

Pilot Briefing

July 2014

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Upcoming Events– July 2014

See MHRCS website and page 8.

President's Corner

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Hi everyone,

The weather has finally changed and by now everyone should be getting in some flying. There have been a few very nice weekends where I have been at the Walkill field both days and there was a good turn out on both days. The Thursday night flying however has not been so lucky. Seems there is some kind of storm, wind or rain just about every Thursday night this season. We will keep trying to get together. Neil the mower guy is doing a great job of cutting the field. I would like to thank Wayne Curtis for doing the weed wacking at the field every few weeks. This little extra effort really make the field look like a park we you drive in. Thanks Wayne.

Since we are getting so much rain I asked Roger to cut the Red Wing field grass a ¼ inch lower than he has been. While at the field 2 weeks ago this lower cut helped immensely with the small electric I was flying. Winds were tornado like that day, I managed to get in one flight and went home. I understand I just missed about 4 people that showed up later and the winds died down so they were able to get in some reasonably nice flights. Roger is once again keeping the Red Wong field cut very nice. There is someone doing the weed wacking at the Red wing field but I do not know who. Thank you, who ever you are, as the Red wing field looks great also.

Safety

With the ever increasing focus on the Drone usage around due to bad press from people flying these machines where they shouldn't, I think a few words about safe flying at our field is in order. Both our field are very close to full scale airports and it is very important that we keep this in mind as we fly at these fields. Walkill has the Kobelt airport less than 1.5 miles directly to our East or our Back as we fly. Red Wing has the Sky Acres airport about 2.5 mile to the North east of our field. As modelers we need to keep our eyes and ears alert to full scale aircraft as they get close or fly through our airspace.

Any MEMBER at the field should be vigilant about full scale aircraft and SHOUT out the full scale location and how it is approaching our field. DO not be SHY about Shouting out. If we have a near miss or worse a collision with a full scale, we will lose that field immediately.

While on the topic of Safety, I want to bring up the point that EVERY member of this club is a Safety officer and has the right to speak to any member should the actions of that member place others in harm's way. This member should be approached in a reasonable manner and a calm discussion should take place. Just as we all help each other when we have problems while at the field we also should all help each other be SAFE while at the field.

As a reminder there should be no taxiing of aircraft in the pit area. Engines are to be started and the aircraft walked over to the flight station, not taxied under the aircraft power. One slip of the throttle stick and there could be a wild aircraft loose in the pits. I have heard of an incident of taxiing in the pit area recently and this practice must stop. This is very unsafe. Start your aircraft in the pit and either carry it or walk it to the flight station.

Let's talk a little about spotters. When there are more than 1 aircraft in the air it is highly recommended that you fly with a spotter. Now a spotter is not there to keep you company and have a nice chat about what you did yesterday. He is there to give you information about the other aircraft in relation to where you are at any given time. Spotters can also tell if there are full scale aircraft in our model airspace and if the landing field is clear to land or do touch and goes Etc. The pilot should be telling the spotter his intentions at all time so the spotter can do a brief scan and let the pilot know if he is ok to perform his intended flight path. Again we all should step up to help a fellow pilot and member while we are at the field. Do not be shy about asking someone to spot for you. Again this is helping your fellow club member.

Continued on page 8

FAA Disregards Congress and the President

By Ron Revelle

At the risk of possibly offending some members, I am going wax a bit political here. Maybe it's a bit of political history. In 1969, still during my active rock and roll band days, I decided not to attend the Woodstock Music Festival. The reason, I was taking a graduate course titled the American Presidency. I knew, that if I went to Woodstock, I would never get back in time for my Monday class. Regrets? Maybe a few. But, in the long run it was the right thing to do. The primary "drift" of the class, to use terms of that time, was to focused on the power of the Presidency. That power could be summed up in one word— persuasion. That was the power of the Presidency. He used the power of persuasion to get things done. Recent Presidents have begun to rely on Executive Orders to get things done. At times, the Executive Orders are done with disregard for Congress. Recently, we have observed them being issued to disregard certain existing laws. Or they have been made to modify laws. I happen to hold the opinion that the founding fathers of our country were a group of exceptionally wise men. When we start changing the rules of the original game, we may find there are some consequences that are not so pleasing. A President disregards Congress and the law. In the case in point, we have a Federal Agency disregarding the law, the Congress and the President. That is a pretty remarkable action. Even frightening.

