

Streator RC Flyers Newsletter

Field News

July 2016

FAA Acknowledges AMA as a CBO and our Safety Program

Our hobby has faced many challenges this year as we address an increase in government intervention and proposed regulations. AMA has been aggressively advocating for our hobby, and during the past few weeks, we've been happy to report successful progress.

Today, our members have yet another AMA government advocacy victory to celebrate.

There has been confusion among our members as to whether operations above 400 feet are permitted by the FAA. AMA has remained steadfast that the Special Rule for Model Aircraft (Section 336 of the 2012 FAA Modernization and Reform Act) permits operations above 400 feet if conducted within our safety program requiring the pilot to be an AMA member, to avoid and not interfere with manned aircraft, and to keep the model in visual line of sight of the pilot/observer. It should be noted that the AMA Safety Code requires model aircraft to remain below 400 feet above the ground when within 3 miles of an airport unless there is an agreement with the airport that allows models to safely go higher.

In January of this year, the AMA requested that the FAA clarify the 400-foot issue in writing. We are happy to share that in a recent letter to the AMA, the FAA recognized AMA's role as a community-based organization and acknowledged our safety program, including allowing flight above 400 feet under appropriate circumstance.

In this letter, dated July 7, 2016, the FAA states:

"...model aircraft may be flown consistently with Section 336 and agency guidelines at altitudes above 400 feet when following a community-based organization's safety guidelines."

"Community-based organizations, such as the Academy of Model Aeronautics, may establish altitude limitations in their safety guidelines that exceed the FAA's 400 AGL altitude recommendation."

Essentially, this letter confirms that sailplanes, large model aircraft, turbines, and other disciplines can responsibly operate above 400 feet if the AMA member is operating within our safety programming. Equally important, the FAA again acknowledges AMA as a community-based organization. This victory falls on the heels of other successful AMA efforts, including an AMA member exemption from the FAA's Final sUAS Rule (Part 107), the removal of problematic text in the 2016 FAA Reauthorization Bill, and preserving the Special Rule for Model Aircraft through 2017.

Thank you for your support.

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V2 Parkzone 1.3M Icon BNF and PNP

Just released, the new version 2 Parkzone 1.3m ICON A5. Its available as a BNF or PNP. Now includes a new revised more powerful motor and features improves in design for a better flight envelope.

Flies on a 2200 3S 11.1v. Just a fun water, grass or runway plane.



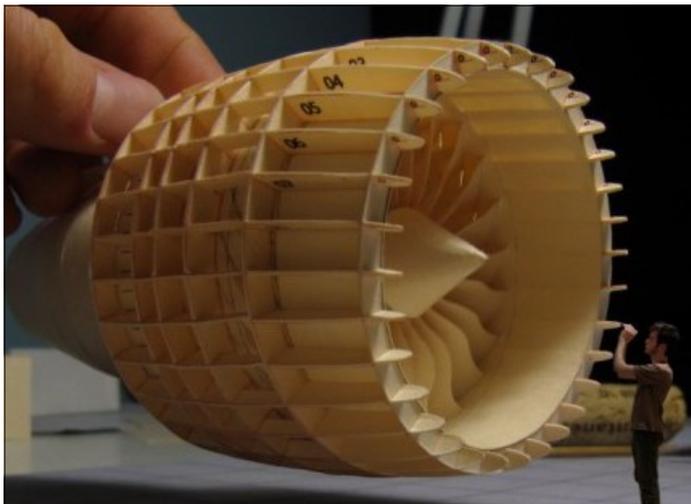
A Boeing 777 From Cut-Up Paper Folders



Luca Iaconi-Stewart says he's "a crazy guy who loves aviation." That might be an understatement. The 24-year-old spent the last seven years in his parent's house building an exquisitely precise replica of an Air India Boeing 777 jet made entirely from cut-up paper folders.

The plane is complete down to details like bolts, hydraulic pipes and hinges. It has amenities like seatback entertainment systems, food carts and also the hidden crew "rest module" that most passengers, even those in first class, never get to see. "I like the way the planes look and I love the engines."

The Air India 777 uses the most powerful jet engines ever built, the GE90-115B. The engine, designed by GE Aviation, is also the first jet engine to use fan blades made from a special carbon-fiber composite. The light material allowed engineers to expand the engine's diameter to 134 inches and give it more oomph. "The blades are just beautiful," Iaconi-Stewart says. "I studied them at the Museum of Modern Art in New York, where they are part of the design collection."



Each part of the paper plane began as a series of computer drawings, which Iaconi-Stewart printed out on the folders. He cut them out with an X-Acto knife, grabbed them with tweezers, and glued them together. It sounds easy, but the engine alone took one month to design and four months to assemble.

It seems like he nailed it. "This is an amazingly accurate model of the GE90 engine," Boeing 777 pilot Capt. Richard Sowden told GE Reports. "It's fascinating to follow the build through the slide sequence and view the details in the engine made solely from paper."

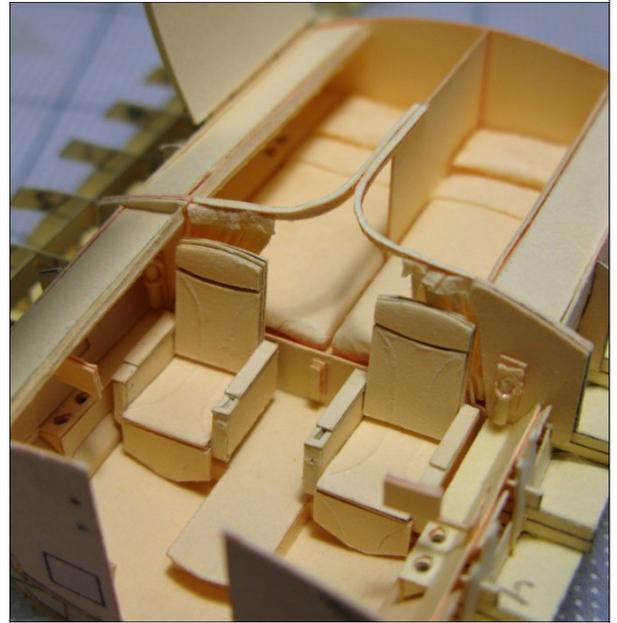
Iaconi-Stewart's feat is even more impressive considering that he has no engineering education. He spent two years at Vassar College, but has taken a break "to switch gears and figure out what I want to do. I am lucky because my family is so supportive," he says from his parent's home in San Francisco.



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Somehow I doubt it's the last plane I'll build, but I'm in no rush to start another similar project, at least not as a hobby. I'd like to possibly explore other areas of design and venture outside the model-making realm to broaden my horizons a bit. We'll see what the future holds



New just released, AXi Brushless Motors. These next generation motors offer an energy efficient design with integrated cooling, and still manage to provide that high power kick.



AXi Motors are available in a wide range of sizes From small park flyers to 45cc., and price range from \$49.99 to \$349.99.

They are available form Esprit Models and local hobby shop.

July Meeting Minutes

Meeting was held at the field and called to order at 7:20pm.

There were 11 members present. The minutes were read and John made a motion to accept and Rob 2nd it.

Treasurer report read by Dale and accepted by Jim and 2nd by Jeff.

The fuel barrel and pump were discussed and it was fixed by Jim Underwood and now pumps fuel great. It was donated by Ken Williamson.

We discussed painting the garbage can lids and Brian had Putnam County Painting blast the lids and John painted them.

A 50-50 was held and 21.00 to the club and 21.00 to Ted Haig.

Motion to adjourn was made by Jim Underwood and 2nd by Jeff Neggerman.