

Raleigh Aero MasterS Newsletter



November, 2011

Hello everyone.

Club Meeting: Our next club meeting is Sunday, November 6 at 3:00PM. In this meeting we will have the nominations for club official's positions for 2012.

The "UNPLANNED RAMS FALL COOKOUT": This coming Sunday, November 6 at 1:00PM the grills will be hot to cook some burgers, hot dogs and other goodies. Bring something for the grill and let's share. This way we will have the bellies full for the club meeting. See the RAMS Updates for final details.

Work Days / Mowing: Many thanks to the volunteers that come on work days to maintain the field. You have done a great job of keeping our field in top shape and looking good for the rest of us all year long. Many thanks from all of us for your hard work. I have to say that we have one of the best facilities in the area. A great big shelter and asphalt runway. A nicely kept and manicured facility we can feel proud about.

Intro Pilot Program: A reminder to new pilots in training. At RAMS we are more than happy to help new pilots get going into the RC Flying hobby / sport. Any of our members can be of help to you. A group of our members has volunteered time to help you flying through the use of Buddy Cord to reduce the chances of you losing your model airplane in the initial stages of training. Take advantage of their time and expertise.

FAA Notice of Regulations for Public Discussion Delayed again: NPRM Delayed. *Information just received from the FAA Unmanned Aircraft Program Office (UAPO) indicates the release of the sUAS NPRM has been delayed once again. Due to delays in the internal review process, it's unlikely the NPRM will meet the previous target date of mid December 2011. The UAPO is now projecting February 2012 as the new release date for the proposed rules.*

Dr. Joey: As you know guys, these are going to be the proposed rules to regulate unmanned vehicles in our airspace. We have been following the regulatory and legislative process as there is concern about how much they will extend and possibly regulate our radio controlled model aircraft hobby / sport (see previous RAMS Newsletters and the AMA website). So now we are looking into February 2012 for the publication of the proposed rules. There is wide speculation on how we will be affected and to what degree but we do not know for sure. The fact that there has been actual threats and a recent terrorist plot uncovered with the potential use of models airplanes does not help our cause. During 2011, the AMA and many modelers made it very clear to their senators and representatives, how we feel about having the Federal government overregulate our radio control hobby which has been exemplary in self regulating for many

years. The AMA has put out, for years, a request to all members, RC industries and local Hobby Shops to monitor for any unusual activities of individuals trying to obtain or use equipment in any way that may suggest harm to the public. Let us be alert.

OK!! Let us talk about, is it right or left? Ok guys, I know that we all have a preference on what side of the runway we like to do our landing approaches. We often land left to right (north to south) because most of the time the wind comes from a south direction. We get use to the left to right landings. Then **ALL HELL BREAKS LOOSE!!!** when the wind is coming from a north direction. Now, what do we do? Am I going to have to land from right to left? Is that even possible for my brain to handle? I consider myself "average" good at landing most of the time. I mean average good if the airplane is in one piece after landing. I don't care if I bounce a little bit although it feels good when you smooth out or grease a landing on the runway. The Peanut Gallery goes crazy if I bounce and they don't say much when I grease a landing. So I prefer to entertain them so let the bounce begin!! Anyways, the point is that if the wind is blowing from the north and you want to land left to right, you will be landing with tail wind. All is fine if you keep the speed and come somewhat ballistic to the runway. But we all like a slow, steady and almost to a crawl descent. The problem is that when you land with tail wind, you suddenly come to a point where the wind speed and the airplane speed equals and there goes your lift. If you are a couple of feet of the ground it may not make for a pretty landing. Landing gears get bent out of shape, propellers hit the ground and the Peanut Gallery breaks into an applause. Another problem is that you will be flying and landing against the flying pattern of other airplanes. More than once I have seen two airplanes coming for landing from opposite directions. Is a good thing that we have a rule of calling the runway for landing and if you must land with tail wind, call the runway and mention from which direction you are coming so the other pilots know.

