



95th Street Group Newsletter

Volume VI, Issue 3

August
2018

The President's Corner

Greetings fellow RC flyers. I'm penning this article on July 17th and it's another of those "feels like 100 degrees" days. This year's heat has put a dampener on RC flying for me as well as a handful of other members of the club.

Despite the heat, Richard Ables and I have been to the field several times checking on the sprinkler system and making sure everything was in working order. We replaced a couple of sprinkler heads in the center section and, because it has been so dry, increased the watering time in hopes of saving what grass we have. So far, it seems to be working. There are a

few questionable spots, but in general, the field is looking good.

The melons in the fields adjacent to the runway are also doing great. The farmer told me that melons love this kind of hot, dry weather. Who knew?

As I said; I have not been flying much because of the heat. I usually try to fly in the evenings with the sun at my back, but even the evenings have been pretty brutal.

Charlie Swain and I did meet at the field one evening and took a few pictures (see page 2).



Charlie "Jetman" Swain flew his Freewing F-4 Phantom II, and I flew my Value Hobby Giles 202 foamy. Charlie's Phantom is an amazing aircraft...has working lights, retracts and armament. It's powered by a 90 mm fan unit that runs on an 8 cell, 5,000mAh LiPo battery pack. Fast and aerobic for 3 1/2 minutes of flight time. True; it's

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Special interest item:

**We
Currently
Have Several
Openings
For
New Members**

Have someone in mind? Please let your Club Officers know.

2018 NATS

The 2018 RC Aerobatics National Competition was hosted at AMA's Headquarters in Muncie, Indiana last month. It's a large part of the nearly three month long National Aeromodelling Championships (NATS) held at the AMA's International

Aeromodelling Center (IAC). The event encompasses everything from free flight to control line combat to radio control. The level of competition is fierce, and the skills demonstrated both in building and in flying are truly extraordinary.

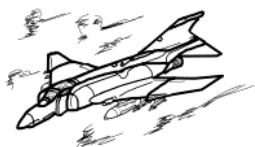
This year's NATS was attended by one of our own. Of the more than 60 FAI and Masters pilots who began flying on the first day, only 17 remained by the fourth day: eight FAI and nine Masters. Our very **own-**

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The Presidents Corner (cont.)

It's so hot...I saw a fire hydrant chasing down a dog!



pretty energy hungry, but it's awesome to watch in flight.

I got a couple of flights on my Giles 202 foamy. I was a little late getting to the field so I just grabbed it and left my Hobby King Tundra crying in the basement. The Tundra really wanted to go. After all, I've flown the Tundra all spring and summer and had a ball with it. They are addictive. I highly recommend them.

I hope this weather takes a break from the heat soon. I miss seeing my friends at the field every week.

Speaking of missing friends; I'd like to wish Shelby Locklear a speedy recovery on his broken foot. He has had to sit

with his foot elevated for 2 ½ months without putting weight on it. Yeah, as you can guess, it's driving him nuts. Hang in there Shelby. We'll be out flying ours Tundras again soon!

I hope everyone else is doing well, and hope we can all get together and fly when the weather gets cooler.

Some additional thoughts on this crazy weather we've been experiencing lately:

- *It's so hot...I saw a fire hydrant chasing down a dog!*
- *It's so hot...everyone is wearing "sweat" pants!*
- *It's so hot...foam airplanes are melting on the way to the field! (actually true if left in the sun...I knew a guy who did that)*



Clockwise from top left: Charlie Swain "fueling" his Phantom F-4 and taxiing back after a rip-roaring flight. Your Club Prez with his Giles-202 waiting for the F-4 to clear the skies of the bad guys before doing a trusty hand launch. Note the passing thunder storms in the background!





Like many others at this year's NATS, Vince spent considerable time practicing various maneuvers. In case you're wondering what this year's event involved, see below!

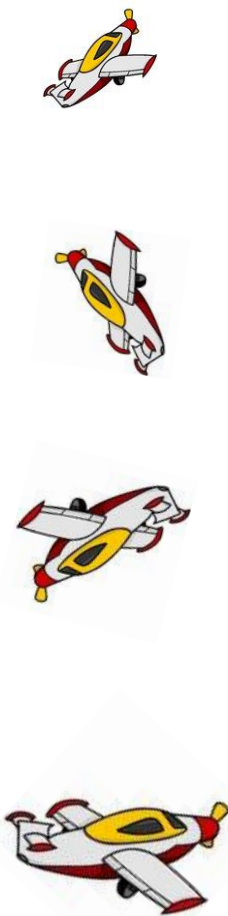
2018 NATS *(cont. from Page 1)*

Vince Barton is one of at least twenty-four pilots who qualified under the AMA's segment known as "404 Masters Pattern." Vince is probably too proud to toot his own horn, but he placed in the top nine at this year's competition. Congratulations Vince!

Competitors don't just decide one afternoon that they will compete in AMA's Nats. Months, and even years, go into the preparation for this particular competition. Even-numbered years are even more special because

during even years, the event involves the selection the next USA aerobatic team. That team then competes in the World Championships which is held the following year.

As for the 404 Masters Sequence? All that your newsletter editors can say is quite simply... "Yikes!"



