lost the speed brake," Mr. Selby growled.

The prospect of FAA regulation was a turbocharged topic at the five-day event.

"We're being thrown in with the professional drone crowd and being regulated for what appears to me to be no good reason," said Dennis Crooks, a retired farm manager from Rockville, Ind. He griped that his C-123 Provider, a four-engine cargo plane model that weighs 97 pounds, might be relegated to a museum piece.

"It puts all of this out of business," said Bob Violett, whose Winter Springs, Fla., company, BVM Jets, makes and distributes pricey model kits and engines, of the potential regulations.

"This is my golf game," said Mr. Snyder, who lost the landing gear on his Czech trainer. Owner of a sign manufacturer in Johnson City, Tenn., the 52-year-old soon had the plane flying again after installing spare parts. "I practice," he said. "This is what I do."

For SALE







STAUDACHER S300/600

The Staudacher airplanes are limited-production, one-at-a-time designs that have been nibbling away at the leaders for the last five years. Because they are custom-built, they differ with regard to the type of engine and propeller used, but they all adhere to the Staudacher for-

SPECIFICATIONS

Wingspan: 25 feet, 4 inches
 Length: 21 feet, 9 1/2 inches
 Horsepower: 300
 Rate of climb: 3,400 feet per minute

mula of having a 6-cylinder, 300hp Lycoming attached to a midwing monoplane.

Staudacher structures are a little different because the wings are made entirely of wood, but the spar caps for the built-up box spars are sandwiches of spruce and carbon fiber. The wing is covered with wood but has a cosmetic fiberglass cover. The rest of the airframe—including the fabric-covered tail surfaces—is steel tube. The new, lightweight Staudacher is the S300D, while the two-place version is the S600.



STAUDACHER

Aircraft of this type are used in aerobatic maneuver Competitions held by the International Aerobatic Committee (IAC). Other aircraft of the nature have included Pitts biplanes, Chipmunk, Extra 300, Edge 540, Sukhoi, Laser, Giles 2002, CAPs, etc.

This model is a 22% scale model of the full size Staudacher aerobatic aircraft. It flies in various Model events that emulate the IAC events.

Construction: Balsawood and plywood
 Engine: Single cylinder 4 stroke, 1 1/2 HP
 Weight: 7 lbs, 2 oz
 Controls: elevator, ailerons, rudder, throttle
 Builder & Pilot: Ron Lockhart

Staudacher S300 – Aerobatic Plane.

The full scale Staudacher is USA designed and built. It's similar to planes such as the Extra 300, CAP 232, Edge 540, Sukhoi, etc. Model is 22% scale. It measures 66 1/2 inch span, 55 inches long. 726 square inches wing area. 7lb 2 oz. OS 91 4 stroke. TruTurn spinner. Airtronics 94732 coreles ball bearing servos.

Built from a FunAero laser cut kit by myself. It was intended to be a competition plane for mini-IMAC event competition. But the event

never gained much popularity, so it never saw heavy use. It's not a beginners model.

Radio is an Airtronics RD8000 computer radio on Channel19. Extra receiver and manual included. Transmitter and receiver batteries are old, and should be replaced before flight.

\$375 It's ready to install new batteries, charge, fuel and fly. See attached photos. More photos are available, just ask. Thanks for looking. Plane will be at meeting April 6th.

Ron Lockhart ronlock@comcast.net 652-3959

Miscellaneous :
