

# Gatorflyer

A Publication of the Flying Gators Model Aircraft Club — Gainesville, Florida



Volume 16 Issue 2

AMA Chartered Club since 1969

February 2016



Some days you win and others you lose. John C was giving this SE-5. to Dan Trunk, but the demo flight was wild to the bitter end, way out of trim and doing maneuvers not in the book until the dreaded figure 9.

## FAA REGISTRATION

Like it or not, all of us who fly R/C models are now required to register with the FAA. The AMA has informed its members that as of now, efforts to acquire specific exemptions have failed and now recommends registration be done before the deadline of February 19th, 2016.

Protest, complain, or gripe all you want – but the FACT is that we are bound to comply with the Federal Aviation Administration's new Regulation or be subject to severe penalties. Actual registration is quite simple; go to the Web Site: <https://www.faa.gov/uas/registration/> The site, unlike Obamacare, is well designed and walks you right through the simple process, ending up with an E-mail with a printable Registration Card with your number on it. That number is the one that you are required to have on or in each of your models.

The AMA, on February 5th, released a video explaining its position on the issue as well as answering most all recurring questions asked by AMA members or clubs. Take a few minutes to view it at:

<https://www.youtube.com/watch?v=zQmzoA4DR84>

I've had to deal with the FAA most of my adult life – Having heard "Good day! I'm from the FAA and I'm here to help you." many times during my 25 years flying for Pan Am. They can do damn near ANYTHING they want to do. They do not deal with laws of the land; they deal in FAA Regulations that they cast into cement. I assume you have heard of the no-fly zone around greater DC area. Just last month, it was extended to a 30 mile radius of Reagan National Airport (DCA). Virtually overnight that change has wiped out some 13 long-established R/C club flying sites – just like that. Sure, they can appeal, but it will take years.

Realistically, the odds of a FAA rep showing up and checking for compliance are slim to none, but I don't think we can afford to gamble and as much as I dislike it, I believe all flying members of our club should be in compliance with the FAR. Consider it a simple preemptive step to show we are a responsible AMA chartered club. No sense bitching about it nor griping at the AMA – it's a done deal for now. At this time, I concur with the AMA in not requiring our club to police our membership and verify FAA registration. To that end, I will make a motion at the next meeting that the Flying Gators issue a policy statement strongly recommending that club members be in compliance. I urge all responsible members to support it.

*Lyman Slack AMA Leader Member*

*Endorsed by Red Scholefield AMA Dist-V Safety Coordinator*



## Another addition to the DeCarlis Air Force

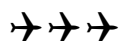


Pat DeCarlis is very happy with his new addition.

The Mitsubishi A6M "Zero" is a long-range fighter aircraft, manufactured by Mitsubishi Heavy Industries, and operated by the Imperial Japanese Navy from 1940 to 1945. The A6M was designated as the Mitsubishi Navy Type 0 Carrier Fighter or the Mitsubishi A6M Rei-sen. The A6M was usually referred to by its pilots as the "Reisen" (zero fighter), "0" being the last digit of the Imperial year 2600 (1940) when it entered service with the Imperial Navy. The official Allied reporting name was "Zeke", although the use of the name "Zero" was later commonly adopted by the Allies as well.

When it was introduced early in World War II, the Zero was considered the most capable carrier-based fighter in the world, combining excellent maneuverability and very long range. The Imperial Japanese Navy Air Service ("IJNAS") also frequently used the type as a land-based fighter.

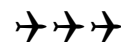
In early combat operations, the Zero gained a legendary reputation as a dogfighter, achieving the outstanding kill ratio of 12 to 1, but by mid-1942 a combination of new tactics and the introduction of better equipment enabled the Allied pilots to engage the Zero on generally equal terms. By 1943, inherent design weaknesses and the failure to develop more powerful aircraft engines meant that the Zero became less effective against newer Allied fighters, which possessed greater firepower, armor, *(the Zero employed no armor)* and speed, and approached the Zero's maneuverability. Although the Mitsubishi A6M was outdated by 1944, design delays and production difficulties *(not to mention the B-29 raids on the Japanese factories)* of newer Japanese aircraft types meant that it continued to serve in a front line role until the end of the war. During the final year of the War in the Pacific, the Zero was also adapted for use in *kamikaze* operations. During the course of the war, Japan produced more Zeros than any other model of combat aircraft.



## January 6th, 2011



Early morning exactly 5 years ago. Were we tougher then, braving the cold. But wait, are we not having global warming? While we have had some spots of warm mornings it seems that they are fewer and further between. Or is it simply the aging process that has slowed a lot of us down.

