

Jan-Feb  
2016

# FLITE LINES

AMA  
Charter  
1723

Newsletter • CASA de AERO R/C Club • Prescott Arizona  
<http://casadeaero.com/>



**From the top,**  
By, Dave Domzalski  
President

I got a call from Fann telling me they intend to finish the ditch digging at the right end of the runaway before they leave Campus.

I have also heard about tree thinning going on around campus. Be on the lookout if they come our way.

2016 has started with a flurry of activity for me. I am now teaching a UAS class for ERAU as adjunct professor. They needed someone to take over for the previous professor immediately. And they are interested in adding more hands on experience for the students. So now, I get to teach them about RC, Casa de Aero, and the AMA. For many of the students this will be the first and only exposure they get to RC. Since the FAA does not allow me to give flight instruction for paying students, we will be flying indoors. The FAA continues to promise new rules for commercial UAS operation to be coming out in July of this year! In the meanwhile, they are buried in exemption applications.

Most if not all of you have probably heard that the FAA has started the requirement for registration of "drone" operators. Feel like you're being "droned"? I reluctantly submitted, realizing I have a lot of visibility and would have a hard time pleading ignorance. The site is a little confusing and misleading. <http://www.faa.gov/uas> for those interested. There is an item referred to as "register a drone". In reality it is registration of the operator and not a specific drone. I'm not aware if

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**NEXT MEETING will be the first Tuesday of the month.**

Meetings start at 7:00 PM in room 101, Building 21 (Robertson Aviation Safety Center)  
On the Embry-Riddle campus, 3700 Willow Creek Road.

Visitors are welcome! **See you there!**

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# Casa de Aero

## General Membership Meeting

### December 1, 2015

#### Attendance:

**General Members:** Jerry Alvarez, Don Broadston, David Domzalski, Jim Eaves, Walter Findlay, Peter Genereaux, Al Iamiceli, Art Kaplan, Earl LeBlanc, Shel Leibach, Al Marelllo, Robert Olsen, Adam Sanders, Frank Sanders, Jim Sanders, Gene Tomek, and Al Weikart.

**General Visitors:** Vic Young, and Lee Buck.

President Dave Domzalski called the meeting to order at 7:01 p.m. with the Pledge of Allegiance by the club members.

#### **President's Report and New Business (Dave Domzalski):**

**Introduced visitors** – Jerry brought Vic Young who has a control line background Lee Buck who said he hunted us down because he is getting a drone.

**New members** – no new members this month.

#### **Vice President's Report (Matt Hinshaw):**

Matt was not present

**Safety Report (Rudy Arp):** Rudy was not present.

**Flight Instruction (Cole Field):** No news.

**Treasurer's Report (Dave Marston):** The checking account balance is \$3425 plus about 9 renewals. Donation of \$277 resulting from sale of Tom Ault's equipment.

**Secretary's Report (Al Weikart):** \* Currently we have 79 members. It is membership renewal time again.

Peter conducted the 50/50 raffle – \$40 won by Al Weikart and the quadcopter won by Dave Marston.

**Upcoming Dates:** Come Fly with Us is Saturday, December 12th 9:00-11:00. Indoor Flying – No Indoor in December.

**Show and Tell:** Dave Marston brought in his tricopter. Because the tricopter has a gimbed tail rotor, it flies more like an airplane. This is a 250 size – distance between motor shafts. The frame is plywood plates and half inch pine arms. Motors and servo for the tail are all installed with zip ties and the electronics are mounted with double sided tape so it all will give on impact. The tail servo must

be very stable. The tricopter is programmed as an airplane (not helicopter). Bottom line, Dave has invested about \$250. "You can find a multicopter cheaper, but it was a fun project."

Dave Domzalski showed some of his new concepts for weird aircraft. He gave a presentation on how to locate the CG by graphical methods. Most airplanes have the CG at the wing. Most have the center of pressure at 25% of the wing cord. Fine tuning may be required, but 25-30% will get you close. A fin is required for directional stability. Adequate thrust will be required. Adequate control surfaces are required. Dave builds a smaller glider out of foam board to work out the balancing. Dollar store foam board, cellophane, and decorations plus about \$40 in electronics.

Shel Leibach brought in his new Viper 90 mm 6 cell 450kv motor. It sounds like a jet – really great. Pulls 75 amps at full throttle. There is a 90 amp ESC and a separate BEC. Shel changed the battery connectors to Deans. On the third flight, it lost power and went down. The black wire came off the Deans connector. The amperage was enough to melt the solder. Connectors have amperage rating which is a function of surface area and solder. See the following chart from Shel's research:

Connector	Current Rating
Deans	40a
EC3	60a
Deans Ultra	60a
XT60	60a
XT90	90a
EC5	20a
Bullets:	
3mm	30a
4mm	50a

Kent Ewart brought in his "combatition" airplane that his grand children decorated.

