



## 2006 RAMS BOARD OF DIRECTORS

<u>President</u> Al Bensley 585 624 7392	<u>Vice President</u> John Powers 315 524 6889	<u>Treasurer</u> John Coushaine 585 223 5879	<u>Secretary</u> Jacob Kirsch 585 924 7579	<u>Web Master</u> John Powers 315 524 6889
<u>Safety Directors</u>		<u>Field Directors</u>		<u>Newsletter Editor</u>
John Dennis 315 986 4772	Judson Smith 315 986 3749	Rod Curtis 585 381 1445	Larry Clarke 585 265 9593	Alex Antonelli 585 266 8567
<u>Membership</u> Larry Clarke 585 265 9593	<u>Librarian</u> Bob Abbott 585 671 7263	<u>Programs</u> Raymond Stacy 585 733 2740	<u>Community Affairs</u> Tom Starsmore 585 872 3193	<u>Flight Instruction Coordinator</u> Dave Ottney 585 385 7607

**AMA CHAPTER 468 CHARTERED IN 1971**

**AMA Gold Leader Club for 12 years since its inception in 1993**

**WEB SITE: [WWW.RCPLANE.COM](http://WWW.RCPLANE.COM)**

**THE RAMS MARCH 28<sup>th</sup> MEETING - at the Webster Volunteer Firemen's Building, Sanford Street, Webster, NY 7:00 PM—9:00PM**

## CALENDAR OF BUSINESS MEETINGS FOR 2006

### RAMS MEMBERSHIP MEETING SCHEDULE (TUESDAYS)

<b>Mar. 28</b>	<b>Apr. 25</b>	<b>May 30</b>	<b>June 27</b>	<b>July 25</b>	<b>Aug. 29</b>
<b>Sept. 26</b>	<b>Oct. 24</b>	<b>Nov. 13</b>	<b>Dec. 19</b>		

### BOD MEETING SCHEDULE (MONDAYS)

<b>Apr. 10</b>	<b>May 15</b>	<b>June 12</b>	<b>July 10</b>	<b>Aug. 14,</b>	<b>Sept. 11</b>
<b>Oct. 9</b>	<b>Nov.13</b>	<b>Dec. 4</b>			

## 2006 EVENTS

<b>Batavia RC Club Fun-Fly</b>	<b>June 3 - 4</b>
<b>Ray Edmunds Memorial Fun Fly (RCCR)</b>	<b>June 24 - 25</b>
<b>RAMS Open House Fun-Fly</b>	<b>July 22 - 23</b>
<b>Sky Rovers fly-in</b>	<b>July 29 - 30</b>
<b>Great Electric Fun Fly (RCCR)</b>	<b>August 19 - 20</b>
<b>Northeast Helicopter Jamboree</b>	<b>Aug 25 - 27</b>

## NOTES FROM THE EDITOR

Alex Antonelli

**Program:** Clay Wheaton will do a presentation on foamy planes at the next meeting.

- The Batavia Club has set-up a weekend fun-fly at their facilities in Batavia for June 3 & 4. Map will be available in next month's newsletter.
- There is a copy of the AMA 2006 safety code included in this month's newsletter as a reminder of what you agreed to follow when flying at any of the RAMS fields or events.

# **PRESIDENT'S LETTER**

Al Bensley

I'm back at home again after a vacation of about three weeks. Since I have retired it becomes increasingly more difficult to understand what a vacation is supposed to be. Life seems like a vacation. My wife, like many others, sees retirement a little differently. More like "twice the husband and half the pay". Enough said.

In any case, I missed the February membership meeting. If things go according to plan, I shouldn't have any more conflicts this year. The one thing I do regret missing was Dave Ottney's program. I am very interested in learning more about electric flight and would have enjoyed and learned a lot from Dave's presentation. A few of our members meet at the Macedon field every Thursday (rain or shine) and the feedback I got from them was that the program was very informative and very well presented. Thanks Dave!

