

AMA GOLD LEADER CLUB

RC Propbusters of Salem CT

www.rcpropbusters.com

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RC Propbusters, Inc. ©

AMA Club No 191
Founded 1937

March 2019 Newsletter

Annual Propbusters Flying Field Cleanup, April 13 (rain dates April 14/20).

FAA requires that drones must be registered and labeled. See page 3

New England Aerotow, Salem, Connecticut, May 16-19. See page 11

Propbusters Flying Field Rules Updated. See page 11

May 21st Propbusters meeting will be held at RC Propbusters Field, Salem, CT

District 1 AMA Representative and new RC Propbusters member Tom Rocheleau spoke at our March meeting about current national and local issues concerning membership, AMA and FAA rules, and answered member questions.



RC Propbusters meetings: Third Tuesday of every month @ **7:30 PM**. Meeting location is **Salem Public Library**, CT Route 85, about one mile north of Salem Four Corners (Circle).

Learn to Fly!

If you have an interest, come to our field. There is usually a member there who will give you the opportunity to try flying a trainer type model either powered by an electric motor or fueled engine. The gentlemen listed below have generously offered to help you learn to fly RC airplanes, helicopters, drones, and gliders.

INSTRUCTORS

| | | | | | |
|----------------|-------------|--------------|----------------|-------------|--------------|
| TOM VERNON | CHIEF PILOT | 860-859-1584 | JOE COMEROSKI | HELICOPTERS | 860-848-3184 |
| DENNIS DUPLICE | FIXED WING | 860-376-6230 | ED DEMING | HELICOPTERS | 860-884-3222 |
| ROBERT LARSON | BOTH | 860-526-2267 | MARK O'CONNELL | BOTH | 860-460-8835 |
| KYLE SWAIDNER | ** GLIDERS | 860-405-5304 | LEN BUFFINTON | * GLIDERS | 860-395-8406 |
| DAVE GRAINGER | FPV RACING | 860-302-3169 | RICHARD CROOKS | FIXED WING | 860-446-0050 |

* Len Buffinton is a Glider and Aero-Tow expert who can also help you with fixed wing flying.

** Kyle Swaidner flies everything, and also is offering to introduce you to sidearm and discus launched GLIDERS.

If you are a student, hook up with one of these men and get trained.

Any club pilot can train you, but an instructor must sign you off.



... but many people don't!

https://rlv.zcache.com/i_love_airplane_noise_mouse_pad-re2ea428bfd1d41db8efc41ce38a1c50b_x74vi_8byvr_261.jpg?rvtype=content

RC Propbusters, LLC. Officers for 2019

| | |
|---------------------|--|
| President: | Bill Mares |
| Vice President: | Ed Deming |
| Treasurer: | John Banks |
| Secretary: | Peter Sylvester |
| Safety officer: | Tom Vernon |
| Webpage Editor: | Mark Thompson |
| Newsletter Editor: | Jim Holzworth |
| Field Marshal: | Shane Duffy |
| Board of Directors: | Mark Thompson, Dave Hoffman, Mark O'Connell, Bob Beauregard |

CHECK OUT OUR WEBSITE:

WWW.RCPROPBUSTERS.COM

If you want to contribute something to the website, you can do so on the forum or contact Mark Thompson at mark@sterlingtec.net

Submit ideas and tips for the newsletter to Jim Holzworth at jimholzworth@gmail.com

Noise is one of the major issues threatening RC airfields and many other recreational activities. What you consider to be a pleasant sound from a glow engine at 17,000 rpm can be an unbearable racket for the neighbors who do not share your passion for RC flight. Part of the definition of noise is, "sound that is unwanted or undesired."

— Earl Mullins, *The Basics of Noise*, featured in *Model Aviation* March 2013.

March Aviation Events & Milestones

23 March 1903 (USA) — The Wright brothers file a patent request for a powered flying machine based on the second (modified) version of their 1902 glider successfully tested at Kill Devil Hill.

22 March 1915 (USA) — The term “Naval Aviator” is adapted for United States Navy officer pilots to replace the identification “Navy Air Pilot” in official terminology. This term is still in use today.

1 March 1923 (USA) — Goodyear Tire and Rubber Company delivers to Army Air Service TC-1, largest American non-rigid dirigible.

