

Pilot Briefing

April 2014

Volume 6 Issue IV



Upcoming Events– April 2014

7th—Regular Meeting PUMC 7 PM

12th— Walkill Work “Party” Party on Garth

21st- Board Meeting PUMC 7 PM

26th– Rewing Field Work Party

30th– Top Gun Invitational Begins....my invitation must be lost in the mail.

Officers:

President :
Warren Batson

Vice President:
Peter Jagitch

Secretary:
Flavio Ambrosini

Treasurer
Fred Dimaria

Membership:
Rob Stubbs

Field Director-Walkill
Rick Rizza

Field Director– Red Wing
Rob Shulze

Flight Instructor
Warren Batson

Safety Officer
Jerry Rohling

News Editor
Ron Revelle

Directors at Large
Bob Allen
Mark Giardino

President’s Corner

Hi everyone,

It is very hard to tell but the flying season appears to be upon us. As you saw from my recent email, the Walkill field is very wet. With rain again coming in for Friday this week and again Monday & Tuesday of next week, I do not think it will dry very quickly. I have not received a report from the Red Wing field nor have I been out that way. If anyone has been to the Red Wing field let me know how the field is doing.

Since the flying season is here and everyone is getting their equipment ready I just want to touch on a safety topic. If you are working on your electric airplanes on the bench, take a few minutes to remove the Propeller from your electric motor. I am not proud of it but I have been on the wrong end of 2 very bad prop incidence’s while working on airplanes the last few years. One was a gas engine and one was an inadvertent motor startup on an electric motor. I was very fortunate to not get to badly hurt on either one. At our last club meeting I talked briefly about my incident and how quickly the airplane was trying to eat me up. These modern electric motors will not be harmed by running them with out a prop for short amounts of time. I also was at a event last fall where our area AMA representative talked about the top injuries associated with flying model aircraft.

In the last few years Inadvertent Electric Motor Startup has far surpassed all other serious hobby injuries. I do not think I have talked to one electric flyer that has not had inadvertent motor startup happen to them. So take a few minutes to make your electric equipment safe by removing the propeller.

Upcoming Calendar Dates

April 7	Regular club meeting
April 12	Walkill field work party 9am.
April 26	Red Wing field work party 9am.

- May 5 regular club meeting
- May 10 Float fly at Lake Taghkanic state park.
- May 17 Indoor static display for the Boy Scout Camporee at the Dutchess County fair grounds.
- May 17-18 Spring Fun fly event at the Old Rhinebeck Aerodrome.

The annual spring Float fly has been a very good club event the last few years. If you have not attended this event I encourage you to at least visit this event. I do not think you will be disappointed.

The weekend of May 17-18 MHRCS has 2 great events taking place. The first is the Boy Scout Camporee event. About 4 years ago MHRCS hosted an similar indoor static display and flying for the boy scout's 100 year anniversary . It was a big hit, so boy scouts once again approached MHRCS about having another display. Flavio Abrosini is hosting this event. If you can help out at this event contact Flavio. Items needed are flight sims, static models of all sizes and people to do some indoor flying. Time is from 9am to 4pm.

I will be the CD for the Spring Fun Fly at the Aerodrome. I will need a few people to help out with flight line, registration and safety. This event will otherwise be self run. I will start calling members to see if they are available to help. There is a Saturday night campfire planned by Adam Lilly from NJ and the theme is to talk about the history and stories of the Aerodrome. The Aerodrome staff is also invited. This will be open to anyone and will start at dark on the airfield. If there is inclement weather we have a slide show planned for in the newly renovated Ryan hanger that has heat. Should be a fun time. All MHRCS members are welcome to fly as long as the aircraft is a model of a full scale aircraft and was built before 1939.

Well that about covers the upcoming events for the next few months. I am very much looking forward to the new flying season. This winter has been rough on everyone. See you at the field.

Warren Batson
President MHRCS

Wallkill Field.....by the editor

I know we all are chopping at the bit to do some flying. But it looks like it will take some time.....



On March 19, at the request of the president, I visited the Wallkill field. I did a walk-in check of road and field conditions. I sent the following report:

Warren, Not sure if you got the photos on your phone so I will attach them here.... As you can see the road in is the big issue right now. The field itself does not look too bad at all and a few warm days will get rid of the remaining snow. But the road still has a couple of inches of hard pack snow and it is shaded part of the day. Ron

I texted Warren on March 29th that I would do walk-in again later that day but he informed me he would stop by on the way home from Ellenville. Warren's e-mail of March of the 29th informed us of his finding.

I did another walk in on March 31st and it was



March 19th



March 19th

deeply disappointed to say the least. This has been a long winter and our flying season at the Wallkill field is truncated to begin with. It is hard to lose what looks like an additional two weeks of flying time.

Flying Safely– By Ron Revelle

As we seem to be approaching the opening of another flying season here in the north east, it is time to think about safety at our fields. Our sport can be very dangerous. Last year a young man in a New York club lost his life due to an accident involving a helicopter. He was not new to the hobby. He was a sponsored pilot. Unfortunately, accidents happen. But, proactive measures can prevent some accidents from happening. In the last couple of years I have seen situations both at our field and at a sanctioned event that could have easily resulted in very serious injuries. Fortunately nobody was injured. But, both incidents were avoidable.

I encourage all of you to speak up if you see something that looks like an accident in the works. Lots of times our fellow pilots can get too wrapped up in the situation at hand with their plane to see beyond it. Say something. Don't wait for a club officer to make the call. Say it kindly, but speak up– before it is too late.

One of the requirements of our being an AMA Gold Leader Club is: “Club conducts a review of the AMA Safety Code at a club meeting at least once a year”. To kick off this year's review, I am including the AMA Safety Code in the following pages. Please take the few minutes that it takes to read it carefully in preparation for our April club meeting. Who knows, we may have a pop quiz at the meeting! Don't say you weren't warned!

Academy of Model Aeronautics National Model Aircraft Safety Code Effective January 1, 2014

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, education 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 human-carrying aircraft.
- (b) See and avoid all aircraft and a spotter must be used when appropriate. (AMA Document #540-D.)
- (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 Airplane 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 that could adversely affect the pilot's ability to safely control the model.
- (i) Not operate model aircraft carrying pyrotechnic devices that 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.)
 - (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 knowingly operate within three (3) miles of any pre-existing flying site without a frequency-management agreement. (AMA Documents #922 and #923.)
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 flightline.
7. Under no circumstances may a pilot or other person touch an outdoor model aircraft in flight while it is still under power, except to divert it from striking an individual.
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. Hand-held illumination systems are inadequate for night flying operations.
9. The pilot of an 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.
 - (c) Fly using the assistance of autopilot or stabilization system only in accordance with the procedures outlined in AMA Document #560.

C. FREE FLIGHT

1. Must be at least 100 feet downwind of spectators and automobile parking when the model aircraft is launched.
2. Launch area must be clear of all individuals except mechanics, officials, and other fliers.
3. An effective device will be used to extinguish any fuse on the model aircraft after the fuse has completed its function.

D. CONTROL LINE

1. The complete control system (including the safety thong where applicable) must have an inspection and pull test prior to flying.
2. The pull test will be in accordance with the current Competition Regulations for the applicable model aircraft category.
3. Model aircraft not fitting a specific category shall use those pull-test requirements as indicated for Control Line Precision Aerobatics.
4. The flying area must be clear of all utility wires or poles and a model aircraft will not be flown closer than 50 feet to any above-ground electric utility lines.
5. The flying area must be clear of all nonessential participants and spectators before the engine is started.