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E-Hear Ye!

The Official Quarterly Newsletter of the
Valley Forge Signal Seekers RC Club
AMA Club # 575



The President's Corner

Happy Holidays to all! No matter how you celebrate these holidays, it's a wonderful time to connect with family and friends. Let's remember the friends and family that were lost this past year and welcome new family members.

Our club had a great year in increasing our membership ranks by over twenty percent! We are solidly over two hundred members! The increase has a lot to do with how we treat people who visit the field. We should all take pride in our reputation as a club. Many spectators have pulled me aside and commented on how welcome we make them feel when they ask questions. Let us keep up the good work. Thank you all!

We have a swap meet coming up for our January 2016 meeting. Of course it will be at the church. It won't be much fun if no one wants to "swap". We have room for about twenty tables. Just reserve a table, pack your car with some great things and make some money! It's also a good way to gain space for new projects!

Joe Marchesani

Notes from the VP



Happy Holidays from me to all our members.

I wish you all good cheer and good health.

I have noticed that our general meetings, that we hold at the church during the off season, have become rather boring. During the flying season the meetings are held at the field where members are free to fly and meet with their friends. Most of the time food is even provided. Who can argue that this isn't great fun. The off season is another story. In the past we have had speakers come to the church meetings and talk on a variety of subjects. That was great, but a lot of work on our volunteers part, to find speakers who would be of interest to our group. Even then we had complaints from some individuals who may not have found them interesting enough.

We will still try to find speakers of interest if the club members will help us, but my thinking is, if we don't have anything going on in a particular month, then let's not have a general meeting at all. This may seem a radical idea to some, but there are only a minority of months that we have meetings at the church. And one or two of those months we will have something going on, such as the swap meet in January. The BOG will still have to meet monthly, as most of our business gets done in the off season. Info from those meetings can be emailed to the members. Something to think about.

Thanks, and Happy New Year. [Glenn Louderback](#)

Hold Off On Registering

On Wednesday, December 16 the AMA Executive Council unanimously approved an action plan to relieve and further protect our members from unnecessary and burdensome regulations. This plan addresses the recently announced interim rule requiring federal registration of pilots who fly model aircraft and unmanned aircraft systems (UAS) weighing between 0.55 and 55 pounds.

[READ MORE>>>>](#)



The Flight Line by The VFSS BOG

This year there are some important changes to the FMG as noted below:

DRONE & FPV FLIGHT RESTRICTIONS

1. First Person View (FPV) refers to the operation of a radio controlled (RC) model aircraft using an onboard



Continued

IMMEDIATE FLIGHT SUSPENSIONS

Although at any time any club member can complete a grievance form and request flight

camera's cockpit view to orient and control the aircraft.

2. All persons flying quad/drone type aircraft at VFSS must have fixed wing training & skills.
3. A spotter and master controller must be used. The pilot using the FPV goggles must fly on the secondary buddy box.
4. An FPV Spotter is an experienced AMA RC pilot who has been briefed by the FPV pilot on the tasks, responsibilities and procedures involved in being a spotter; is capable and mature enough to perform the duties and is able to assume conventional VLOS control of the aircraft.
5. All quad/drone flights must be within Visual Line Of Sight. (VLOS is the distance at which the pilot is able to maintain visual contact with the aircraft and determine its orientation without enhancements other than corrective lenses) and within the flight boundaries.
6. **At NO time are rotorcraft flights to occur in the pit area! Use ONLY the helicopter circle or the field. When on the field you must observe the traffic pattern and yeild to fixed wing aircraft.**

privilege suspensions, any Officers, a BOG Member, or in the absence of a BOG member, **any 3 members** present at the field whom agree that a violation or unsafe operation has occurred or is occurring may revoke a member's flight privileges (after a warning is not heeded) on the spot for the balance of the day, pending a BOG resolution on the matter. The revoking members must observe the infraction in person and not act upon hearsay and an Officer is to be notified as soon as possible.

