

Ramblings

Official Newsletter of the Roxbury Area Model Airplane Club



Volume XXXIV, Number 373

May - June 2010

AMA Charter #429

What's new?

Hello everyone! I hope you are looking forward to a warm comfortable summer with light winds (fingers crossed). As I write this, as of yesterday my children are finally done with school. I have high expectations I will have some more time now so I can get to the field more. The few times I have been to the field this year have been quite relaxing and good for my inner soul. I have been working here and there on my planes and I have quite a few ready to bring to the field. I hope to see you there soon!

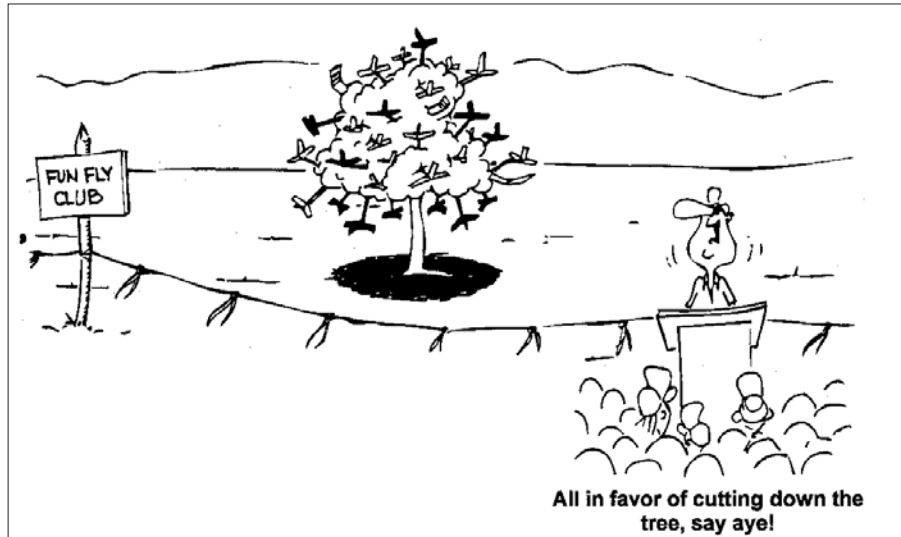
In the last newsletter we had a proposed a by-laws change to eliminate the requirement for new members to attend six club functions. The vote passed and this requirement will be removed as described in the March - April newsletter. On this topic, RAMAC has formed a committee to find ways to bring new members into the club. We have quite a few ideas with many of them well into the implementation stage. Everyone will be seeing some changes coming soon to make the experience of new members more enjoyable. If any one has any ideas to get new members into the club, please send me an email, call me, or talk to me in person. There will be a vote to reduce dues at our July meeting. Details are in an article later on in this newsletter.

Bob Reed held the first combat round in May and wow did I have a good time! The competition gets tighter and tighter every year as each pilot's skills improve. Everyone has the potential to place high in the competition. A very happy and howling Lew McCarthy was in first place at the end of the day. Bob reed did a great job of running the event. Everything went very smoothly and quickly, and as always the mid-air were spectacular!

We have the annual Pocono Pattern contest coming up on Saturday and Sunday June 26th & 27th. We need volunteers to help run the event. If you can help out please contact Joe Lachowski or just show up.

We decided to have only one meeting in July and August The meetings will be where they were last year. Just up the road from the Eisenhower school at Horseshoe lake.

-DAN VANNIEUWLAND
NEWSLETTER EDITOR



Incident Action

Between 12 columns each year for Model Aviation magazine, four for Park Pilot magazine, and six for the AMA Insider, I write 22 columns annually for AMA publications. In each of these columns I try to keep our members updated and informed about current issues affecting the model aviation community and the positive things that aeromodeling encompasses. So I gave considerable thought as to whether or not I wanted to write this particular column. In the end I felt that this story is important and worth telling. Read to the end and I think you'll agree.

An incident occurred April 16 when an AMA member who was flying a 450-size electric helicopter in a Tampa, Florida, public park lost control of the model and injured a young woman walking in the park. It appears that after calling 911, the pilot and his friends stayed with the injured person until EMTs arrived, then picked up their equipment and left. The local authorities will probably cite the men for ignoring a local ordinance against flying in that park.