2 March 1933 (USA) — Northwest Airways, Inc., extends airmail service from Bismarck, North Dakota, to Billings, Montana.

7 March 1961 (USA) — The #2 North America X-15 becomes the first manned aircraft to exceed Mach 4 when pilot Capt. Robert M. White reaches a speed of Mach 4.43 (2,905 mph) at the altitude of 77,450 feet.

5 March 1966 (USA) — First free flight of the Lockheed D-21 drone.

25 February 1990 (USA) — Smoke-free flights become mandatory throughout North America for all United States airlines.

<https://www.skytamer.com/December.html>

You need to mark your drone before you fly!

See the following websites for further information:

<https://amablog.modelaircraft.org/amagov/2019/02/13/faa-issues-interim-final-rule-for-external-marking-requirement/>

<http://insideunmannedsystems.com/remote-id-remote-chance/>

If your drone weighs more than 0.55 lbs, you will need to register it with the FAA before you fly!

<https://federaldroneregistration.com/faq>

<https://www.dronerush.com/need-to-register-my-drone-with-faa-5631/>

[https://faadronezone.faa.gov/ - /](https://faadronezone.faa.gov/)

Model aircraft engine noise. Is it an important issue?

How many of you are concerned with the amount of noise your airplane makes?

Every year flying fields are lost because people living near them don't like the noise created by powered model airplanes. These people end up going to their local government and cause an uproar at meetings. Before you know it another flying site bites the dust. So it has become very important for flying clubs to be good neighbors and keep model aircraft noise to a minimum. The AMA (Academy of Model Aeronautics) has a very good document in PDF regarding noise abatement. <http://www.modelaircraft.org/files/927.pdf>

Keeping your flying field is an important reason to be aware of model airplane engine noise, however it is not the focus of this article. We're going to look at something more readily lost to excessive noise and that would be hearing. Have you ever had a ringing in your ears after spending some time tuning an engine? This ringing, my friends, is the undeniable sign that irreversible damage has occurred to your hearing. Experts call this; Noise Induced Hearing Loss (NIHL). See the entire article at: <http://allrcflight.com/model-aircraft-engine-noise/>

AMA Sound/Noise Abatement Recommendations

By a wide margin, the largest contributor to the loss of flying sites is the noise model aircraft produce. At some time, it is likely that someone living within earshot of your flying field will complain about the sound coming from the aircraft. If you don't have noise under a certain amount of control, you will quickly become a target.

This document should help you be reactive to a noise complaint and using these guidelines will allow you to become proactive in getting sound under control before problems arise. Being alerted to a noise problem is not really the best time to start getting a handle on it. The best time is long before there's an issue, and if it's done sincerely and adequately, there might never be a problem. Keep in mind that there is also a difference between what is a recommendation and what is legal for a particular piece of property. We'll discuss this difference later in the document.

Read the entire document at: <https://www.modelaircraft.org/sites/default/files/927.pdf>

The following except is taken from an essay well-worth reading in its entirety at:

<http://www.modelaviation.com/basicsofnoise>

The Basics of Noise (excerpts from: <http://www.modelaviation.com/basicsofnoise>)

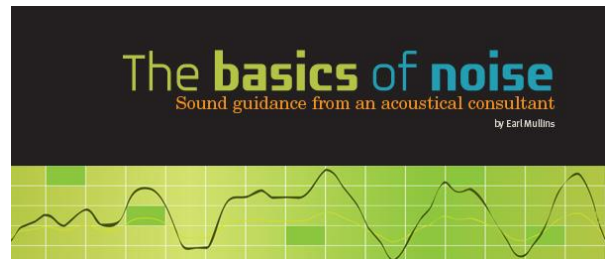
Written by Earl Mullins, Sound guidance from an acoustical consultant. Featured in Model Aviation March 2013.

The Basics of Noise

Our eardrums sense tiny fluctuations in air pressure, which we interpret as sound. The decibel scale is used for expressing sound levels because we do not perceive loudness in a linear fashion. We detect loudness in a logarithmic way, similar to the Richter scale for earthquakes.

Although an increase of 3 decibels (dB) doubles the sound energy or amplitude, it takes a change of 10 dB to be judged as twice as loud. Each similar decrease of 10 dB is considered to be half as loud as the original sound.

Changes of 1 dB are not perceptible. A 3 dB change can be heard by a critical listener under ideal conditions. A 5 dB change is normally the threshold where a difference is readily noticeable, either up or down.