The point is, do what is comfortable to you, keep the other pilots informed of what you are doing if it is different from the pattern and you have a better chance to do a nice smooth landing when you land against the wind. This may require landing right to left. So at any opportunity you have to practice a landing different from what you are used to, try to practice and you will have more options for good landings. Also you will have a better chance to fly when is windy. And let me tell you that if you don't fly when is windy, you are missing on really good flying. So explore and practice on your skills and options. After all, the whole thing about flying RC is to have fun and try to improve on your skills.

Interesting: Model Rocket Motors DOT regulations may change: Yes I know. We don't fly model rockets in our field. Maybe some of you, like me, did have a great time with model rockets when younger. It is part of the aeromodeling hobby and a great start for many that transition into radio controlled model airplanes. It has always being considered a pretty safe hobby (as long as you follow the basic safety rules and use common sense). Recently the Department Of Transportation has proposed to change the classification of the model rockets which will have considerable implications on how they are transported and new regulations that hobby shops may find too much of a burden. The Model Rockets community has appealed to lawmakers to not extend further the current regulations. As an example, read this statement found in the Tower Hobby website. I thought it may be interesting for you guys.

"The US Department of Transportation (DOT) has recently advised that they propose to terminate a special permit under which model rocket motors and igniters have been shipped for the last 33 years. If the permit is terminated model rocket motors and igniters will no longer be able to be shipped as "Flammable Solids" and will instead have to be shipped as "Explosives."

In 33 years there have been no incidents involved in the shipping and transporting of model rocket motors and igniters. Hobbyists need your support.

We believe that shipping model rocket motors and igniters as "Explosives" would only cause unnecessary concern for hobby shops, educators, youth group leaders and families using model rockets for educational and recreational purposes."

There are other websites with more detailed information and also discussions on how the model rocketry hobby may be affected.

What Is New at the Field:

Ultra Micro Stryker F27-Q: This is a new wing airplane at the field. It is the Ultra Micro Stryker F27-Q made by Parkzone and distributed by Horizon Hobby. It has the 180BL brushless motor running on a 180 mah 2 cell battery. Steve Herlacker bought this one and is having a good time flying it and Steve loves wing models. We find it pretty good on handling wind better than other micros so a little bit of wind is not going to ground you.

It is just a smaller version of the larger Stryker Wing, also from Parkzone, that I have featured on a previous newsletter.

It will be interesting to see how these Ultra Micro Extreme series from Parkzone and E-Flite evolve as they will soon be making them available with AS3X 3 axis stabilization system. This will allow these micro airplanes to be flown in moderate wind instead of the dead calm wind requirements we have now. In December, three new UMX airplanes are coming including the UMX Beast 3D and a New UMX GeeBee utilizing this new stabilization system. This stabilization system will probably allow some modelers to feel more comfortable flying these little planes that at times can be quite hard just to keep them flying straight when flown outdoors. Hopefully in future Newsletters I will have some flight reviews of these new micro aircrafts.



New Parkzone UMX Stryker F27Q flown with a DX 7. You do need a programmable radio to fly it.



UMX GeeBee with AS3X technology



3-D version of the UMX Beast using AS3X

Leader 48: Another new airplane making it to the field is the Leader 480 from E-Flite. Can be flown with a 2200mah 3S battery and uses an 11x7 electric propeller. It must be flown faster and is somewhat more “touchy” so is a good step forward in a low wing airplane with pattern flying characteristics. Landings must be under power as it has less glide and will tip stall if slowed down too much. Congratulations to Bruce on advancing to this, more demanding, model. Larry McMillen was his main instructor and once Bruce went solo, he has been practicing a lot and is advancing very nicely into more demanding airframes. Good job!!!



Advance 25e: On the October Newsletter I introduced you to the Advance 25e by E-Flite. It is a similar airplane to the Leader 480 but with more power. They both have similar color design. These two airplanes are proving to be tough little planes that can handle wind nicely. Great step ups in the balsa / ply models for beginners comfortable with their flying and landings and a blast to fly for the intermediate and advanced pilot. We will see a few more of these at the field as I know some club members are getting them after Larry Harris started flying his.