As you may be aware, our membership is now a 130 senior and 20 junior members. During the annual renewal process, the BOD promised you that we would make no exceptions to the renewal requirements. We have made none. We reviewed several instances where members asked for consideration of their individual circumstances leading to late renewal, but our conclusion was that the cause in all cases was that the member waited until the "last minute" leaving little or no time to react if the requirements were not fulfilled. I believe our decisions were correct and fair to the vast majority who renewed on time.

On to a more up-beat subject, the Open House /Fun Fly scheduled for July 22 and 23. As I have mentioned before, I have volunteered to be CD (Contest Director) for the event. I intend to learn a lot from Larry Clarke who has CD'd the last two events. We will need a lot of volunteers to help. I hope to enlist some of you who have provided expertise/talent in specific activities in the past. If any of you would like to volunteer please let me know. It's not too early and for those who are hesitant, don't worry, no experience is necessary, just make a commitment to show up and we'll do the rest.

There are no plans to bring in a world-renowned pilot as a main attraction. We hope to have two days of piloting from our members and members of local clubs with the intent of filling the sky with everything that flies. The theme will be "community and charity" and to that end we plan on donating the proceeds from the raffle and a couple fund raising activities (TBD) to a Macedon charity. Tom Starsmore and I will ask the Macedon Supervisor for help in choosing the charity. I will keep you posted on progress.

The Regional Helicopter Jamboree is being sponsored by the RAMS and Performance Hobbies. Progress on this event is going very well. John Dennis is the CD. I will be volunteering to help John in any way I can.

And last, please don't throw away or toss in the recycle bin any of your RC or flying magazines. In the past, a couple of members have brought their back issues to the Open House and Jamboree events to be given away to anyone interested. We just stack them up and put a "FREE" on them. Very popular and it gives prospective RCer's something to browse through when they get home. So save your magazines.

See you all at the next meeting.

HAPPY LANDINGS

# **BOD MEETING MINUTES**

Jake Kirsch

President Al Bensley called the March BOD meeting to order at 7:05 PM.

Attendees: Al Bensley, John Powers, Jacob Kirsch, Larry Clarke, Tom Starsmore, John Dennis, Jud Smith, Rod Curtis

## Old Business:

- The February 2006 BOD meeting minutes were approved.
- All AMA club charter renewal forms have been submitted
- Several members have inquired about waivers for the membership late fees. It is the club policy to provide no exceptions to the late fees.
- The BOD continues to make progress regarding the Macedon property issue
- Open House:
  - Dave Playfair has volunteered to create a flyer for advertising the event
  - Al Bensley proposed the RAMS use the event to raise money for a charity as determined by the mayor of Macedon and/or the town board (i.e. The Macedon Library). Fund raising activities at the open house may include paintball, a trainer plane and raffles.
- Heli Jamboree:
  - Sanctioning application has been submitted to AMA

## New Business:

- The RAMS received another royalty check for the Macedon gravel pit
- Club Fuel Order:
  - Details can be found on the RAMS/ARCH Forum at <http://www.raymondstacy.com/bb/viewtopic.php?p=3243>
  - Tom McCoy has generously offered to place an order for a bulk fuel purchase.

-The minimum purchase is 20 cases (4 gallons per case)

**Morgan Fuel prices are:**

10% 11.50 (reg 14.95)  
15% 12.50 (reg 15.95)  
20/20 17.00 (reg 21.95)  
30% heli 19.00 (reg 23.50)

**Wildcat Fuel prices are:**

Premium (16% oil)  
10% = \$9.98  
15% = \$11.48  
Premium Xtra (18% oil)  
10% = \$10.19  
15% = \$11.58  
20/20 = \$15.43  
Heli 30%HV = \$16.99  
Heli Youngblood 30% = \$17.40

-\*\*\* If the order is 30+ cases, there is an additional 5% discount

-If the club wishes to pursue this, the deadline will be May 1<sup>st</sup>

## **FEBRUARY MEETING MINUTES**

Jake Kirsch

Vice President John Powers called the meeting to order at 7:05 PM. There were 29 seniors and 1 junior in attendance.

**Program:** Dave Ottney gave an excellent presentation about electric powered flight. He reviewed the differences in brushed and brushless motors, the differences in NiCd, NiMH and LiPo batteries and motor/prop sizing.