A-weighted decibels (dBA) are commonly used to measure sound levels. The A-weighted scale deemphasizes low frequencies to directly compare loudness from different sounds. Theoretically, a diesel locomotive measuring 80 dBA has the same loudness as a cymbal at 80 dBA, although the frequency content is much different.

Our ears and hearing system are constructed to put more emphasis on high-frequency sound than low tones.

It is important to hear a twig snap (high-frequency) from behind as the grizzly bear stalks you. Low-frequency rumble from distant thunder miles away is less critical. Most of the information content from speech is in the middle and higher frequencies, 500 Hz to 2000 Hz.

The time of day, duration, and variability of sound affects the annoyance factor. Steady sounds are less annoying and more easily accepted than a varying sound. Sounds with pure tones or major fluctuations in level are more noticeable, which is why those sounds are used for alarms and sirens.

In the case of RC airplanes, the sound levels change throughout the flight. The variability makes the noise more noticeable and annoying to the public.

””

Noise Limits

There is no magic number to make everyone happy and avoid annoying or offending others. There also is not a definite dB value where everyone agrees that noise becomes a problem. Because humans are involved, there is always a certain amount of subjectivity and variability.

””

Noise-Control Techniques

Noise control works on a source-path-receiver model. Noise can be reduced at the source (using mufflers, quieter engines, electric motors), along the path of propagation (distance, barriers), or at the receiver (enclosures, better windows, earplugs).

In the case of RC aircraft, the noise source is elevated and moving, so an enclosure or a property-line noise barrier is typically not an option. Good luck getting the neighbors to wear earplugs because you want to fly!

The available options usually fall into a few categories:

- Limits on aircraft type (electric powered versus glow powered, or a ban on turbines).
- Restricted hours for the field (typically not after 9 p.m. or before 10 a.m.).
- Noise limits on the aircraft (requiring mufflers or baffles, or a limit on engine size).

””

It is important to note that any sound data must include a distance. If someone says, “My airplane makes 92 dBA,” we need to know at what distance. It makes a huge difference whether that 92 dBA level occurs at 5 feet (glow engine during run-up) or at 500 feet (Boeing 747 during takeoff).

Distance is typically beneficial. Sound dissipates at roughly 6 dB per doubling of the distance, according to the inverse-square law. A level of 90 dBA measured at 100 feet becomes 84 dBA at 200 feet, 78 dBA at 400 feet, and so forth.

Most are surprised to learn that trees and vegetation do not make a big difference in the sound levels at distances. A row of trees around the field will not lower sound levels at a nearby home.

A mature forest that is 100 yards wide will have roughly a 5 dB net noise reduction value compared to an open, grassy field. Five decibels is slightly noticeable, so the benefit gained by a couple of rows of thinly spaced trees is negligible. There can be an out of sight, out of mind psychological benefit, but nothing that sound meters can quantify.

Conclusion

The RC hobby can be noisy, particularly with fuel-powered aircraft. Most clubs realize that they need to be good neighbors and go to reasonable lengths (or sometimes well beyond reasonable) to protect the hobby and keep using their airfields.

If your club or flying field is threatened by community complaints or enforcement action, it is worthwhile to get advice from someone who is competent in noise assessment. These experts are usually listed under acoustical consultants in the telephone book.

Navigating the maze of noise regulations, zoning requirements, permits, and neighborhood opposition without some expert guidance is unwise. It’s similar to representing yourself in court or diagnosing your own illness.

—Earl Mullins, Professional Engineer

noisebuster@hotmail.com

<http://www.modelaviation.com/print/544>

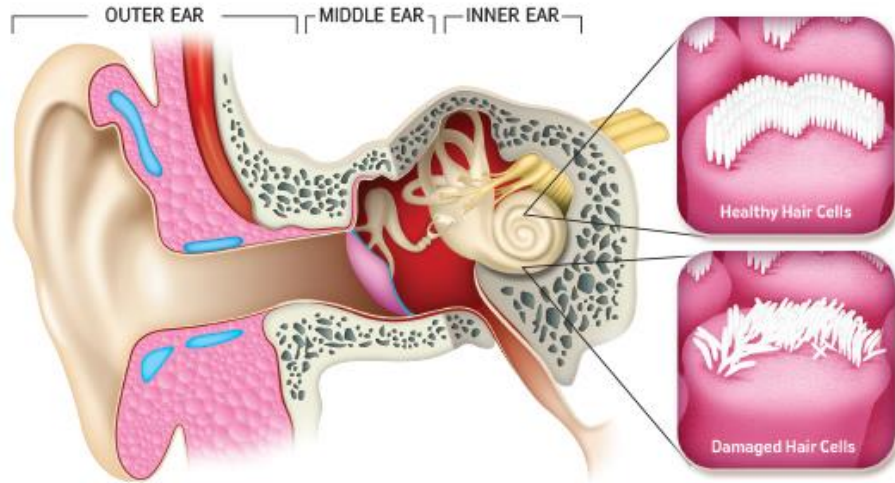
Hearing explained briefly

(from: <http://www.murrayhearing.com/hearing-explained.html>)