Advance 25e

By

E-Flite

“Mister Mulligan” is at the Field



It was known as the Howard DGA-6 at the factory, but to everyone else, it was simply the Mr. Mulligan. It was the only plane ever designed solely to win the Bendix Trophy – as well as the Thompson Trophy in the same year. Our club member, Larry Harris, put together this ARF airplane from Great Planes. It is electric and it flew great in its maiden flight. Nice looking plane you have there Larry!

More Foamies from Joe Schodt: Joe brought us the Super Hero and the cargo airplane. Now this.



This jet flies very well and stable. It has plenty of power and can fly alpha maneuvers with little effort. Great roll rate and has excellent response. On the other hand the “UP YOUR BUTT” red tip rocket / airplane is still on the experimental phase. Some problems with the center of gravity and the red tip gets too hot, Joe says. Keep working on this Joe. Keep the foamies projects coming.

A new CAP in our field:



Ben bought this CAP with a 160 two cycle engine. Needed some engine adjustments but they got it to fly nicely. Looks great in the air. It is a fast plane including landings.

PARKZONE HABU shows at the field again:



Parkzone Habu. This is a 70 mm electric ducted fan jet. I bought this airplane two years ago and liked it but found the fixed landing gear to have too much drag and makes the airplane slightly unstable. It is too expensive for me to just hand launch it and land it on its belly. I bought the E-Flite electric retracts when they came out and got lazy about installing them as the model is not retract ready. A couple of weeks ago I did install them and this jet flies great. Once you take off, the landing gear goes up and this jet becomes a straight stable bullet. Like most model jets, when it lands it just keeps going and you run out of runway. I programmed airbrakes using the ailerons (going up) and the elevator (going down in this case) and slows down the jet very quick. I get the feeling we will see a couple more soon with this set up at the field. Uses an E-Flite 15 power motor with a 70 mm ducted fan on a 4 cell 3200mah battery.

Picture Captions for JT putting ties at field.



Municipal employees in training!
Jack Hepting

Looks like a DOT Road Crew. One guy sitting, one standing, drinking, while one guy attempts to do the job John Geier

"If you put on a 16x8 and lean it out a bit she'll go vertical"
Larry Harris

Jt !!!, When you are finished with that. I think we need to go help that "Schodt Boy". He is down in the woods after something in the trees that looks a lot like a SUPER MAN?
Joe Schodt

It is a good thing we are a Private Not for Profit organization.
Can you imagine how many more people we would need if this would be a government project.
Dr. Joey

Now, this is what is all about!! *MEDITATION??*



We are announcing a new service for the members of Raleigh AeroMasters. Every Tuesday afternoon, Larry McMillen, our genius engineer and self proclaimed psychotherapist, is running a GROUP THERAPY program to talk about how to cope with the great stresses of life after retirement. In this picture we have Larry Mc (not licensed therapist) moderating a session. Larry H to his left is with his hands crossed under his belly directing the prayer. Bruce is sitting in the back of the SUV in deep thought about what is for dinner. Charlie with his hands in his pants pockets can't care less. Great job guys! You are all in the road to recovery.

Changes at The Field: Bulleting Board was removed. Once the storage cabinet was removed, the bulletin board was attached to it. Now everything is kept in the storage shed. Remember that the bulleting board has all the club information papers for new pilots / members and the renewal / application forms. If any interested person comes to the field, you can find the club papers in the shed. The shed is under lock and the combination to open it is only provided to club members at the field since we need to keep good control of access to it.

Tri-County Radio Control Club FireFlight FunFly: This activity was held October 29. Started at 10:00AM and it was put together with the idea of collecting funds for the volunteer Fire Departments in their area. Funds were collected through Pilot landing fees, spectator fees and food sales as well as raffle tickets. Raffle items were donated by Carolina Hobbies and Greg Koepke Vinyl Decals as well as others. About a week before the activity, the weather reports forecasted rain and high winds so many pilots and spectators decided to stay home. There is no doubt that their activity was hurt by the weather, which made for a very wet and windy day. Around mid-day the sun came out and made for a gorgeous afternoon although the wind was quite stiff. J.T., Greg and I attended their activity representing our club as TCRC club asked us to attend. I stood on the runway and measured the wind up to 24 MPH with an average wind speed of 17 MPH blowing at a 45 degree angle from the south to north approach.