Frank Sanders brought in his control line airplane. Electric Cardinal. Flies on 60 ft lines. Set up with a delay so you can push the button and then have 20 seconds to get to the handle. He uses a pusher prop and reverses the motor to reverse the torque for the control line application.

Meeting adjourned at 8:15 PM.

Respectfully submitted by **Al Weikart.**

## **Continued from page 1**

the AMA has made this a requirement yet. Until it is, I do not see Casa de Aero requiring this. For a while they were trying to work constructively with the FAA to come to some sort of agreement. Failing that, I gather they have filed a suit against the FAA.

I went to a seminar in Chandler recently where a representative of the FAA spoke. Not really much useful information to add. Some good questions came from the audience but not much in the way of real answers. One clever statement was "an airplane is an airplane". This is to imply that even a Guillows rubber powered 2 gram model is still considered an airplane by the FAA. But only such models weighing over 0.55lb require you to register.

I did receive feedback from a few of you. The concerns were mostly regarding privacy and spoofing. Someone else might use your ID or steal your model for instance. A more likely case would be the authorities searching their data base for an operator nearby and having you prove your innocence. One interesting reporting is that Airbus has come up with a device that would jam RC signals and down nearby models. Of course it is a felony to shoot down an aircraft, including a UAS, not to mention what the FCC might have to say. Apparently there has been a lot of compliance so if/when you do register you won't be the only target in your area.

Please be aware that since we are within 5 miles of an airport that we are required to at least verbally notify the tower. This I have done and does not need to be done on a repetitive basis. Members are all free to fly at Casa de Aero so long as you have current AMA. Below is a response from the Air Traffic Manager Paul Winski to getting a written agreement. Paul said he has no problem with us at Casa de Aero but is concerned about other operations

near the airport. I take that as meaning, feel free to fly at the field but please do not fly from the wash. The "wash" is another site closer to the airport.

*Good morning Dave,*

*I can appreciate the AMA's stance. "Strongly Encourage" are the operative words in my opinion. No requirement. As you probably know, there was a recent change to the "rules" governing UAS operations. A blanket COA will allow any operator to fly their craft at or below 200 feet AGL. This kind of scares me, but I have no control over it.*

*If you want to enter into a Letter of Agreement, we can do this, but it won't happen fast. I have to take the letter you sent, put it into the FAA format for LOAs, then send it to my Operational Support Group in Renton Washington for review. They don't get anything done quickly. After they review it, we can sign it and it will be effective. I project from past experience, that we will not get it back from Renton for a month or more.*

*If you still want to go that route, let me know and I'll begin working on it.*

*Thanks,*

*Paul*

Coming Events:

CFWU 8-10 Feb 13th 9-11am

Join the Arizona Chapter of the American Helicopter Society for our AHS AZ Chili Cook Off and ASU Student Chapter Drone Demonstration at Kiwanis Park in Tempe, AZ Saturday February 20th 2pm-5pm

**Indoor flying Feb 28th 3-4:30 pm**

*Dave*



Gary's A-10.



Shel with his F-100.



Sometimes the rocks win!



Ron with his Saturn.



Ron with more skis.



Snow is fun!!



Most of the time it is fun.



Brain pool?



**Michael with his new F-14.  
With the swing wing feature.**



**John's Ultimate.**



**Don's Bixler.**



**Shel's Scorpion**



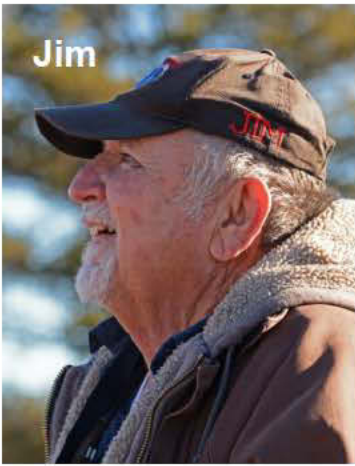
**Will it buff out?**



**Rudy's GeeBee R-3.**



**Shel's Biplane.**



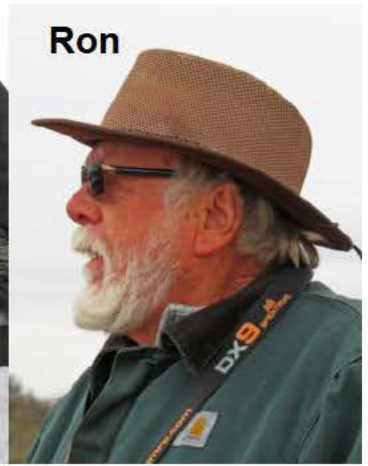
Jim



Art



Shel



Ron



## Hats & Shirts



If you are interested in a club logo Hat or Shirt, click on this link.

<http://casadeaero.anythingonshirts.com/>



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The owners and operators of the local hobby shop put in long hours and make a large investment in inventory so that you can have the items you need to enjoy this great hobby.

Their margins are slim when they have to compete with mail order houses.

Their existence literally depends on us. If you want to keep the convenience of instant supply of that needed item, patronize the store below.



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