



# Lake County Modelers and Flyers Assn.

PO Box 398, Baldwin, Mi 49304

**Propwash**

**Jan 2026**

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**The next LCMFA Monthly Meeting is Jan 14 at 7:00 PM at the Baldwin Village Hall located at 610 Washington Street in Baldwin**

### News From AMA (Continued)

I now ask the AMA leadership why they do not publish their EC meeting Agendas and try to ensure that the Associate VPs and Leader Members are NOT given the Agendas and adequate time to provide comment on Agenda topics? I now also ask the AMA EC members why they are angry when one of the District VPs solicits comments from his constituents before voting?

Fortunately, this time our District VP asked his constituents and went to the AMA EC meeting asking the right questions. He also went with more than enough of the facts to effectively counter the proposed rules. He chose to represent us, in spite of the fact that several EC members were upset that he checked with his constituents.

**Again, there needs to be a significant culture change at the AMA!**

On the inside of this issue of *Propwash* I will state what went on regarding this and other issues in the last two weeks. Via our turbine pilots and my other network connections awareness of AMA EC's negative behavior went viral, ... nationally. The AMA leadership needs to change the culture. We are planning to help them do exactly that!

*Len*

### News From AMA's EC Meeting

By now you should know that the AMA Executive Committee (EC) tried to sneak through a couple new restrictions on turbine aircraft design and operations. I was told that some of the EC members were angry that our District VP uncovered their plans and solicited comments from our membership. **Truly there needs to be a change in the culture exhibited by certain AMA EC members!**

The good news is our District VP was able to challenge what was going on and get the EC to **NOT** pass the proposed rules.

The bad news is the AMA is not informing its membership of proposed rules that may be overly restrictive or trying to fix an issue that does NOT exist! AMA's exhibited culture has the potential to preclude further advancements in technology and innovation that our turbine pilots tend to exhibit.

Continued >>>>>

### LCMFA 2026 Event Schedule

**Midwest Jet Pilot's Spring Fling - June - 9 - 13, 2026**

**West Michigan RC Expo - July - 7 - 11, 2026**

**Midwest Jet Pilot's Boondoggle - August 11-15, 2026**

**West Michigan Fun-Fly - September 11 - 13**

## So, What is This All About?

Last week the AMA District 7 VP asked me how I felt about a couple new rules the AMA EC was going to discuss and possibly vote to approve two new turbine restrictions. The first proposed rule was to ban flying Jets via First Person View (FPV) and the second rule was intended limit the size of turbines output w/o exempting LTMA1 and LTMA2 aircraft which already have much higher limits.

I read the proposals. The wording in both rules clearly were not ready for a vote. Both rules had the potential to restrict future technology innovation and both had an impact, as worded, to significantly restrict current turbine operations. Both rules preempted local control of our operations w/o anyone ever reporting any significant problems.

Also, I was left wondering why the proposers were only considering turbine operations when clearly other power sources carried the same risks. Also, why ban FPV when some jet pilots are already doing that w/o any safety issues?

As I analyzed the rules' wordings, I realized that I did not have all the answers. But having discussed similar situations with AMA's rulemaking process and resulting rules with other jet pilots who had been involved with AMA rulemaking since turbines were first made available to recreational modelers, I decided to ask the LCMFA members and my other contacts, who I know, that had the history and experience of helping implement the current turbine rules.

I prepared the letter I sent out to our membership and copied them on the various resulting discussions. Apparently, my networking with other long-time jet pilots resulted in my pursuit going viral, ... nationally.

Continued >>>>>>>

## "Now for, the Rest of the Story!"

The end result is our District 7 VP challenged these two over-reaching proposed rules. **The proposed rules were NOT approved by the AMA EC.**

However, it became clear that some members of the AMA EC were not happy that our District VP asked his constituents to provide related information. But, he was well prepared to counter what was being proposed.

Another potential effort that resulted from our investigations is, it has been said that the current AMA SIG may not be supportive of turbine operations. It appears that "they are continuing their long-standing opposition or lack of understanding of turbine operations."