Members,

Field safety is everyone's business. We fly on National Historic Federal property which, in the current environment, is precarious at best. Do not let careless pilots cause the loss of our field. It's up to us all.





**Official end of season photo
Oct 31, 2015**

These were the members that were present that day. I know, there are members flying in January snow storms, but tradition has to have one end of season photo every year.



Ever think of painting your own plane?
[Then check this out](#)

ZIPPER GOES TO CAMP

By Mike Rudney

I never thought that I would do it. I had read about it in Model Aviation Magazine. I saw it on the web. www.rcflightsschool.com It seemed really impressive. I even purchased the book "One Week to Solo" by Dave Scott. It contains some really good, and very detailed information about flying RC and I highly recommend it. Last year after our flying season was over, I even inquired about going to Wisconsin to take Dave's 5 day course. When I called about it, Dave told me that unfortunately all of his classes for 2015 were booked solid, but that he could put me on a waiting list. I soon forgot all about this **crazy idea**. Then, around the beginning of July, Dave contacted me to say that a spot had opened up for the end of the month. Was I still interested? Wow...what to do? After all, this was not going to be inexpensive with the cost of the school, not to mention airfare, hotel, and rental car: but, it really sounded like fun. Kind of like going to summer camp as a kid. And, realizing that I am a kid, I figured "what the heck". So I booked a flight to Green Bay (flew over Lambeau Field) on the last Sunday in July for class the next day, and drove the 45 minutes to Shawano,

Wisconsin where **1st US RC Flight School** is located.

Disclaimer: What follows is a much abbreviated version of Dave's method.

"**Ground School**" began on **Monday** morning in the motel conference room where I met Dave Scott, the instructor, and the other guy in my class, Lee, who was from Utah. With just the two of us, we got plenty of individual attention. That was great. And so began our 5 days of flying. In ground school Dave talked about transmitter control inputs, and using both thumb and forefinger on the sticks which is his preferred method. He explained it like driving a car. Anyone can drive with one hand on the wheel, but with two hands on the wheel you have better control. As far as control inputs, or should I say "minimal" inputs, Dave taught us to **Bump** the aileron (not hold it), center the stick, and then to **Pull** the elevator to make turns. He also recommended **not** using a neck strap in order to feel "more connected" to the transmitter. Both of these changes felt weird and uncomfortable to me at first, but it wasn't long before I got used to them.

By around noon that day we were at Dave's private flying field in the middle of a huge area surrounded by farmland. The field looked great. It was picturesque, and looked a lot like Lancaster County, except that the terrain was flat! We sat at a picnic table under a metal roof next to the runway as Dave explained what we

would do.

Fly the racetrack pattern in **both** directions while lining up over the runway. Make consistent **level turns** without changing altitude. **Start** and **end** those turns at a pre-determined ground **reference points**, which is the key to setting up good landings by coming out of the final turn already **lined up** with the runway. This really helps out when there is wind, and it is the wind that magnifies ones mistakes! Dave would takeoff and land the plane. We would fly. After every flight, Dave sat us down, and discussed in detail what we had done in the air, and how we would improve upon it. Since we were on a buddy box, before each flight, Dave would tell us, "the plane has plenty of fuel, the batteries are charged, **and** I'm not going to let you crash my plane". In saying that, he took all of the pressure off of us during the flight. , and it was good to know that I couldn't screw up even if I tried.

On **Tuesday** we did the same thing, as we reinforced good flying habits, and began to lower our altitude in preparation for good landings. Up to this point, Dave was taking off and landing on all of our flights.

Side Note: Before I Enrolled in 1st US RC Flight School Dave had me fill out a questionnaire: What was I flying, and what did I want to get out of the course? I said that I wanted to improve my skills, and to *not be a slave to the wind*.

Tuesday night's forecast was very scary: 30mph winds for Wednesday.

