



January 2018

Newsletter

Volume 54 Number 1

SIRS RC/CL



[Check SIRS WEBSITE!](#)

[Check our Facebook Group](#)

Model Airplane Club

AMA District VI Chapter 621 Founded in 1964



The SIRS Newsletter is published monthly as

a membership service of the

Central Illinois Radio Society, Inc.

Bloomington, IL 61704.

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Come

Fly

With

Us!

In the Gym

After

The Jan. 13th

Meeting

At

7:00 PM

St. Mary's

Church School

527 West

Jackson St.

Bloomington,

Illinois

Prospective

Members

Visitors

Guests

WELCOME

Next Club meeting is January 13th at 7:00 PM

St. Mary's Church School cafeteria.

527 W. Jackson, Bloomington, IL

Flying in the gym after the meeting!

Guests and prospective members are welcome to attend.



Notice

The US Congress has re authorized the FAA's model aircraft Pilots
REGISTRATION.

This rule requires that if you pilot an un-tethered model that weighs over
.55 pounds you must have registered with the FAA as an unmanned
aircraft pilot and affix to said aircraft your registration #, your name and
address.

Piloting aircraft weighing over 50 pounds requires that you have a higher
level of registration.

If you previously registered you are still covered but if you have not
registered you will need to go to the FAA link and register!

More information is here: [AMA's FAA INFO](#)

**Dues are due January 31st \$100.00 (Make
checks payable to SIRS)**

Name _____

Address _____

City, State, Zip _____

AMA # _____ Email _____

Phone Home _____ Cell _____

Mail check to: (Or bring to the meeting)

John Burrill

903 Approach Rd.

Normal, IL 61761

Unapproved minutes from December

SIRS RC/CL Model Club

Minutes of the December 9, 2017 meeting :

SIRS meeting Dec. 9th, 2017

15 Members attended

Before meeting, moment of silence was observed for Doris Thompson who passed away.

Meeting starts 7:01PM

- Read minutes from November meeting
- Read treasurers report from November meeting
- Addition to minutes: Jerry Worden awarded a year's membership with out pay.
- Motion was made to approve edited minutes and treasurer report -- passed

Old business:

- Formed committee for 4 star pylon races: Kris, Jerry, Justin, Fred
- Fred volunteered to bring a fire ring and wood to the field for winter flying
- Talked about utility poles. We need more poles and we need to tack them down.
- John Siebert brought up his conversation with Finnegan about the cost of land/rent. John re-wrote some of his letter to Mr. Douglas Hirsh to reflect a bit from his conversation with Finnegan. Proposes that the committee groups up and gets some work done on the letter as we have been putting it off for a while.

New business:

- Talked about pylon race & race dates. Sanction the June event, non-sanctioned event in September. Schedule is not fully settled yet. Tentative date June 23/24. Justin to CD June event.
- Frozen fingers event - first non-electric flight after midnight
- Talked about Lostant Jan 1st indoor fly in, will update with more information when received. Kris Akers will be contacting Brian Burcar from Lostant.
- Talked about fertilizing the field before winter.
- Bob brought up possible flying class through HCC. Classroom session would be followed by field sessions.
- Mentioned new club trainer airframe from Father Ric
- Brought up safety guidelines and flying certification. Record everyone who is certified to fly in a binder. Establish instructors.
- Brought up flight stations and installation possibilities.

Motion to adjourn

Motion passes 8:03 PM

Attendees:

Kris Akers
Bob Stadsholt
John Cralley
David Ashley
Dennis Wallen
Ken Ausili
Jerry Worden

Dave Straughn
Greg Vertrees
Ethan Jett
Jeff Simpson
Robin Houchin
Fred Logue
John Burrill
John Siebert

Safety First !! Ken Ausili Safety Officer

Paul Bessler drew up a suggested list of safety rules for the Club and circulated it to the officers. Vice president Bob Stadsholt proposed some changes to the list that Paul proposed. The By-Laws, as published on the SIRS Website, has yet another set of Safety Rules. Below is a combination of these sets of rules that the Newsletter Editor, John Cralley, proposes we consider at the January meeting. Ken Ausili would like to have a finalized list to be posted at the field, published on the Website and distributed to the membership.

Simplified/combined proposed rules from 1/9/2017

SIRS Club Flying Rules

1. AMA and Club safety rules must be followed.
2. The Club rules are posted on the SIRS website and at the field.
3. Membership in SIRS, the AMA are required and after three flying sessions, guests and prospective members must join the Club in order to fly at our Field.
4. Alcoholic beverages are allowed after your flying sessions are complete for the day.
5. No pilot will **fly** while under the influence of alcohol or drugs.
6. Illegal activities are forbidden.
7. Pilots must fly north of the flight line which is an east-west line from the electric pole on the road at the east end of the field.
8. Spectators must remain a safe distance south of the flight line.
9. Call out to fellow pilots when taking off, landing or walking onto the field.
10. Flying is not allowed during field mowing.
11. Vehicles and parking are restricted to non-flying areas.
12. If the safety officer is not present, club officers will enforce the rules.

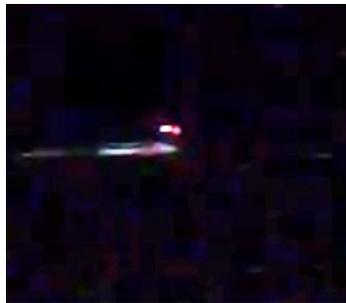
Rob Houchin made the FIRST flight of 2018 at SIRS Field!!