Also, one of my contacts contacted some of the national vendors and other pilots. The idea came to light that another group needs to form to more effectively help AMA and the current Special Interest Group (SIG) understand the current scale of turbine design & operations.

LCMFA has two member LTMA2 Inspectors and several very experienced large model turbine operators. We draw turbine pilots from all over the Midwest and beyond. With our 4 events and many mini-rallies, we have a large "foot print" in District 7. Apparently, we have credibility!

So some of us are circling back in a couple weeks to discuss what a new advisory organization would look like, and who would be the likely partners in that organization.

**Hopefully, our new AMA President is open to changing the culture at AMA. If so, maybe a new group of vendor reps, our pilots, or CDs and inspectors can help AMA make better decisions without having to consider poorly worded and over-reaching future rules. *Len***

## Now for Some Good News!

AMA has been making progress getting authorization to allow greater than 700' - 1200' altitude waivers in uncontrolled airspace. They have been working with the U.S. House Reps on a bill that would open up uncontrolled airspace. We are told we may even be able to get up to 2000', for example.

The current house bill is out of Committee and nearing a full House vote. AMA is gearing up to start working with the U.S. Senate to get a companion bill started.

Our legislators have a full year to get this done. However, there is no telling how the FAA will react to a completed bill. Seeing a change in the field may still take some more time.

On another note, the rule the FCC recently implemented, without a comment period and w/o considering the vast unintended consequences of a rule passed w/o soliciting comments has led to a lot of industry reps and hobbyist pushing back. I have already sent related correspondence to AMA and had several discussions within my contact network people regarding this knee-jerk action of the FCC's.

The banned items include LiPo batteries, motors, new design RF equipment and many other items. However, if the items are dual use, then certain items are not necessarily banned.

However, components that are currently FCC accepted, are NOT on their no import list. But new products are banned.

The ban impacts several major industries (e.g. Agricultural, law-enforcement, hobbyist, etc., etc. and list goes on, ... and on.) Also, can you imagine the mess that they created for U.S. Customs having to sort out the banned items?

Anyway, we'll have to see how this new FCC rule plays out. **Clearly this knee-jerk action from the FCC was not well thought out and ready for "prime time!"**

## Finding Paradise

**Having a 1200' driveway is great, right until you have to keep the snow out of it so service vehicles can daily get into help your parent! It also helps when your snow removal equipment does not keep breaking down. It helps even further when you do not have to deal with recovering from a recent knee replacement while the above unusual winter is dumping on you!**

However, the most important of all is that we can't be out on the field flying, like in a previous year we were flying on February 4th! But, ... there is a fix for this.

Consider a trip to a southern located site for a couple days or even a couple weeks. There are lots of clubs that allow guests. Or you may even want to join. I am a member of the Ocala, FL club.

But you do not need to go that far. Recently a couple of our members went down to Rosewood, Indiana for three days of great weather and great flying. Rosewood's site is one of the best flying sites I have been to. And best of all, the weather is typically nice and a local casino hotel is only a few miles away. Nothing better than warming up at night in the casino! Right?

This past week a couple of our fliers made the trip to Rosewood. I am told the weather was great (i.e. warm with little wind) and even one of the Team F.R.O.G. members showed up to escort them. We have the contacts to make such coordination happen!

Or head on further down to Florida. There are several clubs within 1-2 hours of Orlando. Or stop in and visit the BVM, Dreamworks, Aeropanda, or PowerBox employees. They always seemed to have time to show me around the shop and B.S. a while.

So, ... think outside the box. A couple days down south may be just the ticket to beat that cabin fever!

## Crew Appreciation Dinner

Considering the snow storm that was eminently looming, we had a nice turnout. Door prizes included a couple nice Bind-N-Fly airplanes and lots of other items. Everyone went home with a door prize.

The service was greatly improved from last year's dinner. Everyone got their meals in a timely manner. The venue owner was waiting on us. (It pays to have connections. EH?)

There was some discussion about when was the best time to do such an event. It may be done even earlier next year. Maybe in September of October, etc. ??

There was a lot of discussion going on amongst the various table groups. A lot of thank yous and praise was addressed for the various crews and their contributions.

