

# Pilot Briefing

Volume 4 Issue IV

April 2012



## Upcoming Events– April

2nd—Regular Meeting and **Project Night** – 7 PM PUMC

13-15 Toledo Show—Toledo, Ohio

14th Wallkill Field Work Party 9AM– rain date –4/21

16th Board Meeting 7PM PUMC

28th Red Wing Field Work Party 9 AM– rain date 5/5

27-5/1 Top Gun Scale Invitational Lakeland, Florida

## Officers:

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Warren Batson

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Ron Revelle

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## President's Corner

Hi Members,

As many of you know I had my PC hacked into last week. I have had my hands full with making sure my banking information is secured since we used the pc for internet banking. So I have been very distracted by this for the last 5 days.

My ( oldsalt1111 @yahoo.com ) account was compromised and my you may receive emails from something starting with my, oldsalt1111@ ??? with a new @elist.com or some this like this. DO NOT open this. It is not me sending mail.

My new email has been sent to you already and is a gmail.com address.

Because of this I will only highlight what is coming up: in the next month:

March 31<sup>st</sup>.

Swap and Shop. Setup starts at 8am open for buying by 9.

Location is in Pleasant Valley

Please see our web site for more information.

The April 2<sup>nd</sup>

This meeting will be Project night. I will send out a separate note for the 5 categories to enter into. I encourage you to bring out your winter project. In the past our project nights have had very good participation. I am looking forward to a good turnout again this year.

See you at the meeting or events.

Warren Batson

MHRCS president

## March Aerodrome work party

Article by Warren Batson and photos by Rick Rizza

On March 11 2012, 10 members from Mid Hudson and 5 Aerodrome volunteers came together at the Aerodrome to work on the center parking lot brush area. A few of us arrived at 8am and it was in the low 20's but the day quickly warmed up and was a beautiful spring day.

This brush area was at the top of the island in the main parking lot and was full of many 20' junk trees and dense multi flora thorn bushes some reaching 7' in height.

Here is a picture after the area was partially cleared.



Many of us said there was no way we would get this all cleared in one day. Well, Once again the MHRCS modelers work weekend volunteers pulled off an amazing amount of work in about 6 hours.

People teamed up in groups of 3 to 4 people and started working at many different areas of this island. No one was tripping over anyone else and work progress very quickly. By the time Aerodrome board member Mike Digiacomio arrived with his truck and chipper there were big piles of brush and about 1/3 of the area had been cleared already.

### **Many Hands make for short work.**

At the end of the day the entire area was cleared of brush and all the piles of debris from the previous 2 brush work parties were also chipped and the area received a quick cleaning up.



Here is the cleared area at the end of the day.

Many thanks to the following people

**MHRCS**

- Bob Schultz
- Larry Kunz
- Jer Milosek
- Eric Milosek
- Lloyd Quick
- Rick Rizza
- Joe Mrennen
- Warren Batson
- Nick Batson
- Mike ?

**Aerodrome Volunteers**

- Patrick
- Forest
- Mike Digiacomio
- Ed Batchelor
- Bryan Batchelor

More pictures



The pictures below give you an idea of how dense the brush was and loaded with vines.



A sample of the casualties from the days work



And the guys taking a well deserved break



Another shot of the days work



## The 2012 Flying Season at the Wallkill Field is Ready to Open—by Ron Revelle

Although some of us have managed to log our all season flier flights, many members will be taking their favorite planes out of moth balls. This is the time to go over those planes with a fine tooth comb. I have heard tales of mice finding fuselages as nice nesting places. Checking the fuel tubing outside and inside the tanks is a must. Make sure you lube the engine a bit with after run oil and hopefully you remembered to do this at the close of the season. What about the batteries? Did you cycle them during the winter months? If not, the least you can do is to do so now. As a full scale pilot would do a walk around of a plane before jumping in, you can do the same with all of the planes in your hanger that you expect to fly this year. Be sure to check push rods, hinges, wiring, warps, etc. You are doing this not only to protect your planes but even more importantly for safety reasons. And even before you load your planes to head to the field, take a few minutes to reread the

### ***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.

Exceptions:

- Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight.
- Rocket motors (using solid propellant) up to a G-series size may be used provided they remain attached to the model during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code but may not be launched from model aircraft.

- Officially designated AMA Air Show Teams (AST) are authorized to use devices and practices as defined within the Team AMA Program Document (AMA Document #718).
- (j) Not operate a turbine-powered aircraft, unless in compliance with the AMA turbine regulations. (AMA Document #510-A).
- 3. Model aircraft will not be flown in AMA sanctioned events, air shows or model demonstrations unless:
  - (a) The aircraft, control system and pilot skills have successfully demonstrated all maneuvers intended or anticipated prior to the specific event.
  - (b) An inexperienced pilot is assisted by an experienced pilot.
- 4. When and where required by rule, helmets must be properly worn and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE approved or comply with comparable standards.
- 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 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.

Working with the leadership of the AMA we have made progress in presenting our sport in a very favorable light. It is our responsibility to see that we do nothing that will diminish this. Have a great season. See you at the field.

CAVU till the next time, Ron Revelle