Our AMA leaders devoted a tremendous amount of time and energy, in an exemplary proactive effort, to protect our hobby from being lumped in with the UAV matter which was on the horizon. This impressive effort resulted in nothing short of a law passed by Congress and signed by the President to protect model aviation. It is disheartening to find that a Federal Agency can have such a flagrant disregard for a clearly worded law, not to mention the Congress and the President.

All along, we have been coached by our AMA officials to be prepared to engage in a letter writing campaign. For a while, it appeared that such a campaign wouldn't be necessary. Well, it is. And now it the time.

continued on page 3.

Each one of us needs to write a hard copy letter taking issue with the FAA action. Please bring up :
<http://www.modelaircraft.org/files/AMAObjectionstoFAAInterpretiveRule614.pdf>

And read it! Study it.

Now: read and follow this:

Response Needed to FAA Model Aircraft Rule

AMA's Areas of Concern Regarding the FAA Interpretive Rule for Model Aircraft

On Tuesday, June 24th AMA issued a member alert expressing concern over some provisions in the FAA's interpretation of the Special Rule for Model Aircraft established by Congress in the FAA modernization and Reform Act of 2012. In that alert, we let members know that we would be following up with today's alert that explains AMA's concerns in greater detail.

We need you to take action now and respond by July 25, 2014 to the FAA Interpretation of the Special Rule for Model Aircraft that was released June 23, 2014. The Academy has reviewed the rule and is extremely disappointed and troubled by the approach the FAA has chosen to take in regards to this issue. FAA's Interpretive Rule

To help you respond to the FAA, we have outlined AMA's major concerns in the bullets below. A more in-depth explanation of our concerns can be found at AMA's Concerns

Throughout the rule the FAA takes great latitude in determining Congress' intentions and in placing tightly worded restrictions through its "plain-language" interpretation of the text.

The FAA uses the plain language doctrine to create a regulatory prohibition of the use of a specific type of technology.

FAA's overreaching interpretation of the language in the Public Law is evident in the rule's interpretation of the requirement that model aircraft be "flown strictly for hobby or recreational use."

Although the FAA acknowledges that manned aviation flights that are incidental to a business are not considered commercial under the regulations, the rule states that model aircraft flights flown incidental to a business are not hobby or recreation related.

The rule overlooks the law's clear intention to encompass the supporting aeromodeling industry under the provision of the Special Rule, "aircraft being developed as a model aircraft." The rule's strict interpretation of hobby versus business puts in question the activities of the principals and employees of the billion dollar industry that supplies and supports the hobby.

The Public Law states that when model aircraft are, "flown within 5 miles of an airport, the operator of the aircraft (must) provide(s) the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport) with prior notice of the operation. However the rule indicates that approval of the airport operator is required. Although it is understood that making notification to the airport and/or ATC will open a dialog as to whether the planned activity is safe to proceed, there is no intent in the law that this be a request for permission on the part of the model aircraft pilot.

The Interpretive Rule establishes new restrictions and prohibitions to which model aircraft have never been subject. This is counter to the Public Law which reads, "The Federal Aviation Administration may not promulgate any rule or regulation regarding a model aircraft or an aircraft being developed as a model aircraft,..." if established criteria are met.

The Interpretive Rule attempts to negate the entire Public Law by stating, "Other rules in part 91, or other parts of the regulations, may apply to model aircraft operations, depending on the particular circumstances of the operation. This in and of itself makes model aircraft enthusiasts accountable to the entire litany of regulations found in Title 14 of the Code of Federal Regulations, something that was never intended by Congress and until now never required by the FAA.

How to Respond to the FAA.

All AMA members, family and friends need to take action now to let the FAA know that this rule significantly impacts the entire aeromodeling community and that this community is resolute and committed to protecting the hobby.

There are four methods to submit a comment. Emailing your comment is the fastest and most convenient method. All comments must include the docket number FAA-2014-0396. Tips for submitting your comments.