2018-19 Masters Sequence 404		
	Maneuver	KF
1	Takeoff Sequence (U)	1
2	Double Immelman with Knife Edge flight (U)	5
3	Half square loop on corner with 2 of 4 roll in leg 2 (T)	3
4	Triangle loop from top, 1/2 rolls on 45's, 1 1/2 snap on top leg (D)	5
5	Half square loop with snap roll in down track (T)	4
6	Six-sided loop, 2 of 4 roll in leg 2, two 1/4 rolls opposite in leg 4 (U)	4
7	Humpty Bump with roll options; 2 of 2 roll up, full roll down; or 3 of 4 up and 3/4 down (T)	3
8	Knife Edge flight with 3/4 rolls in and out (D)	4
9	Stall Turn with two 1/4 rolls opposite up, 1/2 roll down (T)	3
10	Vertical Cuban Eight with 1/2 roll, full roll (U)	4
11	Trombone with roll (T)	2
12	Golf Ball with 1/2 rolls (D)	3
13	Top Hat, 3 of 4 roll up, 3/4 roll down (T)	2
14	Figure Z with 4 or 8 roll in 45 (U)	4
15	Inverted 2-turn spin (T)	2
16	Two slow rolls opposite (D)	4
17	Stall turn with 1/2 rolls up and down (T)	2
18	Loop with integrated roll in top 180 (U)	5
19	Landing Sequence (U)	1
	Total K-factor	61



FAA Information for Hobbyists



FAA Says Avoid Drone Registration Schemes

The [Federal Aviation Administration](#) (FAA) wants to warn drone owners – especially hobbyists—about people offering to “help” register their drones with the agency. The [FAA Drone Zone](#) is all you need – and it costs only \$5.00.

There are a number of entities that offer to help drone owners and operators file an application for a registration number. Some attempt to mimic the look of the FAA’s website with similar graphic design and even the FAA logo, or suggest they are somehow “approved” by the agency. They aren’t – and you could be wasting your money.

The FAA neither regulates these entities nor will speculate on their legitimacy. However, we have recently received reports of vendors charging exorbitant fees up to \$150.00 for this service. The actual FAA registration fee is \$5.00. For that charge, hobbyists receive one identification number for all the drones they own. All others pay the registration fee for each drone they intend to operate.

We strongly advise you to avoid registering your unmanned aircraft anywhere but at the [FAA Drone Zone](#). It’s the only way to make sure your drone is legally registered and that you’ve gotten your money’s worth.



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FAA Hits 100K Remote Pilot Certificates Issued

Drones have really taken off! As of today, more than 100,000 enthusiasts have obtained a Remote Pilot Certificate to fly a drone for commercial and recreational (not qualifying as “model aircraft”) use since the [Federal Aviation Administration’s](#) (FAA) small drone rule went into effect on August 29, 2016.

Under [Part 107](#), the person actually flying a drone – formally an “unmanned aircraft system” (UAS) – must have a Remote Pilot Certificate, or be directly supervised by someone with such a certificate. The majority of drone pilots get certified by studying [online materials](#) (PDF) and then passing an initial aeronautical knowledge test at an FAA approved [knowledge testing center](#) (PDF). You should have no trouble if you study – the exam success rate is 92 percent.

If you already have a Part 61 pilot certificate, and have completed a flight review in the previous 24 months, you have the option to take a small UAS online training course provided by the FAA to obtain your certificate.

It’s important to remember that a Remote Pilot Certificate is valid for two years from the date of issue. Anyone who earned their certificate at the end of August or in September 2016 should review the certification renewal requirements and prepare to take recurrent training or testing. You can find all the information you need to [renew your certificate](#) on our (FAA’s) website.



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Fun Time Flying—Kaw Valley Aerodrome



Left: Turkey Buzzards also seem to like the runway!

Right: Editor-Ed hard at play!



Left: Craig Williams puts his L-2 through its paces.

Right: Andy Cochran put the maiden flight on his 4Star 54.



Left: Vince Bartone's Krill Extra 330sc ready to taxi!

Right: Editor-Elaine waiting for the fog to clear!



Left: Craig Williams preps his scale foamy for use of his "paved runway."

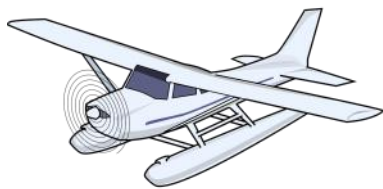
Right: Bruce Berry's Polaris waiting on Bruce!





The Buzz Around the Field

This space was reserved for feedback from those (anyone?) attending the Darrell Watts Memorial Heart of America Float Fly held on July 2-3, 2018 in Paola, KS. Anybody out there?



Spotted at the field during late July were a handful of members enjoying the shade while watching member Vince Bartone wring out his Krill Extra 330sc. Watchers (left to right) included: prospective

member Ryan Haberstroh , Rich Abels, Chester Godsy and Richard Travers.

Photo taken by Jerry Brown.



Yes folks, senior citizens also enjoy the thrill of a good ride in an open-cockpit plane every now and then! That's Craig Williams' plane about to furnish the lift.



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Wow! Remember when? ..Back in the "early days" when we used to perform nearly year-round maintenance at the Kaw Valley Aerodrome!



The 2017 Club Officers Are:



Pres.
J. Brown



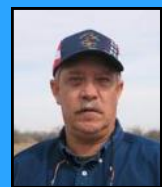
Vice-Pres.
R. Abels



Sec.
M. McNeill



Treas.
B. Alexander



Field Marshal
R. Donley