JT and I only took one airplane (an electric Senior 3-D). Like always, it draw a crowd on the ground and when flying. JT was asked to do the maiden flight of a 40% Hangar 9 Ultimate they call The Beast. It was recently repaired so it was ready for maiden fly again. Even though the wind was a concern, our very own JT took it to the air and flew it like it was an easy task. It had plenty of power and hovering as well as knife edges were sweet. Landing was quite a challenge as it required considerable rudder inputs to correct for the crosswind. The airplane was drifting dangerously toward the edge of the grass runway where there is much taller grass and weeds but JT finally touched down smoothly and taxied it back with no problems. A reminder of what a great pilot we have in JT in our club and what a great resource for learning he is for us.

Another highlight of their activity was their dedication / presentation to the volunteer firefighters attending the activity, of the 50% Extra 330L airplane, all decorated with designs recognizing firefighters that lost their lives on the 9/11 tragedy. Luc, one of the TCRC club members owns and dedicated the airplane. All the decals and artwork were commissioned and done by our own Greg Koepke. He did quite a job. The airplane artwork is impressive, abundant and almost all based on the 9-11 themes. Luc had some words to dedicate the airplane to the firefighters in appreciation to their work and sacrifices. He made a touching point when he explained that one reason for him to do this was that seven of his very good friends died that day, all firefighters. The ailerons of the airplane have all the names of firefighters that died on that day. Has not been flown yet as it needs to be inspected and receive certification by the AMA due to its weight (73 pounds). The airplane is made available to the firefighter departments in their area whenever they want to display it on any of their activities. It was a very fit offer as the following weekend the fire fighters were having their annual (most important) fundraising activity and requested for the airplane to be displayed in their venue. Very nice job TCRC members. This was their first FireFlight FunFly and besides the curve ball the weather threw at them it was a nice "test run". We are looking forward to attend next year.

JT and I were very happy to have attended this activity and gave us all sorts of ideas on how to get our club more in touch with the surrounding community and volunteer services. We will bring these ideas in the oncoming RAMS club meetings.

Here are a few pictures of the FireFlight FunFly by the TCRC Club, October 29, 2011:

