

# Raleigh Aero MasterS Newsletter



August, 2011

Hello everyone.

**Club Meeting:** Our next club meeting is Sunday, August 7, 2011 at 3:00PM. Let's get together to discuss business and have a great afternoon of flying.

**Work Days / Mowing:** Many thanks to the volunteers that come on work days to maintain the field. You are doing a great job of keeping our field in top shape and looking good for the rest of us. Thanks guys!!!

**Be careful with the club e-mail listing:** I just want to bring to the members attention that some of you have sent me and each other e-mails with CC: to the entire membership e-mail list. It is fine if it is what you intended to do but just be aware that you are sending a message to someone that everyone else can read. So be careful if that is not what you want. Also remember that if you send a message to someone with information intended to only that member and that member replies to you with all the membership CC: attached, everybody can see your message and the message originally intended for only you. So keep that in mind, besides the fact we don't want to clutter the inbox of those members that don't have any interest in those discussions or comments. Also as a last point, the e-mail club listing I use is an updated one. At certain times and in some situations this list will change and we would prefer for some of the club information to not go to non-members. E-mailing is a great technology but also can be embarrassing if you are not aware of the button you push. Sooo!! Keep it in mind!!!

**RAMS Intro Pilot Training Program:** As you may know, the Academy of Model Aeronautics has an Intro Pilot program intended to promote aero-modeling by offering training in RC piloting to those that want to join the hobby. At RAMS we have tried to make it as easy as possible for newcomers to learn how to fly RC using the Buddy Box / Buddy Cord system. This allows the beginner to fly with much less of a chance of loosing their airplane during their initial training until they can fly solo. I am registered with the AMA as an intro pilot instructor. This allows our club to be listed at AMA as offering training in our area for new pilots. The AMA Intro Pilot program registration allows the instructor to teach and the new pilot to fly under AMA insurance that is not dependent on the instructor insurance. Unfortunately the paperwork required by the AMA each time the new pilot flies is just too cumbersome. At RAMS, we have had the policy that any new pilot in training must have a current AMA registration of their own. So regardless of the instructor to be AMA registered in the Intro Pilot program or not, we do require everyone to have their own AMA. If a new pilot inquires at the field about this, now you know what to tell them.

Many thanks to JT, Larry McMillen and Joe for their consistent help with training new pilots. Thanks to Rich who makes available a Buddy Box system for those that want to use it.

A very nice pdf file from AMA is dedicated to new pilots wanting to get into the hobby. Here it is if you want to read it. <http://www.modelaircraft.org/files/education/docs/newcomerguide.pdf>



**John Geir holding his Apprentice Trainer from E-Flite. We are using a JR 12 X as the instructor and a DX 5 for the student via a trainer cord. John is practicing almost every weekend. Keep it going John and we will see you going solo very soon.**



**Jack Hepting is being trained by Joe. Using a JR 12 X with trainer cord to a DX 5. In this case they are using a GWS Slow Stick.**

**Sooo!! I am getting the “hang” of landing my airplane:** It is great when I see a new member joining and going through the process of learning to fly a radio control airplane. Some have to deal with the initial frustration that the model they bought thinking that it would be good to start flying is not. The hobby shop or the magazine advertisement told them the plane is a great trainer and to find out in reality is not. Many newcomers to the hobby get frustrated quickly when they find that flying a model airplane is not as easy as they thought. You have them connected to a “Buddy Box / Trainer Cable” and get the airplane flying for them and when you flip the trainer switch for them to get control, the airplane goes into a dive or up or stalls and turns are a nightmare. Many times I hear the comment “what am I doing wrong”? Well, you are and you are not doing much wrong because you are learning and you are new to this “flying outside” of the airplane deal. Then you are given some advise and tips on proper control. Then, those that can get it right after several sessions of training, go to solo flying. Here is when the new pilot will crash his / her airplane many times. They will have to buy parts and replacements as well as new airplanes until they become more proficient. This is the other hurdle to overcome for them. When its starts costing money and time on repairs. Many get discouraged at this point. Some new pilots only practice sporadically and months go by and they can’t build up enough skill to get solo flying. So when you are at the field and one of our new members is training, give them words of advise and encouragement because they will improve and we want them to have fun. Encourage them to stick with it and practice, practice, practice.