**Visitors:**

-The RAMS had one guest, Joe Doyle. Joe was voted in to the club by the membership. Welcome!

**Announcements:**

-The gate combo to the fields changes 3/1/2006

**Old Business:**

-The December 2005 and January 2006 meeting minutes were approved

**New Business:**

-Bylaws changes: the changes to the bylaws as proposed by Al Bensley were approved by the membership unanimously.

-A suggestion to add a 10-minute Q&A section to the meeting was proposed. The BOD will discuss this suggestion. Another member suggested the use of the RAMS/ARCH Web Forum (<http://www.raymondstacy.com/bb/index.php>), which has the advantage of much faster responses.

-The club received a royalty check for \$181.20 for the gravel pit at Macedon

**Show-and-Tell:**

-Mike Daly gave an overview of a scratch built electric foam "Cutlass Jet" made from 3mm Depron. The plane weighs 5oz without the electronics.

-Dave Ottney presented Dave Riedel's e-conversion "Delta Star" and a scratch built foam OV-10 powered by speed-400 motors as well as his OV 10.

-Mike Pence presented his OV 10 with so special features.

-Steven Powers reviewed a Pluma he built from George Rodriguez's plans. It is built from 3mm Depron and has a 6oz AUW.

-John Powers presented a "Pelican" foam floatplane. It is powered by a brushless CDROM motor and has a 10oz AUW

## **SHOW & TELL:**



Upper left - Mike Daly with his scratch built electric foam "Cutlass Jet". Upper right - Dave Ottney with an e-conversion "Delta Star". Center left- Dave Ottney with his electric OV 10. Center right - Mike Pence with his OV 10 electric. Bottom left - Steven Powers with his Pluma Bottom right - John Powers with his "Pelican" foam float plane.

## **MEMBERSHIP DIRECTOR REPORT**

Larry Clarke

Larry Clarke reported there are 150 members consisting of 130 Sr. & 20 Jr. members who paid their 2006 dues.

## **Great Planes E-Fest**

Ray Stacy

Back in February, John Dennis, Clay Wheaton, Kyle Stacy and I traveled to Champaign, IL to participate in the first ever Great Planes E-Fest Indoor Electric Festival. We also ran in to Devin McGrath from the RCCR there. Rochester was well represented in Champaign!

The event was held at the University of Illinois Urbana-Champaign Armory Track and Field Facility which is much like the armory that we fly in here in Rochester but much larger.

The first think I noticed about Champaign is that it is in the middle of nowhere and flatters than any state I have ever been to! The good news is that there are flying fields everywhere.

We flew in to the Champaign airport on a Friday and I'm not saying that it was a small airport but they had a total of 4 gates and two of them weren't being used.

The first thing we did when we arrived was to travel to the armory and see if we could get in some practice flights. Unfortunately students were still using the track inside the armory but they said we could come back later and fly. We took off for a quick dinner and then back to the armory where the flying was just beginning. Clay immediately got his aircraft in to the air while Kyle and I prepped one of his micro helicopters. During Kyle's first flight he was sitting in a stable hover when a foamy biplane came blasting through and tried to occupy the same space as the helicopter. For a brief moment it was very exciting as the blades on Kyle's helicopter cut through that foamy plane like a table saw...but then pieces started falling. Oh well, I knew I would be repairing a helicopter that night. I'm glad I brought along all of our spare parts!

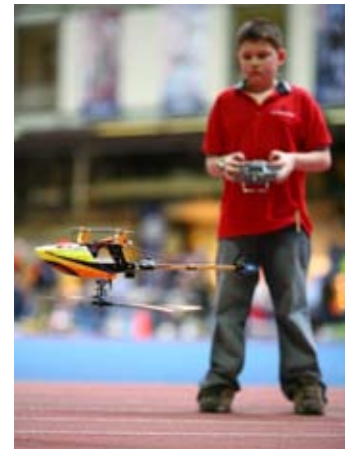
Saturday started with a quick pilot's meeting and shortly there after the armory was full of flying foam and the sound of foam hitting foam. Soon the aroma of foam safe CA and kicker was in the air. Clay did a beautiful job of flying and avoided collisions as best he could. I honestly believe that Clay flew more than anyone else there. I was glad that we were flying the new Spread Spectrum system from Horizon. No frequency worries and open channel waiting for us. Just walk up to the line and fly.