Wednesday...a big day. When I got to the field that morning, the windssock looked like it had overdosed on Viagra. Straight out! All of the chairs were blown over from the strong crosswind. I figured we wouldn't be flying that day, and Dave said "looks like you got your wish Mike". He explained how we would compensate for the wind by adjusting where we started our turns, and where we would come out of them to set up our landings. And then we flew...like it was no big deal. After flying the pattern for a while, I landed the plane, and was off the buddy box after that. It was like a revelation. I never would have believed I could do it with that much wind. My loops and rolls might not be the best, but after that, I'm not scared of the wind anymore.

Thursday...Less wind, only 25mph...but more variable and more difficult than Wednesday. Still was able to takeoff and land with some extra concentration. That was challenging, and really fun. As we had done all week, Lee and I were cheering each other on. It was great to see each other so doing well.

Friday...It was still pretty windy. Dave took the plane off and put it out of trim, then gave it to me to correct. I think I may have learned more that day than any other. I was in a rush to correct everything, but it wasn't until I slowed down to carefully access what the plane was actually doing that I was able to get things right. That may have been the best lesson of the week. Not to get ahead of myself!

Needless to say, the school was lots of fun. Dave is an excellent communicator, and his patience with Lee and I was great. When I came home and flew at our field a few days later, I felt more confident than ever before. As I started to grease my landings, some of you even commented about them. That was a shock because that never happened before. And I am having more fun flying now than ever before! I know that I still have plenty more to learn about flying RC, but the foundation that I was given will serve me well. The next time we have a windy day, don't be afraid. Give me a call. And we'll go fly!



Fun With Foam

by Joe Marchesani

As many of you know, I have a lot of fun recycling my electric parts. When one of my electrics crash beyond repair there is always a platform waiting to reuse those parts. I don't let the parts sit around for very long. This past month I have built three planes each using only two sheets of Dollar Tree foam board (\$1.00 each), packing tape, hot glue, and carbon fiber arrow shafts from Wal Mart. You can find thousands of designs on the internet. Download them to a thumb drive and take the files to Staples. For under \$5 you will have plans to cut out and make into templates for cutting the foam. I've attached some pictures. Have some fun!



RC on The Web

interesting web videos

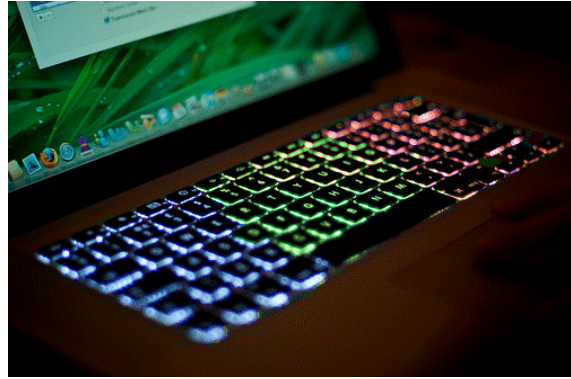
[Rocket Man](#)

[3D WarpQuad](#)

[Helicopter RC rescue](#)

[Flying Personal Flying Suits](#)

contributor Alex DJ



VFSS Treasury Report By Rob DiJoseph

The 2016 Elections were held and all Officers offered to stay another term. Lee Hollahan took a seat on the BOG along with Mike Rudney and Joe Saporito as reelected. I would like to thank Thao Ho for his term of service.

Renewals start Dec 15th for names A_J and Jan 15th for L-Z.
Our current member count: 220



Dates to Remember

- January 12th Swap Meet 6pm at the Church
- February 9th Donuts & Coffee Show & Tell
- March 8th Horizon Hobby Presentation (to be announced)

[< click on the calendar for more events](#)

Members! Have an ARF you can't quite get together? Have a kit that you would like to have ready for the Spring? Have a repair job that you haven't got to yet? Expert builder is looking for jobs to do at reasonable rates!!! Contact by e-mail only, state your project and send to **Warren Barrick** at

warcar@verizon.net. Speedy work for fair prices!!!



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