Our auditory system is comprised of four main sections - the outer ear, middle ear, inner ear and brain - and are all wonderfully intricate in their design and function. The first three sections each play a distinct role in taking sounds from the environment to the brain where they are finally processed and thus 'heard'.

The outer ear is comprised of the pinna (or visible ear) and canal and ends at the eardrum. The shape of the pinna aids our ability to locate sounds while the dimensions of the canal acts to amplify the weaker and higher-pitched consonant frequencies in speech.

The middle ear, beginning at the eardrum and ending at the cochlea, is comprised of the three smallest bones in the body, namely the hammer, anvil and stirrup (or malleus, incus and stapes in Latin). It's here that the sound waves are changed from the acoustic energy captured by the outer ear to a mechanical energy; the mild leverage action of these bones acts to amplify this energy.



<http://campaignforbetterhearing.ca/wdht-am/images/wdih.jpg>

<http://campaignforbetterhearing.ca/wdht-am/>

The inner ear is comprised of the pea-sized cochlea. Breathtaking in its complexity, this snail-shaped organ changes the incoming mechanical energy to hydraulic energy as it flows through this fluid-filled organ. It is there that water-like ripples undulates a membrane lined with 20-30,000 tone-specific receptor cells and in turn creates nerve impulses which are then fed to the brain, via the acoustic nerve.

The last step in the auditory system is indeed, that of the brain. Only when it receives these impulses do we finally hear.

<http://www.murrayhearing.com/hearing-explained.html>

This video shows how field sound level testing is done:

RC Quiet Systems muffler comparison

Published on May 18, 2018

Comparison between stock and RC Quiet systems muffler on a stock DLE 30 engine. RPM, engine temperature, AMA noise measurement are provided.

<https://www.youtube.com/watch?v=pvXWantl0mk>

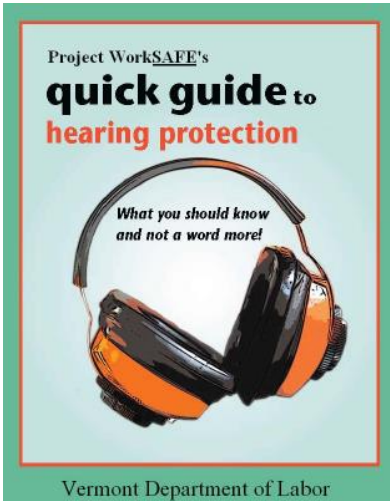
Project WorkSAFE's quick guide to hearing protection

<http://labor.vermont.gov/wordpress/wp-content/uploads/PWS-Hearing-Conservation-GuideBook.pdf>

Pages 6-7

Most hearing specialist agree: You can damage your hearing if you're continually exposed to noise greater than 85 decibels over eight hours. As noise levels rise above 85 decibels, the safe exposure time for unprotected ears falls dramatically. For example, 110-decibel noise can impair hearing after just 15 minutes of exposure.

The sound of a shotgun or a high-power rifle (about 140 decibels) is equal to about 40 hours of continuous exposure at 90dBA. Shooting 50 shotgun shells without hearing protection is equivalent to working in a 90-dBA environment for one year. An avid target shooter can produce one year's worth of noise exposure in just a few minutes!



Noise adds up. Lower noise exposure levels may actually be riskier than higher levels. For example, exposures below 95 dBA may seem annoying but not loud enough for hearing protection, yet cumulative exposure can lead to hearing loss. Noise levels above 100 dBZ, however, are uncomfortable and discomfort serves as a reminder: Wear hearing protectors.

Thanks, Rich and Bob! Thank you for your gifts to our club.



Rich Whittle donated a new windsock.