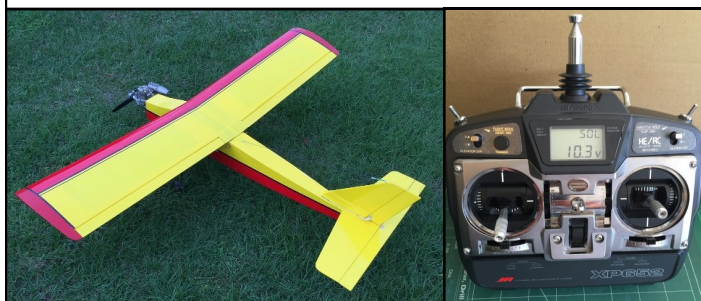


### !!! PRICE REDUCTION !!!

Aircore 40 trainer with JR F400 transmitter, servos, charger, & Enya 50 CX engine. \$120.00



Solo sport (Red & Yellow color) with JR XP 652 transmitter, servos, charger, & Enya 50CX engine. \$155.00



Sig Field Boss - 100% fuel proof. Includes Hobbico power panel. Spacious enough for all your flight gear including 3 pull out drawers. \$45.00

Contact Herb @ (352) 226-0330 or [k4hmk1@gmail.com](mailto:k4hmk1@gmail.com)



## Before the psychological castration of America.

Note the date and publication. Nearly a  
hundred years old.

As one who lived in similar times I have to  
ask, Is our country a better place now?  
Give this some thought as you ponder  
your vote in our March and August prima-  
ries and finally in November.

# Trigger Magic

*Have the fun a Winchester brings*

What a good time you could have this  
summer with a real Winchester!

You're big enough now to have a gun;  
you've outgrown a bean-shooter. Toys like  
that are no fun any more, anyway.

Your Dad can tell you about Winchesters.  
Ten to one he had one himself when he was  
your age.

Ask him if he doesn't still remember the  
first time he pulled the trigger, if he still  
doesn't feel the spell of *trigger magic*.

You know what trigger magic is. It's that  
thrill you get when you crook your finger and  
see the bottles you are aiming at break into  
hundreds of pieces. Your eye can't follow the  
bullet, but it goes straight as a die right where  
you want it to go. That's what gives you that  
glow of pride.

### Get Dad on your side

Tell him what a gun will do for you. Tell  
him it will teach you responsibility, self-control,  
self-reliance, and make you a good citizen of  
the future.

Tell him that sooner or later your natural  
interest in a gun is going to make you get  
your hands on a gun, so the sooner you learn  
the correct use of a gun the better. Remem-  
ber it's just as important for you to know how  
to handle a gun safely as it is for you to know  
how to swim.

### How'd you like to own one of these medals?

There's only one thing you could show the  
fellows with more pride than a beautiful, shiny,

brand-new Winchester—and  
that's a Winchester Silver  
"Marksman" Medal, or a  
bright Gold "Sharpshooter"  
Medal.

Just look at the medal on  
this page. Wouldn't you like to own one?  
Read underneath it and find out how you can  
win one just like it. Then go to Dad. Ask  
him now. Of course you'll tell him it's a  
Winchester you want.

### What the name "Winchester" means

The Winchester Company is the greatest organization  
of its kind in the world. It makes a gun that cannot be  
duplicated by any other manufacturer.

No Winchester barrel varies one one-thousandth of an  
inch from a straight line, or one one-thousandth of an inch  
in thickness or diameter. Winchester craftsmanship is  
based on fine watchmakers' standards.

Every gun or rifle that bears the name "Winchester" is  
fired over 50 times with excess loads for strength, smooth  
action and accuracy.

All Winchester barrels are finished by the Bennett  
Process, which gives the barrel a finish that lasts a life-  
time; hard to scratch and resists rust. All the color and  
gloss is in the metal itself—there is no artificial coating used.

This care in manufacturing explains why more Win-  
chesters are used by expert shooters than all other small  
arms combined.

There is a place near you, either in the open or at a club,  
where you can shoot. If you do not know where to shoot,  
write us and we will tell you where and how you can.

Go to your dealer and look over the new stock of Win-  
chesters. Ask the dealer for the catalog and the booklet  
on the proper use of a gun. If the dealer cannot supply  
you, write direct to us.

WINCHESTER REPEATING ARMS CO.  
Dept. 29 NEW HAVEN, CONN.



