

Pilot Briefing

May 1 2013

Volume 5 Issue V



Upcoming Events– May

1-5th Top Gun Regular Meeting PUMC 7 PM

6th—Regular Meeting -PUMC 7 PM

11th– Taconic Float Fly -9AM

11th-18th Joe Nall

20th—Board Meeting PUMC 7 PM

25-26th MCRCS Jumbo Jamboree.

Officers:

President :
Warren Batson

Vice President:
John Philbrick

Secretary:
Flavio Ambrosini

Treasurer
Fred Dimaria

Membership:
Rob Stubbs

Field Director-Wallkill
Rick Rizza

Field Director– Red Wing
Rob Shulze

Flight Instructor
Warren Batson

Safety Officer
Jerry Rohling

News Editor
Ron Revelle

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Bob Allen
Mark Giardino

President's Corner

Hi members,

The flying season has finally arrived. From what I hear the fields are getting good use. While early in the season I have already heard about some injuries at the bench while doing preseason equipment checkouts. It is great to hear members doing preseason equipments checks, I do this every year and I think everyone should. Cycle your batteries, check all your pushrod connections and hardware, the list can go on and on. While working on electrics on the bench, the experts highly recommend removal of the propeller before plugging in any motor battery.

Modern electric motors can take full no load throttle without receiving any damage. I have already heard of one of our members getting hurt from his electric motor going to full power while on the bench. I was shown a picture and it looked like it smarted quite a bit. As a person who has had this happen I can personally attest that it happens faster than you can blink. I was very fortunate that it was mid-winter and my basement is very cold so I had on multiple layers of heavy clothing. I did not get cut but I can tell you, the 14 inch prop but a major hurting on me for a few days.

We are all very eager to get out and fly but, let's keep our heads sharp for safety and also keep the rest of our body's injury free.

I also would like to remind everyone to check on people you may not know while at the field to see if they are a Mid Hudson member. We have taken in about 6 new members in the last few months. They should not mind if you politely ask them if they are a Mid Hudson member.

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You also, should not feel bad asking them if they are a member, we all have to protect our fields. They are hard to come by.

Reminder that the May meeting will be the last club meeting held at the church. Our summer (June, July & August) meetings will be held at the Walkill field on a Saturday. Look at our web calendar for the dates. I did get 3 volunteers to organize the summer meeting food events, so our summer meetings will also be a club provided picnic at noon time. Please make sure you thank the volunteers when you attend.

There will be a presentation at the May meeting about the proposal of the Sours club merging into the Mid Hudson club. An email on this was sent out over this past weekend. I will have a good presentation setup showing satellite pictures of the field locations and actual pictures from walking both fields. There will be time to answer all questions and then a vote will be made on the proposal. If you are interested in the details, please plan on attending.

Events:

Lake Taghkanic State park Float Fly,
Saturday May 18th, 9am to 5pm
Anything RC, Power boats, Sailboats, aircraft etc.. We usually rent or have a retrieve boat available.

Club Funfly - Date to be announced.

Flavio and myself have received many event flyers from local clubs within a 3 hour drive from the Hudson Valley. If you are interested in attending one of these local events please see the MHRCS web site which will contain the actual flyers.

Hoping all members have the time to enjoy our great fields and look forward to seeing you at the club events.

Warren Batson
MHRCS President



Graham Jacobs with his Storch aircraft. It was maiden successfully at Walkill in April. It looks great in the air and lands beautifully. The second flight of the day included a loop and a roll. Graham plans to take it to Warbirds over Delaware this summer.

Wallkill Field Work Party? By Ron Revelle

First off, why do they call it a work party?

A quick check on the meaning of the word party online reveals:

“par·ty

/ˈpɑrtē/

Noun

A social gathering of invited guests, typically involving eating, drinking, and entertainment.

Verb

Enjoy oneself at a party or other lively gathering, typically with drinking and music.”

Maybe the eating, drinking and music started after I left the Wallkill field on April 13th.

I must admit that the word party has some other meanings that took me by surprise. Nuff said about that. But combination of words “work party” is more of a oxymoron. One of my associates used to call for a “working lunch.” That was a thrill too. It was really an invitation to have indigestion.

But in the spirit of the things....here are some photos of the Wallkill Work Party!



Party on Guys!



At least one person came fully expecting a party!



Well, on second thought, it does appear to be a social gathering. And it does resemble the workers on many road crews you see “working?”. Oh, now I understand the meaning of a work party. Excuse me, live and learn....

In all seriousness, the Wallkill field was in really good shape this Spring. A special thanks to for Bill Christiano for transporting the roller and saving the club quite a few bucks. And thanks to all who turned out to lend a hand in getting everything set up for the season.



The nice foam P-51 belongs to Jonathan. He got it from Banana Hobby. It is decked out with flaps, and retracts. Naturally it flies beautifully with Jonathan at the sticks. He performed a number of maneuvers with it including a perfect eight point roll. When the editor was flying, Jonathan came up to him and innocently asked if the editor was going to any contests this year. With a smile, the reply was: “not the ones **you’re** going to.” It is always a joy to spend time at the field with Jonathan. Or for that matter, anywhere.



Jonathan's P-51 on its final approach.



Charlie, backed up by Chris, gets ready to taxi his 1/4 scale gasser that he recently purchased from some old bearded guy in the club. The plane looked vaguely familiar, but it sure flew really well this time.

Never make a wise crack aimed at a man with a barrel of ink, Rickenbacker. What was that you said about a WRAM Show newsletter.....you are being let off easy this time.