Radio Shack 33-2055
Digital Sound Level Meter
donated by Bob Mariotti



https://partydj.be/PDF-files/Handleidingen/Sound/Sphynx/sphynx_db-meter-manual.pdf

Airplane propeller sound for relaxing and sleeping - 8 hours - white noise

[Sounds and Relaxing Music](#)

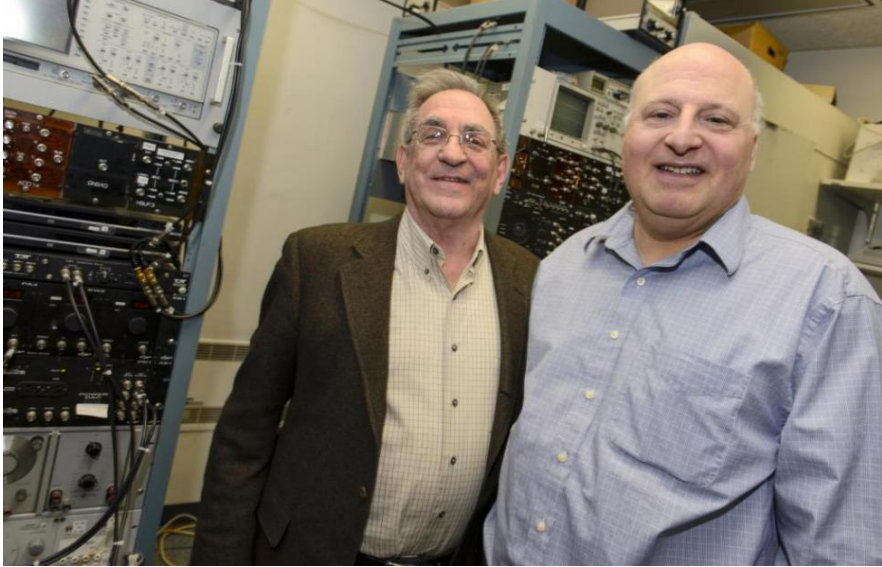
Airplane engine white noise for relaxation. Propeller sound help you sleep, meditate or concentrate for intellectual work. Also suitable for calming babies, relieving stress, soothing the mind, reducing anxiety. Take care of yourself! Sounds & Relaxing is a sound channel dedicated to physical and mental well-being.

Listen at: <https://www.youtube.com/watch?v=Tds7Onwz2-U>

Hidden Hearing Loss Detectable with New Test

Published on Dec 22, 2016

Researchers from the University of Connecticut School of Medicine have developed a new hearing test that can identify hearing loss more accurately than traditional hearing tests. Hearing difficulties are a common complaint among adults who go to the doctor to have their hearing tested only to be told that their hearing test results are normal. Constantine Trahiotis, emeritus professor of neuroscience and surgery, and Leslie R. Bernstein, professor of neuroscience and surgery, developed a hearing test that measures a person's ability to detect across-ears (binaural) changes in sounds presented at levels of loudness that are close to those experienced in normal conversations.



<http://www.wochit.com> This video was produced by YT Wochit News using <http://wochit.com>

Neuroscience researchers Constantine Trahiotis, left, and Leslie R. Bernstein are in the Psychoacoustics Laboratory at UConn Health, have developed a hearing test that detects hearing loss or deficits normally not picked up by traditional hearing tests. Janine Gelineau/UConn Health

https://www.upi.com/Health_News/2016/12/22/New-test-can-detect-hidden-hearing-loss/9721482428496/

<https://www.youtube.com/watch?v=kHcvbOaJ79s>

Some advice offered online by the Beverley And District Model Aircraft Club

How to Reduce R/C Engine Noise

- Choose your exhaust system very carefully
- Use rounded tip propellers like APC
- Select the correct propeller for the engine to keep the tip speed below 400mph
- Soft mount your engine
- Use fuel with little or no "Nitro" content
- If all the above doesn't work then you can always fly electric!

Read the entire article at: <http://badmac.btck.co.uk/Noise/ReducingNoise>

Getting and Keeping Flying Sites, 6th Edition

Getting and Keeping Flying Sites, 6th Edition, is published by the Academy of Model Aeronautics, Programs Department, 5161 E. Memorial, Muncie, IN 47302 Telephone – 800 I-FLY-AMA, Fax (765) 289-4248, www.modelaircraft.org

From Section II: Keeping What You Have

Chapter 1 How to Lose a Flying Site

If you're a member of one of those clubs that has the following kind of flying site problems, take heed. Perhaps your problem field has too many modelers, enjoying themselves too much, flying anytime they like, and not cooperating with each other and the club for the mutual pleasure and benefit of all. Take heart! You can lose that field and many more equally agreeable flying sites by the simple application of just a few basic principles of field-losing. You can even do it in a manner that will allow you to blame your club and its officers along with AMA Headquarters for your loss. It's simple to eliminate a fine flying site from your list of club assets. You can do it almost without thinking. Actually, it's easier to lose a field if you don't think. Some suggestions on losing a flying site are provided in the following 11 Commandments.