### BOYS AND GIRLS

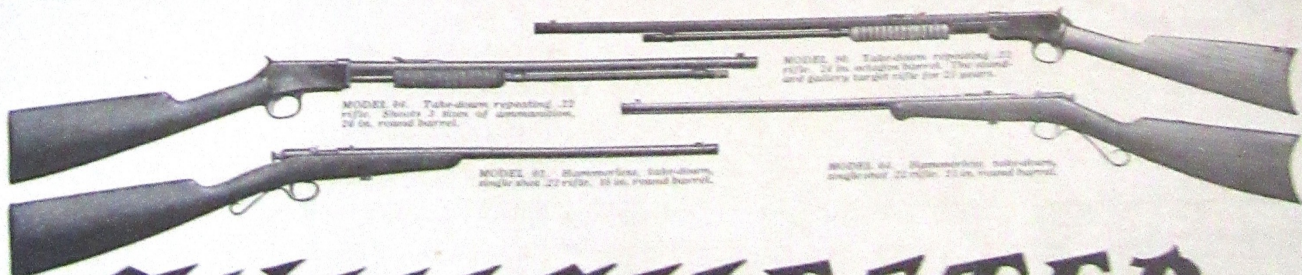
Winchester Medals for skill  
with the Rifle

The Gold "Sharpshooter"  
Medal goes to any boy or  
girl under 16 who makes the  
first grade score with a Win-  
chester.

The Silver "Marksman"  
Medal goes to the boy or girl  
who makes the second grade  
score.

Go to your dealer today; he will  
give you sample target and booklet  
explaining the full conditions of  
the contest. This booklet also tells  
you how to get the best results from  
your Winchester. The dealer will  
also supply you with plenty of  
targets.

If your dealer cannot supply  
you, write to the Winchester Re-  
peating Arms Co., Dept. 29, New  
Haven, Conn.



# WINCHESTER

World Standard Arms and Ammunition



## Member e-mail list—make sure we have the right one for you.

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Washington	Frank	fwashing@yahoo.com

**VACUUM BAGGING COMPOSIT WINGS**

Don MacArthur will demonstrate vacuum bagging of composite wings at the club meeting (weather permitting). This a technology that gives you unbelievable strength in the wings used primarily in high performance sale planes. It is almost mandatory in discus launch gliders.

**2016 R/C & SPECIAL EVENTS**

Feb 27 All Electric Fly-In/Swap O.F.M.C. Ocala  
 Mar 4~5 **15<sup>th</sup>** Southeast Model Show G.A.M.A. Perry, GA  
 Mar 10~12 **19<sup>th</sup>** Florida's Jets F.T.E. Lakeland  
 Mar 12 **2<sup>nd</sup>** Dawn Patrol O.F.M.C. Ocala  
 Mar 19~20 **6<sup>th</sup>** I.M.A.C. O.F.M.C. Ocala  
 Apr 2 **11<sup>th</sup>** Big Bird Fly-In O.T.O.W. Ocala  
 Apr 2 Fun-Fly H.A.M. Brooksville  
 Apr 5~10 **42<sup>nd</sup>** EAA Sun 'n Fun vEAA Lakeland  
 Apr 9~10 **5<sup>th</sup>** Kingdom of the Sun Pattern O.F.M.C. Ocala  
 Apr 9 **14<sup>th</sup>** Big Bird Fly-In Tri-County Dunnellon  
 Apr 10~12 **61<sup>st</sup>** Toledo Model Expo Weak Signals Toledo OH  
 Apr 10~16 **14<sup>th</sup>** S.E.F.F. Fayette Flyers Andersonville GA  
 Apr 16 **20<sup>th</sup>** Spring Fling O.F.M.C. Ocala  
 Apr 27~May 1 **28<sup>th</sup>** Top Gun F.T.E. Lakeland  
 May 7 Big Bird H.A.M. Brooksville  
 May 7~14 **34<sup>th</sup>** Joe Nall Triple Tree Aero Woodruff SC  
 May 28 **13<sup>th</sup>** All Electric Fly-In O.W.L.S. Morriston  
 May 30 Flying Gators Club Picnic Gainesville  
 Jun 4<sup>th</sup> **7<sup>th</sup>** All electric Fly-In Tri- County Dunnellon  
 Jun 18 Fun-Fly H.A.M. Brooksville  
 Jul 25~31 **64<sup>nd</sup>** EAA Air Venture EAA Oshkosh WI  
 Aug 20 **7<sup>th</sup>** Hot Deals Swap Meet H.A.M. Brooksville  
 Sep 10 21st End of Summer Fly-In O.F.M.C. Ocala  
 Sep 17<sup>th</sup> **16<sup>th</sup>** Yeager Warbird Fly-In Tri-County Dunnellon  
 Oct 8 **3<sup>rd</sup>** Hellings Benefit Fun-Fly H.A.M. Brooksville  
 Oct 8 **16<sup>th</sup>** Open Fly-In O.T.O.W. Ocala  
 Oct 20~22 **3<sup>rd</sup>** 12 O'clock High F.T.E. Lakeland  
 Nov 19 Big Bird H.A.M. Brooksville  
 Dec 3 **18<sup>th</sup>** Santa Fly-In Tri-County Dunnellon  
 Dec 17 **7<sup>th</sup>** Cool Deals Swap Meet H.A.M. Brooksville

**DON'T FORGET NEXT MEETING**

**Saturday, Feb 13th at 10 am at the Club Field.**

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