This brings to mind one of our members, Sam. He has been with us at RAMS for about four years. Even though Sam had some initial experience with RC airplanes when younger, he was not able to get into it as life was demanding his attention. Now he can. He has become a good pilot flying nitro and electric airplanes. I have known Sam for many years and he approached me about learning to fly RC and so we started. Initially we used a very inexpensive ready to fly model that was useful to get an idea about flying orientation, takeoff and landing. Quickly Sam grew out of that toy trainer and got one of the best electric trainers I have worked with, an ElectriStar. It is a 40 size trainer made by Great Planes that is not in production anymore. Sam still flies it and installed a new motor to replace his previous worn out motor. More to the point is the process of landing, Landing is different from a nitro or gas airplane to an electric airplane. The way you handle the airplane and throttle management is different. We can talk about this later. In the process of training how to land, you may get plenty of advise from more experienced pilots but ultimately you need to find your own “feel for it” and technique. In Sam’s case J.T. and I have given him plenty of advise and he has been practicing a lot. I really enjoy when a fellow member starts finding their own technique. The one that works the best for them. So I would like to share Sam’s e-mail to me as a reflection of what I want for fellow RC pilots to feel in the progression into flying RC.

*“Joey. I flew on Sunday-- I was the only one at the field. Again, I practiced landing, landing, landing. I finally got it. For four years, I did not really understand how to land my ElectriStar. I can't tell if it's the new motor or not, but today, you would have been proud. There was very little/no wind. I learned that a good landing is all in the setup and approach. I was getting the plane lined up nicely- I must have done 50 landings today. I aborted two, and made successful second approach landings”.*

*“I learned the proper speed, not too fast, and not too slow. That was the major error I was making for years. Coming in too fast, then slowing down too much, then over correcting, bounce, bounce, bounce. And I also see why you had me adjust the throttle to be more precise at the low end- that is critical- I approach the runway with around 1-3 clicks on the stick, and gradually reduce as the plane lands- and voila- I was even getting the rear wheels to touch first...”*

So, fellow members, keep working at it. Practice and have fun in the process. It is great when something clicks in your brain and you start getting it. I know I have got better at my landings but I still have a long ways to go. J.T. has been the one instructing me and giving advise on my flying. He makes sure that I don’t get my head swollen with some of my good landings and reminds me of what can be done better. So we all need to keep the attitude of helping each other. And what is wrong with bounce, bounce, bounce? I have this technique down to an art!!!

**Reactive Pilot / Instinctive Pilot:** In general there are two kinds of pilots in real life as well as RC. The reactive pilot flies the airplane by applying input to the control surfaces and then reacting to what the airplane did. Many times it requires correction of an input. Too much rudder or aileron or elevator on a turn or other maneuver that has to be corrected. This pilot frequently needs to think about how he is doing things. The instinctive pilot is usually ahead of the airplane reaction. His inputs are not fully thought out. There is a brain – muscle memory connection that just flows. Observing the airplane the pilot can sense when the model is going to do something the way he wants or if it is about to do something he does not and does then reacts with subtle inputs that do not cause an overreaction. The airplane will tend to fly smoother when flown instinctively. Most of us are a mix of both approaches. My goal is to become as more instinctive as I can be. The reactive pilot can fly quite nicely but to me it does not allow much for good relaxing flying. The instinctive pilot can enjoy the flying experience more. We can talk much more about this; but what do you think? Send me your opinions and thoughts about this. [acumed96@aol.com](mailto:acumed96@aol.com)

**New RC Pilots applying for membership:** We want to welcome Ben who has been flying RC for a good while. He was flying previously at the Henderson's Club but our club is closer to his house.



**Ben with his trainer**



**Ben flying his Extra**

**In the July Newsletter we discussed, are we RC Flyers actually pilots.** I am thinking that maybe we can have fun with this contraption. I want one. I wonder if HobbyKing will sell it or a clone of it? Check this link and read about TERRAFUGIA. Watch the video about it. <http://www.terrafugia.com/>

**Crosswind landing:** I was reading about techniques on how to perform crosswind landings. This guy has it nailed down to an art. [www.youtube.com/watch?v=mfeB9r4RrB8](http://www.youtube.com/watch?v=mfeB9r4RrB8)

**2011 AMA Insurance Summary:** This year there were some minor changes to the insurance coverage we get from the AMA while on our modeling activities. It is a good idea for you to become familiar with the basics of what is covered. I also wanted for you to be aware that the AMA does provide some coverage for damage or loss to our equipment from fire or being stolen, etc. Do remember that the AMA insurance is in "excess" meaning that any other insurance you have (like your homeowners insurance) must apply first. Also keep in mind that there are deductibles that apply. Take a look:

### **Commercial General Liability Coverage (Effective March 31, 2011)**

The AMA Liability Protection applies to bodily injury or property damage caused by an AMA member. It applies to accidents arising from the modeling activities of **model aircraft, rockets, cars, and boats**, in accordance with the AMA safety code(s).

- The “per occurrence” limit of coverage available by this policy is \$2,500,000 for claims involving bodily injury and/or property damage. These limits are for claims occurring during the policy period. Coverage is provided only for accidents arising from the model activities.
- A separate policy covers participation in FAI events outside of the United States and Canada. This policy has a \$1,000,000 limit.
- There is not any coverage for injury to a member of his own family (household and relative/s living in the member’s household) for claims or suits.
- The policy **does not** cover business pursuits: that is any activity that generates income for a member beyond reimbursement of expenses. This business pursuit exclusion does not apply to individual members providing modeling instructions for pay to AMA members.
- The coverage is “excess” over any other applicable insurance available to each individual member, such as homeowner’s.
- Has a \$250 deductible (property damage only), which is the responsibility of the AMA member causing the accident.