...

4. Don't concern yourselves about noise. Be complacent because mufflers aren't that effective anyhow, and there probably aren't enough homes around the field to worry about. Try to arrange for some early-morning test flights— especially on Sunday-and break in engines (unmuffled) after dusk when you can't fly anyhow.

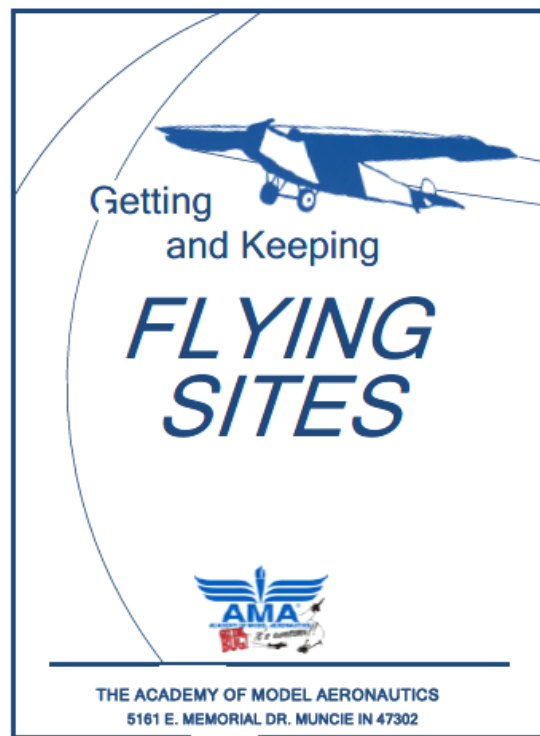
...

5. Treat any noise complaints belligerently. Let it be known that it's your field and you can darn well do anything you like on, over, or around it.

...

Chapter 2 The Golden Rules

The preceding chapter was presented tongue-in-cheek with the 11 suggestions for losing a field. But there's a simpler approach to keeping flying sites: treat others as you would want to be treated. Empathy means putting yourself in the other person's place, so empathy is the key to maintaining a good relationship with your flying site owner(s) and neighboring property owner(s). Put yourself in another's shoes. Think of how you would like a group using your property (or the property next door) to treat you. Actually, you keep a flying site in the same way you keep a friend. The land, its owner, and your neighbors are your friends and should be treated as such. One should never abuse the privilege of friendship but should always strive to maintain good personal and public relations with a friend. In short, treat a friend like a friend!



Read all eleven commandments, and the rest of this important report at:

<http://www.modelaircraft.org/sites/default/files/files/GettingandKeepingFlyingSitesFINAL2.pdf>

What are tuned pipes and how do they work?

A Tuned Pipe is something that mystifies many modelers. They all know that the "top" fliers use tuned pipes on their airplanes, and that racing cars and boats use them to get top performance. What modelers don't know is what the pipe actually is and how it works. They just see that great big, odd-looking thing hanging on the engine, and are told that it gives a very noticeable increase in power.

When the average modeler hangs a tuned pipe on his engine, he'll most likely get very little increase in the engine's power output, if at all. Why?

The secret to a tuned pipe is in the word "tuned". It is like an organ pipe in the sense that it must be a specific length to be any good at all.

A few pointers...

There is no such thing as a pre-tuned, tuned-pipe assembly. Some manufacturers advertise that their pipes are just "bolt-on". All that means is that the manufacturer is offering a broadly tuned pipe system that should work in most cases. It's not a sure thing. For proper operation, every tuned-pipe installation must be tuned for the engine/propeller/fuel combination. Change prop or fuel, and the pipe will have to be re-tuned.

If a pipe is not adjusted properly, it could result in the engine running too rich or too lean. If the pipe system is too short for the RPM the engine runs, it will make the engine run too lean, which will cause damage to the engine. If the pipe system is too long for the RPM the engine runs, the engine will trend rich, which will result in carbon buildup and wasted fuel.

