



Pit Talk

December 2017



The official newsletter of the Madison County R/C Flyers, AMA sanctioned club chapter 291



Check us out on



Or at [madisoncorc.com!](http://madisoncorc.com)

Meetings held the second Monday evening of each month at 7:30pm at the Anderson Municipal Airport. The public is encouraged to attend!

Hi everyone! Merry Christmas! Happy Hanukkah! Happy Kwanzaa! Jolly Festivus!

Whatever you may be celebrating this month, we wish you a happy and joyous season!

In this month's Pit Talk, we will be featuring our 2017 Swap Meet, an update on Tom Seres' Albatros, and a word from Webmaster Randy about his new plane and safety with large electrics.

We hope you are enjoying building season, and have a great December!

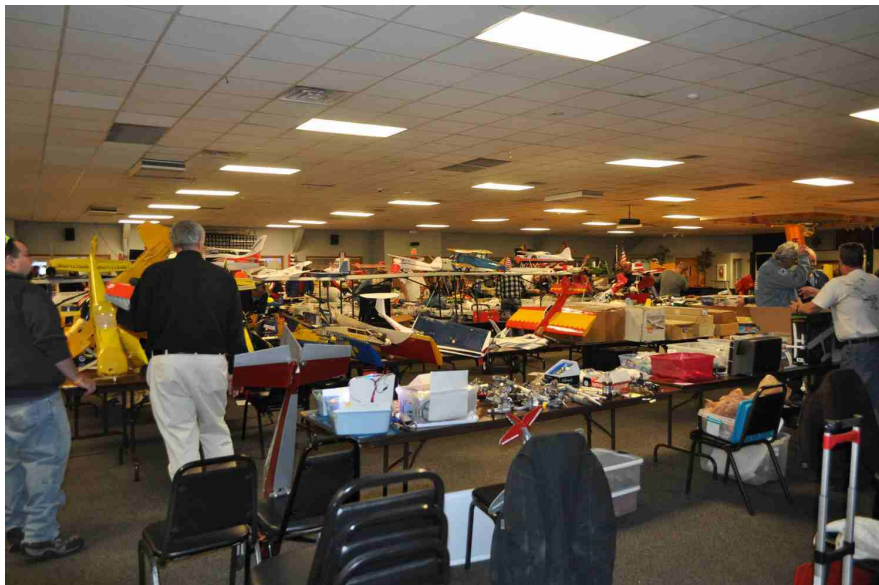
2017 Swap Meet

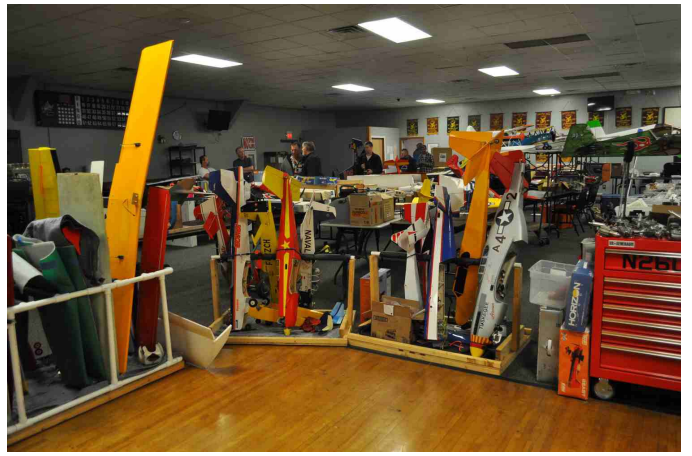
Article and photos by Jon Fish

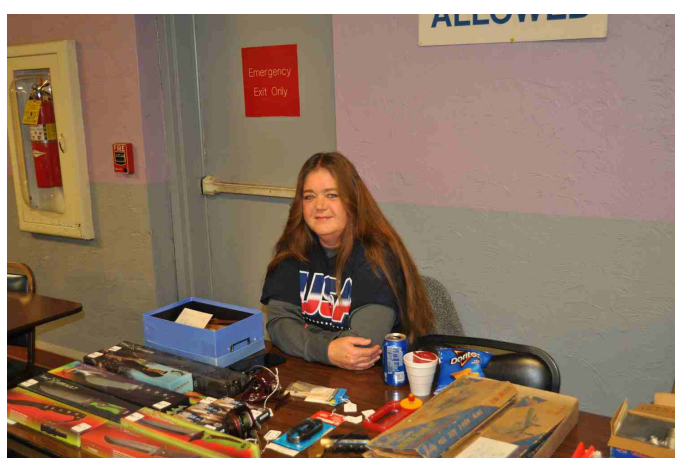
Swap meet 2017 by Jon Fish

Well this year we pulled it off. With our new venue and lots of advertising, this years Swap Meet was a huge success. Thanks to all the hard work by Byron Hamrick and the cooperation of the Eagles Lodge in Alexandria it was better than expected. We had plenty of room and plenty of tables. Nice thing was we didn't have to set up tables or rent them, although we did have to move a few chairs around. Set up began at six a.m., with me getting the concession stand up and running. This year Dave Morris's wife Cheryl made biscuits and gravy to serve up and I made the Sloppy Joes in lieu of Tom Kelly's absence.