Another of Charlie. This time he is with his B-25. We look forward to seeing it in the air. Especially looking forward to seeing you fly it at Warbirds over Delaware.

Let's Talk Safety by the editor

President Batson started this newsletter discussing preseason checks and safety. Let's continue. I am asking everyone to read the AMA Safety Code below. I have omitted the exceptions to 1a. and the turbine guidelines as well as the free flight and control line guidelines because they do not impact us at this time. It doesn't matter how long or how short a time you have been in this hobby, please review the guidelines now and I will continue at the end of the guidelines on page 7. (sorry John, had to go to the seventh page)

Academy of Model Aeronautics National Model Aircraft Safety Code
Effective January 1, 2011

A. GENERAL: A model aircraft is a non-human-carrying aircraft capable of sustained flight in the atmosphere. It may not exceed limitations of this code and is intended exclusively for sport, recreation and/or competition. All model flights must be conducted in accordance with this safety code and any additional rules specific to the flying site.

1. Model aircraft will not be flown:

- (a) In a careless or reckless manner.
- (b) At a location where model aircraft activities are prohibited.

2. Model aircraft pilots will:

- (a) Yield the right of way to all man carrying aircraft.
- (b) See and avoid all aircraft and a spotter must be used when appropriate. (AMA Document #540-D-See and Avoid Guidance.)
- (c) Not fly higher than approximately 400 feet above ground level within three (3) miles of an airport, without notifying the airport operator.
- (d) Not interfere with operations and traffic patterns at any airport, heliport or seaplane base except where there is a mixed use agreement.
- (e) Not exceed a takeoff weight, including fuel, of 55 pounds unless in compliance with the AMA Large Model Aircraft program. (AMA Document 520-A)
- (f) Ensure the aircraft is identified with the name and address or AMA number of the owner on the inside or affixed to the outside of the model aircraft.
(This does not apply to model aircraft flown indoors).
- (g) Not operate aircraft with metal-blade propellers or with gaseous boosts except for helicopters operated under the provisions of AMA Document #555.
- (h) Not operate model aircraft while under the influence of alcohol or while using any drug which could adversely affect the pilot's ability to safely control the model.
- (i) Not operate model aircraft carrying pyrotechnic devices which explode or burn, or any device which propels a projectile or drops any object that creates a hazard to persons or property.

B. RADIO CONTROL (RC)

- 1. All pilots shall avoid flying directly over unprotected people, vessels, vehicles or structures and shall avoid endangerment of life and property of others.
- 2. A successful radio equipment ground-range check in accordance with manufacturer's recommendations will be completed before the first flight of a new or repaired model aircraft.
- 3. At all flying sites a safety line(s) must be established in front of which all flying takes place (AMA Document #706-Recommended Field Layout):
 - (a) Only personnel associated with flying the model aircraft are allowed at or in front of the safety line.
 - (b) At air shows or demonstrations, a straight safety line must be established.
 - (c) An area away from the safety line must be maintained for spectators.
 - (d) Intentional flying behind the safety line is prohibited.
- 4. RC model aircraft must use the radio-control frequencies currently allowed by the Federal Communications Commission (FCC). Only individuals properly

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(RC) licensed by the FCC are authorized to operate equipment on Amateur Band frequencies.

5. RC model aircraft will not operate within three (3) miles of any pre-existing flying site without a frequency-management agreement (AMA Documents #922-

Testing for RF Interference; #923- Frequency Management Agreement)

6. With the exception of events flown under official AMA Competition Regulations, excluding takeoff and landing, no powered model may be flown outdoors

closer than 25 feet to any individual, except for the pilot and the pilot's helper(s) located at the flight line.

7. Under no circumstances may a pilot or other person touch a model aircraft in flight while it is still under power, except to divert it from striking an individual.

This does not apply to model aircraft flown indoors.

8. RC night flying requires a lighting system providing the pilot with a clear view of the model's attitude and orientation at all times.

9. The pilot of a RC model aircraft shall:

(a) Maintain control during the entire flight, maintaining visual contact without enhancement other than by corrective lenses prescribed for the pilot.

(b) Fly using the assistance of a camera or First-Person View (FPV) only in accordance with the procedures outlined in AMA Document #550.

Ok, I will assume you have read the guidelines. When you get to the fields again, please read the field safety guidelines posted there. It is everyone's business to see that they are followed. Some basic reminders on pilot protocol might bear mentioning. For example, never even think of taking off with someone on the runway. Ask them to move back if they are standing too far forward, or wait till they are totally off the runway before starting your takeoff. I have seen latter violated already this year. Years ago when the club was the IBM RC Club there was a member, and a really great guy, but if he had a problem with his plane he would absent mindedly walk out on the runway while planes were in the air. More than once we had close calls. If you need to clear the runway of your plane, ask the pilots flying permission to venture out clear the runway. And then, do it quickly. Announce your landings and take offs loudly so others at flight stations will know what you are doing. There is no room for carelessness in this hobby. It is also a good idea to do a preflight check of your plane's control surfaces before each flight. This could go on and on, but I will stop here. If you have younger or new pilots under your supervision, please help them learn the proper protocols. It is encouraging to see some younger pilots becoming active in the hobby in our club.

In previous years, President Warren has offered flight training at Red Wing Field. You may want to check with him to see what his schedule will allow this year. I am willing to schedule flight training at the Wallkill field if there is a need. Sessions would be on some weekday evenings.

Together, let's make the 2013 flying season a successful and safe one for everyone.

CAVU, Ron Revelle