Read the entire article at: <https://www.osengines.com/faq/faq-q652.html>

Finally! Something about an airplane!

Can a Fighter Jet's Sonic Boom Break Glass?

Posted on February 16, 2016 by Kevin Hobster

No, we're not talking about [Shawn Kemp](#) (a Sonic) disembodimenting the rim back in the 1990s (a boom!).

We're talking about the myth that a sonic boom will — by its lonesome — make glass shatter into pieces.



<https://military.id.me/aircraft/can-a-sonic-boom-break-glass/>

To find out the answer, we hand you over to the guys (Jamie Hyneman and Adam Savage) from the popular television show "MythBusters" via an old episode (circa 2009) of theirs. In it, Adam goes up with the United States Navy's Blue Angels to prove or disprove the "myth".

Honestly though, we're not sure what's more entertaining, the final answer to the question, or the tests they put Adam through in order for him to withstand the g-force one experiences traveling in an aircraft moving at the speed of sound.

Will he successfully avoid the gray-out/blackout? Or will he lose his lunch (they do pump him up as the "king of the cookie toss").

As for the sonic boom? **The answer is yes. And yes.** However, it came with a caveat.

In the full episode, the boys tried to break glass with flybys at 8,000, 2,000 and 500 feet. None of these produced a shatter. It was only when the jet flew supersonically over the shed at 200 feet that anything broke, and only that single window shown in the two previous links. Technically, James and Adam declared the myth "busted".

Read the entire article at: <https://military.id.me/aircraft/can-a-sonic-boom-break-glass/>

RC Propbusters: Untold

is now on Amazon Prime Video

Director: *Mark Thompson* Starring: *Bernie Liskov, Mark O'Connell, Lenny Buffinton*

This short documentary, hosted by Mark Thompson, examines the RC (Radio Control) hobby in Connecticut. The film explores how and why hobbyists would immerse themselves into this hobby. Various facets of the RC hobby such as sail planes, fuel vs electric, and club cultures are exposed throughout this first of its kind film.



63 min 2019

<https://www.amazon.com/RC-Propbusters-Untold-Bernie-Liskov/dp/B07P5FD1TK>

New England Aerotow 2019

Salem, Connecticut
May 16-19, 2019
Event Registration

<https://www.scalesoaring.com/>

<https://www.scalesoaring.com/new-england-registration>

Model of the Month

There was no model shown at the March 2019 Meeting.

Flying Field Rules Updated

Rules were voted on and approved (effective April 15th 2019) as read below:

Muffler Requirements – Giant Scale

- Single Cylinder Engines with displacement of 56cc or over are required to have full length “cannister style” mufflers or Tuned pipes to assist in reducing their noise footprint.
- Multi-Cylinder Engines with an individual cylinder displacement of 36cc’s or greater are required to have “cannister style” mufflers or Tuned pipes to assist in reducing their noise footprint.
- If an aircraft, by design or by assembly, is not capable of accepting cannister-style mufflers or tuned pipes per the requirements described above, the airplane may be tested to see if it is in compliance with the current sound guidelines/Sound test present in the club bylaws.
 - o If the aircraft meets the sound rules without the described exhaust systems above, it will be permitted to fly.
 - o Members are also always afforded the ability to have their airplane tested in lieu of the above “exhaust type” measures to ensure compliance with the sound rules to avoid making changes to aircraft that would otherwise meet requirements.

Sound Footprint – “Prop Rip”

Definition: “Prop Rip” is described as the point at which the aircraft's propeller tips achieve high subsonic and possibly super-sonic speeds resulting in a loud and audible “cracking” or “ripping” noise over and above what is observed under a lesser throttle position or “loaded” condition.

- It is realized that “prop rip” can occur accidentally under certain flying conditions and a pilot must make all efforts to minimize “prop rip” at all times.

- If a pilot's aircraft and engine enter a condition where "Prop Rip" occurs, he/she must immediately reduce power to eliminate the excessive noise.
- If a pilot continues to maintain the high level of noise caused by prop rip in excess of 5 seconds, the pilot is to be advised of the condition/warned and asked to refrain.
- If the pilot continues to create the excessive noise via Prop Rip again after being advised/warned either in the same flight or subsequent flights (exceeding the time limit set above for curing accidental ripping-conditions), the pilot and subsequent aircraft will be grounded.
- If a member is not following the advisement/warnings from club members or officers (as this is a community enforced rule), the members are to advise the Club Officers for further review and official action.
- As with any of the rules, by-laws of the club, or required conduct, failure to follow these items and/or willingly ignoring them can lead to further actions up to and including expulsion from the club via established guidelines in the By-laws.