Email: Go to <http://www.regulations.gov>. Follow the online instructions for sending your comments electronically.

Mail: Send Comments to Docket Operations, M-30; US Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

Hand Delivery: Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Fax: (202) 493-2251.

DEADLINE TO COMMENT: On or before July 25, 2014

The above was taken from the AMA Government Relations Blog

Don't think for a minute that this overreaching action by the FAA will not impact us. Go back and read the AMA statement again. And then sit down and write a letter. You can cut and paste parts of the AMA's response, paraphrase some or write from scratch. Give some personal history of your safe operation of model aircraft in a community based organization following the safety guidelines established by the AMA.

Balsa USA 1/4 Scale Cub Finally Takes Off.



Way back when, I was never a big fan of the J-3. My favorite flying buddy, Neil Hunt always had one in his hanger. Back then and even now, he has one that flies all year round. In the winter it dons its skis and flies off a frozen lake. Neil's son, Mark, during a visit from his home in Texas this past winter got stick time on Neil's ski clad Cub and is reported to have really enjoyed flying it. It is far cry from his usual self designed pattern ship, which brought a third place in Masters at the Nats, but watch out, Mark, I caught the J-3 fever from your dad. It can happen to you too.

This past week I finally got my 1/4 scale BUSA Cub in the air. Believe it or not, my first flight had my nerves on edge. Weird thing to happen with a Cub. But it was a carry over from my bad experience with the Clipped Wing ARF last year. But this bird is such a pleasure to fly. To avoid what I suspect was the gremlin in last year's Cub, I put a fiber optic kill switch in this one and replaced a receiver that might have had an intermittent . No RFI or other noise and everything worked fine. The DLE 30 is more than enough power. So my smaller Great Planes Cub, that I got to try and lure my son into the hobby, will go on the for sale list with its Saito 62 engine. At one time, of all people, Neil Hunt said, "how many Cubs do you need? My answer....at least one or you are missing out on some really fun flying.

Gene Terminello getting his beautiful Fly Baby biplane ready for a Tuesday morning flight. We are getting a really good group of guys at the Wallkill field on Tuesdays. Last week we even had the Gunfighter (Wayne Curtis) join us in flying his great P-51. It flew great.



More Tuesday Flying at Walkill



The flight line!



And More!



Louis J. Callen at the sticks!
Finally got it your last name right, Lou.
You are such a gentleman.



Lou's plane coming over the field.



Ron Knapp taxis his fine DLE 30 powered Pt 19 out for takeoff



Ron's PT 19 in the air. It flies beautifully. I wouldn't expect anything else with my long time good friend at the sticks.

CAVU till next time, Ron Revelle

President's Corner continued.**Flying the Pattern**

I was not at the June club meeting and flying session but I did hear about the mid air collision that occurred and understand that some members may not understand what the reference the to "Flying the pattern" is. Just as a full scale airport has a pattern you must enter into order to land, So does the RC flying field have a pattern. The difference at an RC airfield is that the pattern changes due to the wind direction IE: right to left take off (Clock wise) or Left to Right take off (counter Clickwise) patterns. This is very straight forward and it has been in practice at MHRCS field for years. When you are in the air by yourself you have full use of the airspace in front of you and can fly any pattern you like but the moment another aircraft enters the air-space both pilots must enter into the appropriate pattern governed by the direction of the wind. This is just safe practice and must be done. For those of us that travel to RC events we know that not flying the pattern is one way of getting thrown off the field for the day. So please keep mind using the pattern approach to flying while at our fields. If you are unsure what this is please ask someone.

Up coming events:

June 12th , 9am Summer meeting and food event at Redwing. Under 40 size aircraft.

June 26, 8am MHRCS fun fly event at Wallkill

There will be an Egg drop type event where you need to attach a cup to your aircraft and using a golf ball drop the ball on a target. Also talking about some kind of taxi races. Any type of aircraft can be used but there will not be any 3D type of approaches to the target allowed. This is to keep even up the playing field to everyone. So start planning on how you might attach a cub or holder to your aircraft to hold the golf ball.

Hope to see you at the field.

Warren Batson

MHRCS president