This is an unfortunate incident that casts a cloud over what we do as model aviation enthusiasts. The local FOX News affiliate picked up on the story and ran a piece that included video that, by most standards, could be considered pretty graphic.

The potential for collateral harm to all of us as a result of this incident is significant. I've been asked a number of times whether

or not the pilot and his friends involved were AMA members. In the end I'm not sure it matters. The news piece didn't say, "Park visitor injured by AMA member (or non-AMA member) flying a model helicopter." It said, "Park visitor injured by toy model helicopter."

The non-modeling public that watched that news story will now have a negative perception of model aviation and question the safety of our models. To complicate matters further, the incident occurred in a major metropolitan community park system that already had a ban on flying models.

This incident will reverberate throughout the country and, no doubt, will become a topic of discussion with authorities of other park systems. AMA has many chartered clubs that have operated safely for years in local parks, and we are watching closely to make sure that we do what we can to support our members and clubs that may be challenged now as a result of this incident.

However, what follows is the reason I decided to write this column. I've been a modeler for a long time. In all of those years, other than regarding the frequency reallocation issue a couple of decades ago, I don't think I've ever seen the aeromodeling community come together as it has with this situation.

AMA has an internal response plan for incidents like this. We were notified of the accident by an officer of the International Radio Controlled Helicopter Association (IRCHA), one of AMA's Special Interest Groups. This triggered our response, which

<u>DATE</u>	<u>DAY</u>	<u>EVENT</u>
All Year		The Great American Crepe Paper Tow Contest CD, Bob Karasiewicz
June 26&27	Sat & Sun	Pocono Pattern Contest Pocono Field Joe Lachowski CD
July 11th	Sunday	Combat Sortie #3 Pocono Field Bob Reed CD
July 13th	Tuesday	Club Meeting Horseshoe Lake Park
August 10th	Tuesday	Club Meeting Horseshoe Lake Park
August 22nd	Sunday	CUB Day Pocono Field Bob Clark CD

KEEP THE 2009 CALENDER UPDATED. CONTACT DAN VANNIEUWLAND

included working with IRCHA to identify a local responsible, articulate, RC helicopter pilot, Rolando Perez, who could speak on camera.

AMA's public relations manager spoke with Mr. Perez to go over significant points that should be made regarding AMA's Safety Code and record. In addition, our PR manager spoke directly with the FOX reporter, by phone about model aviation and all of the positive aspects of modeling. A statement was issued by AMA.

At the same time, modelers from 33 states and 14 countries – some AMA members and some not – came together on popular Internet forums to express their concern over the incident and what had happened to this young woman. An initiative was even launched to generate donations to help her offset expenses. Members of the local RC helicopter community made the effort to ensure that the local media were made aware of all of the positive aspects of model aviation and the value we bring to communities. As a result, in a short follow-up piece FOX News spoke about the positive "groundswell" of reaction from the "national modeling community" and the concerns expressed by modelers. Go to www.myfoxtampabay.com/dpp/news/local/hillsborough/422-police-interview-model-craft-operators to see this coverage.

The mother of the young woman expressed gratitude for the outpouring of support she has received from concerned aeromodelers.

Sometimes it takes something like this to make everyone realize that the common denominator between all of us is model aviation.

It doesn't matter what type of model we fly, or maybe even whether or not we are all AMA members. While it was a terribly unfortunate incident, it provided us with the opportunity to show that the majority of us are responsible, safety-conscious individuals, and that we are protective of what we do as model aviators. And this is why I wrote this column.

Out of a bad incident came a lot of good. The public has now had the opportunity to see the positive in what we do and that we are a caring, concerned group. The efforts by everyone here will pay some dividend somewhere. It was a good job by all. And because of the actions of everyone involved in reacting to this accident, I think I've maintained my string of writing about the positive things that aeromodeling has to offer.

-DAVE MATHEWSON,
AMA PRESIDENT

Combat Sortie #1

The fifteen, all pilots trying their best to cut the ribbons of the other pilot's which ended up with 8 cuts. Our first mid-air crash goes to Steve Harvey and Bob Clark. Bob's plane came down in a few pieces and Steve's flew, thinking all I have to do land on the runway. No so. It crashed out past the end of the runway. After retrieving it he found the switch was turned off due to the mid-air. Now that's a first.