Flight Safety Rule Addition:

- Pilots are not to purposely put their aircraft into a position where it is executing a maneuver of any nature that is considered "high energy" (High energy described as high speed and/or high airframe stress) in the direction of the flight line/pit area, parking lot, or spectating areas.
- Due to the possibility of failure of a component at any time for any reason, pilots must be diligent to ensure that they maintain all safety boundaries and make all attempts to avoid putting their aircraft into an attitude or course where if a failure were to occur, the aircraft could continue on into the designated Pit, Parking, or Spectator areas.

Minutes of the March 19th, 2019 RC Propbusters Meeting

The meeting was called to order at 7:30 PM with 22 members present.

Minutes of the February 2019 meeting read and accepted.

Treasury report:

- | | | |
|------------------------------|-----------------------------|--------------------------------|
| o Opening balance: \$4805.33 | o Expenses: \$296.80 | o Savings account: \$28,011.24 |
| o Income and dues: \$245.62 | o Ending balance: \$4754.15 | |

Read and accepted.

Events

- | | |
|---|---|
| - Field Cleanup: April 13, rain date April 14/20. | - E-Fun Fly and Swap Meet: July 13 (rain date 14) |
| - Aero Tow: May 16-19 | - Neighborhood fun fly: Aug 17 |
| - Memorial Fun Fly: June 15-16 | - Danielson Airport Demo: June 8 |

John Banks reported that NEPRO requested RC Propbusters hold a Pylon Event on Sept 21st or 28th. Discussion followed. Due to safety concerns and repeated difficulty in obtaining sufficient club volunteer support to run pylon events at this time, club members voted not to sponsor the requested pylon event by a vote of 7 in favor; 10 opposed to sponsorship.

Other event dates were voted on at the February meeting and are listed here for clarity.

- Plainfield town business management asked us to do a demo. No date set yet.

Meeting minutes continue on next page

Old Business:

- Mark Thompson reported that his movie, “Propbusters: Untold”, is available on Amazon Prime Video free to Prime Video members and for a small fee (\$1.99 per view) to non-members. He reported that there have been over 700 viewings of it so far (over 45,000 minutes)
- Bill Mares reported that the May club meeting will be held at our club field due to unavailability of Salem Public Library on May 21; rain date would be the following Tuesday at the Salem Public Library.

New Business:

- New member, Tom Rocheleau, AMA officer, provided an update on current AMA activity, including a report on the recently held AMA Expo East where attendance was down to only a couple of hundred people. He also provided details on modified FAA-required marking requirements for “drones” – registration markings must be on the outside of aircraft, though exact location and size is not specified. AMA has requested an exception for Scale Aircraft.
- Tom Rocheleau also mentioned that the AMA Executive Committee will be addressing reports from multiple clubs of repeated unsafe flying by a particular AMA North East region member, in closed session at their next meeting.

Good and Welfare:

- Rich Whittle generously donated a new wind sock to the club – Thank you, Rich!
- Bob Mariotti donated a new Radio Shack digital dB Meter which will be kept in the trailers at the field. Thank you, Bob! This will be available to members to check noise level on their aircraft and to ensure compliance with club noise limitation requirements.
- Follow on item to February meeting discussion and actions regarding Hossein Nadimi’s repeated unsafe flying, despite numerous warnings by club officers and members:
A notification to “Cease and desist all flying on club property – until further notice” was sent to Hossein. He was also informed that a vote would be taken regarding his ability to remain a club member going forward. He has not renewed his membership in 2019.
- A motion was brought forward: “Motion to decline to renew Hossein Nadimi’s membership in the RC Propbusters going forward, unless otherwise voted by the club membership; and to immediately ban Hossein Nadimi from RC Propbusters Club property.” Motion was seconded and unanimously approved by voice vote.

New Members

- John Skopek was voted in and welcomed to the club.

Show and tell

- Rich Whittle displayed the new bright orange wind sock he has donated to the club.

Club Officer attendance:

 X President X Vice President X Treasurer _____ Secretary X Safety Officer
 X Field Marshall

Meeting adjourned at 8:55

Respectfully submitted by Ed Deming for Peter Sylvester.