### **Accident/Medical Coverage** ***(Effective January 1, 2011)***

The Accident/Medical coverage applies to injuries while engaged in model activity regardless of who causes the accident. It reimburses an AMA member in accordance with policy terms and conditions for only medical expenses (also the beneficiary for loss of life) incurred within 52 weeks of the accident. The Accident/Medical coverage works as follows:

- Provides up to \$25,000 for medical expenses and \$10,000 for dismemberment or death.
- AMA member directly – does not require claim action by another person.
- Pays for eligible expenses upon submission of bills or other documents certifying cost of treatment and that injury was caused by model activity.
- Reimburses medical expenses only after submission to any other health plan, including Medicare.
- Has a \$750 deductible.

### **Fire, Vandalism, and Theft Coverage** ***(Effective March 31, 2011)***

• Provides up to \$1,000 for loss of aircraft models and accessories, including RC equipment. All theft loss claims must be accompanied by a police report. NOTE: Theft has to occur from a locked vehicle or residential dwelling. There **must** be physical evidence of violent forcible entry.

- Has a \$100 deductible.
- Is “excess” to any other applicable coverage such as homeowner’s. This information is merely a brief summary. Complete details of coverage and exceptions are contained in master policies available at [www.modelaircraft.org/documents.aspx](http://www.modelaircraft.org/documents.aspx), documents #500-L, 500-LA, 500-M, and 500-N.

#### **Please report all incidents to AMA as soon as possible!**

To report an incident, request claim forms, or inquire about filing procedures, please call (765) 287-1256 or e-mail [claims@modelaircraft.org](mailto:claims@modelaircraft.org). Regular business hours are Monday-Friday, 8 a.m. to 5

p.m. EST.

To report an incident involving serious injuries to individuals outside our regular business hours, please call (765) 281-2876.

**RAMS Club always innovating:** I have recently become aware that a group of highly skilled scientists from the Raleigh AeroMasters Club got together in a top secret meeting at Golden Corral. It was decided by this committee that from now on we will measure every airplane weight flown at RAMS using the BRICK measure.



The first order of business was to get a brick and they were able to do it. So, this is the RAMS Master Brick unit of weight. So forget about ounces, grams, pounds or kilos. From now on refer to your airplane as  $\frac{1}{2}$  a brick, a full brick or a two bricker. I have always being told by JT and Gary that if you put a big enough motor, you can make a brick fly. I heard this secret committee is actually planning to prove this as a fact.

### NEWS UPDATE!!!



Here they are and they made this biplane which is a two bricker. I saw it. It actually flies. Congratulations guys!!! You proved the point.

## New projects and airplanes at the field



Geoff is holding his new 3-D airplane. This airplane flies sweet. Keep it "Full Throttle" Geoff.



My (Dr. Joey) new Hog Bipe. Has a 20cc gas 4 stroke Saito FG20 with 9 servos. Electronic Ignition. Maiden flight by J.T. Builder: Gary Elliott Manufacturer: SIG Weight: 10  $\frac{3}{4}$  pounds = 2 bricks. The sound of the 4 stroke is nice. The fuel efficiency is great with 45 minute flights in 12 ounces of gas. Ignition battery and receiver battery are 1600mah 6 volts each. Flies really nice.



J.T. is getting ready some metal tubing to bury in the field between airplane stands. Then you can insert a fork holder to hold the rear of your airplane when you want to start the engine on the ground. This was done on the last work day at the field a couple of weeks ago.



**Thanks to Larry Harris for making these airplane cradle / holders. They will be available for use at the field. You can place them on the airplane stands if you need better holding of your airplane or to get better clearance from the propeller on airplanes without landing gear. Please, do remember that we are not to get any motor running for testing unless you are on the pilot side of the fence.**

**RAMS:** Remember guys. We have a club FunFly for Labor Day.

Also remember that we have an invitation to join our friends of the TRI COUNTY RC Club on September 11. More details will be available later.

**Other dates to remember:**

Sept 16-17-18 - **RDRC Fly for Tots.** A group from RAMS is planning to attend.

**E-Week at the Joe Nall** – Sept 29 to Oct 1 <http://www.joenall.com/eweek/eweek.htm> This will be the first electric only Joe Nall activity. I don't doubt that in a couple of years it will be as big as the regular Joe Nall held yearly in May. I can't attend this year but I will try to make it for next year.

**Well, I am done. Take care guys.**

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

**Dr. Joey**

*RAMS Secretary*