After everything was all over Bob Karasiewicz, Dan Vannieuunland and Bob Reed flew around of open class B. Combat just for the fun of it.

The standings as of May 16 is:

First	Lew McCarthy	23
Second	Jim Parker	16
	Dave Nuetzel	16
Third	Russell Davis	15
	Bob Karasiewicz	15
Fourth	Dan Vannieuunland	13
	Jim Heinrich	13
Fifth	Margarita Gargiulo	9
Sixth	Tom Noto	6
Seventh	Steve Harvey	5
Eighth	Frank Knox	3
	Bob Reed	3
	Ed Smith	3
Ninth	Jorgen Appis	2
	Bob Clark	2

Remember the next meet is July 11th ! Hope to see you all then

-BOB REED

Crashless Flying

Fly RC long enough and you will experience a crash. However, some pilots seem to crash often—too often. Let's explore some of the causes of crashes and perhaps minimize crash opportunities.

Split Second Delay Crashes:

High speed creates high loads on the plane's control surfaces and servos, causing a possible split second delay of control after a stick input. A split second delay is all that is needed when your plane is in some maneuver heading toward that ground at 100 mph (147 feet per second). Point the transmitter antenna at the airplane you can create a cone of science at your receiver, which can cause a control response delay.

Pilot Orientation Crashes:

Another cause of crashes is a non-mechanical

Pocono Pattern

Contest

June 26th & 27th

Volunteers needed!

Contact

Joe Lachowski

for Details

one: pilot orientation. If you are low and fast and lose orientation, expect a crash. Have your airplane flying level or in an up attitude while flying close to the ground.

Distraction Crashes:

Another non-mechanical cause: distraction. If you allow yourself to be distracted, even for just a couple of seconds, you're likely to crash. If you were stung by a bee, step on what you think could be a snake, or have another critter eating your pant leg, put your plane in a series of tight loops with full up elevator, then take care of your business and your airplane will still be there when you can tend to it again, not two miles down the range. This may be overly simplistic, but you get the general idea. All pilots get distracted sooner or later. Think out in advance what you will do so your fingers will react when you do get distracted.

Aerobatic Crashes:

Among the many maneuvers pilots enjoy, snap rolls are at the top of the list. Just be prepared for that fatal snap of a control surface during this maneuver. Pilots usually enter a snap full bore with full deflection on all control surfaces. This can load your airplane up to as much as 30 Gs, plus air drag loads. Inspect your airplane carefully after doing this violent maneuver.

Elevator Crashes: Let's spend some time with the elevator. This is the most important crash prevention control on your airplane. First, the elevator itself must be built from good material. Too hard and brittle is not good; too soft is not good either. In today's world, the high-quality ARFs take care of this. Use your best servo in the elevator. I don't like the standard servos on any function except the throttle.

Buy some good servos for your primary control surfaces. Next, use only strong, stiff rod linkages from servo to the control horn. Fiberglass rod systems are great for long runs. Strong, stiff wire works well for short runs. It's very important to keep the bends in the wire to a minimum. Lots of pilots use them, but I don't like the flexible Nyrod-type systems. Any movement of flex here could allow surface flutter, and also cause a split-second delay crash. The plastic clevises and control horns supplied in many kits leave a lot to be desired. Get these items from Du-Bro or Hangar 9.

Dirt and grit will weaken the plastic clevis pin very quickly, and generally they are too soft and flexible. Consider using metal or the super strong carbon fiber clevises and control horns. Metal-to-metal contact is taboo, but most metal systems have an insulator to prevent any metal-to-metal contact. Always install a rubber or nylon safety "keeper" on this and on all your clevises.

Crashes are extremely frustrating and expensive. With a better understanding of what causes crashes, we can more easily prevent them.

Servo Damage Crashes:

Servos can be unknowingly damaged by a hard landing or by bumping a control surface while loading the airplane into a car. What happens is the servo's gears get cracked but it continues to operate until subjected to flying loads, then the gears break. After a hard landing or a bump, and from time to time, check your servos by applying slight hand pressure

to the control surfaces while operating the servo. If it takes hand pressure, it will usually stand up to flying loads.