Shortly after midnight Rob put up the 1st SIRS Field RC Flight of 2018
with his FlyZone Beaver!

It was 12:20 AM with temps of -13 F and winds of 15 mph!!

You can figure the wind chill!!

His video simply shows the LED lights but I captured a fuzzy image of
the plane (We need help from the FBI to enhance it! LOL).



I'm sorry to report the death of former SIRS member Larry W. Anderson

Sunday July 26, 1942 - Monday, December 11, 2017

Larry was a long time member of our Club and over the years he held a number of different offices including President. Here is a quote from his Obituary:

“Larry loved flying model airplanes and spent much of his time flying with his high school classmates, Max Taylor and Vern Musgrave. He was also a member of SIRS (Sentral Illinois Radio Society), a radio control club in Bloomington.”



Published in “The Hill” in Washington, D.C.

Punish rogue recreational drone pilots — not the rule followers

BY RICH HANSON, OPINION CONTRIBUTOR — 01/02/18 03:00 PM EST

There is a lot of misinformation, and lack of information, surrounding the policies that govern recreational drones. Even those who work on drone policy inaccurately characterize provisions allowing for recreational use of drones, Part 107 and Section 336 of the 2012 FAA Modernization and Reform Act. This mischaracterization branding these provisions as a “get out of jail free” card for anyone who wants to fly drones or model aircraft, as a recent opinion piece in The Hill argued. This couldn’t be further from the truth.

I agree with the Commercial Drone Alliance that drones have significant potential to support public officials and help small businesses grow. However, critics like the alliance completely mischaracterize the challenge of regulating recreational drones.

Let me be clear — if you are flying drones for recreational purposes today, you must be operating within an established safety program, and there are two ways of doing so. By default, recreational pilots are to fly under the FAA’s Small Unmanned Aircraft System (UAS) Rule, known as Part 107.

The only other way to operate is to fully comply with the criteria of Section 336 (Part 101) and fly within the programming of a community-based organization. Federal regulations require that recreational drone flyers must be educated and operate under one of these two options.

The problem is that many people don’t understand this.

According to the current laws, recreational drone pilots are only eligible to fly under Section 336 if they fly in accordance with the safety guidelines and within the safety programming of a community-based organization, such as the Academy of Model Aeronautics. By our estimate, only about 200,000 people fall into this category, most of them are academy members.

To put this in perspective, according to the FAA, around 900,000 recreational users have registered their drones with the agency so far. The math from here is easy — about 200,000 people fly under Section 336 and the remaining 700,000 are required to operate under Part 107. Those that aren’t flying under Part 107 are in violation 14 CFR § 107.12, the requirement for a remote pilot certificate.

The truth is Section 336 is not to blame for rogue flyers. Those people are Part 107 violators — and should be treated as such.

If Congress wants to increase the safety of our skies, they should help recreational drone pilots understand that they need to comply with Part 107. Congress should also task the FAA with increasing enforcement so that those who violate Part 107 are held accountable for their actions.

Many recreational drone pilots already know when, where and how to fly safely, and they comply with the law. Many pilots follow rigorous safety guidelines and our members are afforded a \$2.5 million-dollar liability insurance policy, establishing financial responsibility.

Pilots following the rules are not the problem, but we acknowledge that some tweaks to Section 336 may be necessary to clarify who the provision does and does not cover. We are willing to work with Congress and the UAS industry to ensure that those that fly under Section 336 are educated, trained and managed by an established community-based organization — and that everyone else operates under Part 107.

Rogue flyers are Part 107 violators. We must, first and foremost, make clear the need to follow Part 107 if not operating within a community-based organization. And when someone violates Part 107, he or she needs to be held accountable. Unfounded statements asking to revoke the Special Rule only harm a community of responsible model aviation hobbyists and will do nothing to curb the 700,000 rogue drone pilots.

Interest in drones has soared this year and shows no signs of slowing down. As it currently stands, the FAA is under-resourced to handle the growing surge in commercial drones, Part 107 waiver requests and future rulemakings. That’s why public-private partnerships with experienced community-based organizations such as Academy of Model Aeronautics can be helpful in alleviating the strain on the FAA and enhance safety.

In the next FAA reauthorization bill, Congress should continue to allow organizations such as AMA to manage its members as part of the recreational community, preserving the option to fly safely and responsibly under our guidelines, oversight and eighty years of experience.

Rich Hanson is the President of the Academy of Model Aeronautics.

(To view the original post, please visit www.TheHill.com.)

January 2, 2018 Categories: 336 Congress Permlink

2018 Events Schedule

All EVENTS at the Field are subject to favorable weather!

Club Meetings at St. Mary's School Jan 13th, Feb 10th & March 10th!

March 10th Indoor Model Contest?? (rules to be announced)

June 23-24 Nats Warm-up Pylon Races

August ???? Model Aviation Day

Sept 8-9 or 15-16 POSSIBLE Field of Dreams Fall Classic Pylon racing

October 7th Ringmaster Fly-A-Thon

October 13th Thompson Cup Pylon Race (club meeting at the field)

November ???? Annual SIRS Banquet at Covell Community Building

Some links that may interest (entertain) you:

Boeing Assembly Line

Flying South With The Geese

(you may need Facebook to view)

War Birds!!!!!!

Nothing is more conducive to peace of mind than not having an opinion.

George Christoph Lichtenberg

John Cralley, Editor

jccrall@ilstu.edu

Send me your **NEWS**, Photos and any model aviation related information to share!!