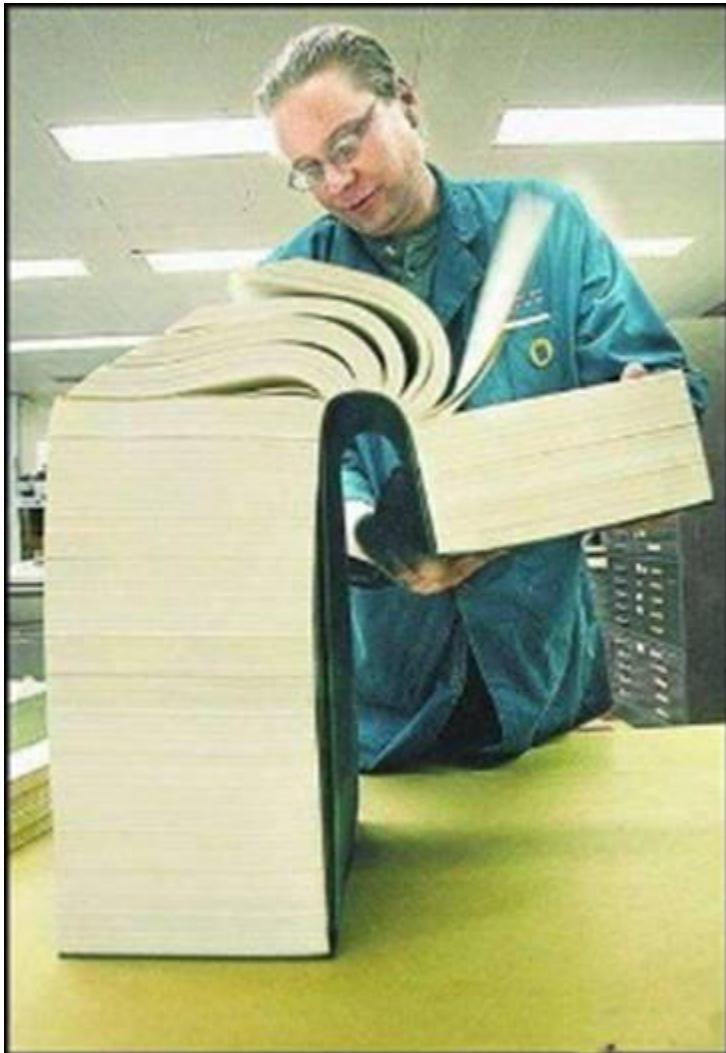


J.T. was asked to maiden this beautiful 40% ultimate from Hangar 9. Luc, his owner, is at the propeller. The FireFlight FunFly was dedicated to the volunteer firefighters who came in their fire trucks and kids could take a look at the fire engines.



This Extra 330L is owned by Luc Davis of the Tri-County RC Club. He has dedicated this airplane to the firefighters that lost their lives in 9/11 and it will made available to the fire departments in their area for the WOW factor in their activities including fundraisers. The ailerons have all the names of the firefighters that lost their lives on 9/11. All the decal / art work was done by Greg Koepke from our club.

It is finally in bookstores:



It Is Finally Here!!!

This book is titled:

***“HOW TO MAKE MY WIFE
UNDERSTAND THAT I NEED
TO BUY ANOTHER RC
PLANE”***

I thought you guys may want to see this. F-35B vertical landing at carrier.

<http://defense.aol.com/2011/10/03/f-35b-makes-first-vertical-carrier-landing/>

Reminders:

Stay away from the farming equipment and farm workers: A previous notification was sent to each club member regarding this issue. This is a reminder. There has been a couple of incidents where model airplanes were flown too close to the farm equipment and workers. Now during winter time there will be less farming activity but still keep an eye on not flying too close. Also watch out for the hunter's vehicles, just in case. It is a must that we behave as good neighbors specially with how easy is to lose a flying field due to complaints.

Other Reminders:

No Flying Gas or Nitro airplanes on Saturdays after 4:00PM during Hunting Season.

RAMS Club Meetings:

November 6, Sunday 3:00PM - Club Meeting with nominations for club officials.

November 6, Sunday 1:00PM - The very "UNPLANNED RAMS FALL COOKOUT"

December 4, Sunday 3:00PM - Elections for club officials (and other positions as needed)

Year 2012 dues deadline is January 31st. Remember that renewal forms are available on the website or at the field in the storage shed. Every renewal must be accompanied with a filled and signed form and the appropriate fees as well as your up to date AMA registration number. You can send it to our treasurer or bring to the field to hand it to one of our club officials. By the 2012 February and March meetings we should have the membership cards ready for distribution at the field for those that have completed the renewal process. Thanks guys. I will send a couple more reminders through the RAMS Updates to keep everyone aware.

Joe Nall for 2012: May 12 – 19, 2012

A Possible Hobby King dealer:

One of our club members sent me this.

Dr. Joey,

Next time you send out some club info you might want to let the members know that Sun Hobbies/A2Z in Clarksville VA is now a Hobby King dealer.

Ben

December Newsletter? The Administrative Staff (me) as well as the reporters (also me) and the photographers (me too) of the RAMS Newsletter have requested the Editor In Chief (me again) if they can take a break in December. So, there will be no December Newsletter as my work, teaching schedule, vacation schedule as well as me being just plain lazy want to take a break. I will still keep the club informed of what is going on through the RAMS Updates. After the club elections and any other positions that need to be filled we will seek the continuation of the RAMS Newsletter as possible. I have enjoyed doing this first year of Newsletters and hopefully this is something we can keep up as it keeps everyone informed of what is going on in the club and keeps all members (active and not so active) united with a common source of information. I hope you have enjoyed the 2011 newsletters as much as I did putting them together. All Newsletters for 2011 are in the RAMS website for future reference. – *Dr. Joey*

Well, I am done. Take care guys.

I will see you at the field and have safe fun flying!!!

Dr. Joey

RAMS Secretary