Take-off Stalls:

The airplane will very likely turn to the left during take-off. One method to prevent this type of crash is a high-speed takeoff run and a shallow climb after liftoff until maximum climbing speed is reached. Use rudder to maintain direction with very careful use of ailerons to stay level. If the engine quits on takeoff, don't try to turn back to the runway. Keep the airplane heading into the wind and make your landing.

Landing Turn Stalls:

A very common pilot error occurs while setting up a landing approach and performing too steep a turn from downwind to final. Airplanes stall at a much higher speed in a bank, and a steep bank into the wind will quickly slow the airplane and cause it to stall. Keeping turns shallow on your approach will help prevent this type of stall, and using rudder to turn will also help keep the turns shallow and reduce the additional drag of the ailerons. This becomes especially critical if landing dead stick.

Routinely check and tighten motor and engine mounting screws. Carefully inspect and test all flying surfaces. Pull on them to make sure the hinges are secure

-FROM NOTAM
LEWIS JORDAN, EDITOR

By-Laws change for Dues Reduction

I hope ALL members of RAMAC pay attention to the proposed changes. If enacted, these changes will affect you on a personal level. The simple fact is, we have been living beyond our means. For the last several years we have been spending more than we have been taking in! These changes, I hope, will help RAMAC gain members. With a membership of 120 members we would be in a good financial state.

If we cannot achieve 120 members in 3 years, we will be in financial difficulty. I feel that the addition of a New Jersey field would lead to an increase in membership to 120 or more members. With our present membership, our dues would need to go up drastically. This would probably lead to bankruptcy and the dissolution of our fields

We all need to work to increase membership. We WILL all be affected by the coming finan-

cial problems. Remember--Without RAMAC there is no Pocono field. Add up the expenses and figure it out yourself. Come to the meeting after publication of this newsletter and VOTE!

Disclaimer:

ALL of the above are my own opinions.

-ROBERT J. KARASIEWICZ

SUGGESTED BY-LAWS CHANGES

ARTICLE THREE

3B. APPLICANT MUST COMPLETE AN ORGANIZATION APPLICATION FORM AND PRESENT IT TO THE ORGANIZATION SECRETARY

ADD:

TOGETHER WITH A NON-REFUNDABLE \$25.00 APPLICATION FEE TO BE CONSIDERED A PROSPECTIVE MEMBER.

A PROSPECTIVE MEMBER SHALL HAVE ALL MEMBERSHIP BENEFITS EXCEPT VOTING RIGHTS.

ARTICLE THREE

DELETE 4

REPLACE WITH:

4. PROSPECTIVE MEMBERSHIP SHALL LAST 3 MONTHS, AT WHICH TIME THE PROSPECTIVE MEMBER WILL BE VOTED UPON. A SIMPLE MAJORITY IS REQUIRED. ON SUCCESSFULLY BEING VOTED INTO MEMBERSHIP, THE BALANCE OF DUES ARE DUE-PRORATED AS OF THE VOTING DATE.

ARTICLE FOUR

DELETE 1,2 AND 3

REPLACE WITH:

DUES SHALL BE ESTABLISHED AT \$85.00 A YEAR, PRORATED BY QUARTER, FOR OPEN MEMBERSHIP.

IF BY DECEMBER 31, 2013, MEMBERSHIP IS NOT AT OR ABOVE 120 MEMBERS; DUES SHALL BE ESTABLISHED AS THE AMOUNT OF THE BUDGET INTRODUCED THE FOLLOWING YEAR DIVIDED BY THE NUMBER OF MEMBERS AS OF THE END OF THE CURRENT YEAR

EXAMPLE:

100 MEMBERS
\$10,000 BUDGET
DUES WOULD BE \$100.00
SPOUSAL DUES \$25.00
JUNIOR DUES \$15.00
HONARARY DUES NONE

ARTICLE NINE

2E. THE PRESIDENT SHALL ESTABLISH AN OPERATING BUDGET FOR THE YEAR

ADD: IN COOPERATION WITH THE TREASURER AT THE FIRST MEETING IN JANUARY.

ARTICLE TEN

5 **REPLACE** "JANUARY 31" WITH "DECEMBER 31 OF THE PRIOR YEAR"

Visit the RAMAC Web Site! www.ramac.org

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WILL BE A BREEZE**



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