All were big hits. Things went really smooth and we received a lot of positive feedback. Byron was happy, as I think we set a sales record this year. We got use of the lodge for free and the tables were free. I think that our club participation could have been better. Things started winding down around noon and by 1 pm were pretty much cleaned up and out of there. I would like to personally thank the Alexandria Eagles Lodge Aerie 1771 and especially trustee Phil Lineberry for going to bat for us and helping us get the lodge for that morning. Oh, back to the concession stand we sold out of just about everything. What little was left we donated to the lodge kitchen. So come to December's meeting and hear the rest of the story. Later **Jon**







A word from Randy Thomas

Hello, all! I have a new airplane from our Madison County swap meet.

It is a 75 inch 3-D hobby Edge of some sort all included. Picture that it filled my whole kitchen!

Along with this new aircraft I learned a new lesson for when we advance to these larger electrical aircraft.

We need to pay attention to how much current our connectors can carry. Our traditional connectors are not adequate for our larger batteries. Although I have been using them on my helicopters, I was only shocked to know they

There are several connectors which carry far more current than our Dean's. I chose the EC 5 from the flight, they carry up to 100 amps and have a 5 mm heavy-duty banana plug. Please note there is an old style and a new style connector.

I also found the XT connectors which come in three different sizes XT 30, XT 60, and XT 90.

The XT also comes with a resistor built into the connector to reduce the heavy shock of connecting the leads.

Hope this information is helpful to people going to the larger aircraft. Merry Christmas to all **Randy Thomas**



attention to how much current our connectors can carry. Dean's connectors are larger batteries. I have been using them on my helicopters, I was shocked to know they

Connectors which carry far more current than our Dean's. I chose the EC 5 from the flight, they carry up to 100 amps and have a 5 mm

The Albatros is the Boss!

Tom's amazing German WW1 fighter is coming along!





Model aircraft registration is back.....

Copied by Dave Johnston

Well, it was too good to last. Since last May, the Federal requirement to register your models over .55 pounds had been put on hold. But as of Dec. 12, it's back on again. Here's an article that I found on the subject published in **UAS magazine**, written by **Patrick C. Miller**. Stay legal, folks!

Drone registration with the Federal Aviation Administration (FAA) is once again mandatory for hobbyist and recreational operators after President Donald Trump on Dec. 12 signed a bill passed by Congress.

Trump signed the 2018 National Defense Authorization Act, which applies primarily to defense funding, but also includes a measure reinstating the requirement for hobbyists to register drones with the FAA. Last May, a federal judge ruled that the agency had exceeded its authority regulate hobbyist and recreational drones, a category Congress had specifically excluded.

The Academy of Model Aeronautics (AMA)—the world's largest model aviation association with 195,000 members—believes “registration makes sense at some level.” However, the organization continues to advocate “for a more reasonable threshold.”

Currently, [the FAA requires registration for drones](#) weighing between .55 and 55 pounds for both commercial and recreational use. Those who fail to register can face civil and criminal penalties, according to the agency.

“While we address these issues, members will be legally required to comply with the FAA registration requirement,” the AMA said in a statement on its website.

The Property Drone Consortium (PDC), which represents a collaboration of insurance carriers, construction industry leaders and supporting enterprises, applauded Trump's signing of the legislation reinstating the registration requirement.

“The Property Drone Consortium strongly supports this newly enacted legislation,” said Gary Sullivan, PDC cochairman. “With over 800,000 hobbyists already registered in the FAA's database, it's critical that both recreational and commercial operators in the U.S. national airspace system are held accountable to the same standards of safety and efficacy.”

According to the PDC, the number of commercial and recreational operators of unmanned aircraft systems continues to grow exponentially in the U.S. with some forecasts predicting the number of recreational drones to triple by 2021.

“We've seen growing reports of interference by UAS operators in post-disaster operations,” said Bryan Corder with the PDC. “This legislation will help build confidence that drone operators can be identified if they fly irresponsibly.”

That's all for this month, folks. Merry Christmas, Happy New Year, and talk to you in January!