This past year some different members took on the challenges of the Main Event Area maintenance. I greatly appreciated that. They even donated their own lawn mower. This is a great group of Jet Guys that makes sure that the Main Event Area is always ready for the next event or mini-rally! That was one job I was glad to be "fired" from!

It was nice to see some of the members that I have not been typically seeing on the field. They are usually working behind the scene, seldom looking for any recognition. Then there are the doners who provide very significant financial support! They come too. Sometimes I think they come to "heckle" me. But given the amount our doners contribute, I look forward to the heckling!

I personally thank every one of you that have contributed to our events, site operations and maintenance! Thank you!



One may ask, "What does a F.R.O.G. do?" Or to get a better idea, one also may ask, "What does F.R.O.G. stand for?" I'll bet you would like to know. EH?

Well, ... the best thing to do is ask a F.R.O.G. team member. This is because what it stands for depends on what is happening to the team member on that day! So, what a F.R.O.G. may tell you today, may be different from what a F.R.O.G. told you yesterday.

Of course on any day you may find a F.R.O.G. frogging' around. But what he is froggin' with may differ each day or time of the day. Even the type of progress being made by a F.R.O.G. may change the answer you get.

So if you want to figure out what F.R.O.G. stands for, you are going to have to ask one of its team members.

This month we are even working on getting some Team Shirts to help non-F.R.O.G.s identify who to ask about the F.R.O.G.

The F.R.O.G. Team Members are an "elite" group. You got to be a little froggie to be a member. So, when you see the logo, feel free to ask, ... or not! I'll bet you get an answer to your question, ... or ... maybe not!



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# What R U Building?



This month, I have finally started putting together the BVM F-15. I have a fresh K160 installed and decided to install a Synapse Receiver. I have used Powerbox Mercuries for many years. But when they changed to external Gyros and only two receiver ports, it signaled to me it was time to change.

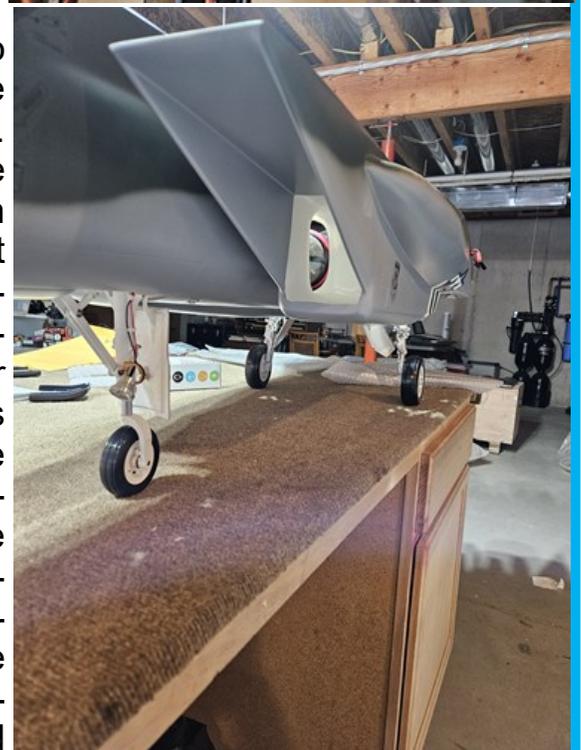
While the Synapse has an external gyro, it still utilizes 4 remote serial receivers. Four receivers allows you to have one antenna polarized with the transmitter antenna regardless of the Txer's antenna's and plane's positioning.

Cross-polarized antennas theoretically lose 97% of the RF signal. Who wants to fly with 3% of the potential RF signal? Of course there are other RF factors involved. But who in their right mind would want to give up even 50% of the potential signal?

The only problem left to resolve here is wire management. With 16 channels and a BVM Master Control Unit, wiring can be a challenge!

Now onto the control throws and the CG. So far it feels a bit nose heavy even with the big old Gen 2 turbine in the back. Looks like smaller batteries in the front, or I am stuck moving them back! But there is plenty of room in this bird!

I know that there are other members building out there. But recently, the pictures and descriptions have been sparse. So this month you are stuck with my pics !



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