**Claymore doing what he came to do and he did it quite well!**

There were a number of contests on Saturday including Combat, International E-Style (judged airplane competition), Black out Night Fly, and the Heli Smack Down event.

Kyle flew in the Heli Smack Down and the Black out Night Fly events. For the Smack Down each pilot was given 2 minutes to show his best stuff. Unfortunately Kyle was the first pilot up and this later proved to be a disadvantage because the first pilot gets to show everyone his best moves and the rest of field gets to adjust their routine. I know that we would have flown a different routine if we had flown last. It didn't seem to bother Kyle. He put in a good flight. I was very proud of him. This is actually Kyle's second contest. The first contest was last October in LA at the World Micro Heli Cup Championships. In LA Kyle was very nervous for his first of two flights and it cost him. He eventually relaxed, put in a great second flight and took a respectable 4<sup>th</sup> place among his adult competitors. For this event Kyle approached it in a much different manner. He was relaxed and prepared. I was nervous as anything but not Kyle. I think having Clay and John Dennis there helped to make him feel at ease and fly as though he was just putting in a flight at home. The seven remaining pilots flew and I knew Kyle had a good shot at the \$500.00 prize. Judging was done by crowd applause and when it was over Kyle had finished in a very close second place. He was given a new Spread Spectrum radio system from Horizon Hobbies for his efforts. You can see Kyle's flight if you like at [www.kylerocks.com](http://www.kylerocks.com) .



The next event was the Black Out Night Fly. Aircraft were done up in glow wire and LEDs and then flown with all of the lights in the armory turned off. First prize was \$100.00. David Playfair had done a unique and beautiful canopy for us as well as a propeller with LEDs for Devin. A number of pilots did the night flying routine with some very interesting designs. The judges had a difficult time picking an overall winner and decided to award 3 first place prizes. One for some R/C balloon contraption, another to Devin McGrath and his plane and another to Kyle with his helicopter. Each received \$100 in cash.



**Kyle's night flying setup done by David Playfair**



**Devin McGrath's Night flying plane**

Other interesting events included combat and pylon racing. The funny thing is that the combat event had almost no hits and the pylon racing was full of collisions!

Sunday was a relaxing day with demos from the top airplane and helicopter pilots being asked to do demos. We were honored when they asked Kyle to fly again.

The armory started to thin out as people left to go home. Fortunately we had Monday flights and were able to stay and fly.

It was interesting going through security at the Champaign airport. At any other airport, when the transmitters are run through the X-Ray machine, we usually get stopped and have to open the cases. Not in Champaign. The transmitters went through and the security guard asked us how the fun fly went. With Great Planes and Horizon being in Champaign, seeing this kind of stuff was common for them.

I can sum it by saying we all had a great experience and a great weekend. Many thanks to John Dennis for coming with us and to Claymore's mom for letting Clay come with us.

I'm looking forward to next year!

<http://www.gpe-fest.com/>

Ray

Pictures by John Dennis and Mark Fadely

**Academy of Model Aeronautics  
National Model Aircraft Safety Code  
Effective January 1, 2006  
GENERAL**

1. A model aircraft shall be defined as a non-human-carrying device capable of sustained flight in the atmosphere. It shall not exceed limitations established in this code and is intended to be used exclusively for recreational or competition activity.
2. The maximum takeoff weight of a model aircraft, including fuel, is 55 pounds, except for those flown under the AMA Experimental Aircraft Rules
3. I will abide by this Safety Code and all rules established for the flying site I use. I will not willfully fly my model aircraft in a reckless and/or dangerous manner.
4. I will not fly my model aircraft in sanctioned events, air shows, or model demonstrations until it has been proven airworthy.
5. I will not fly my model aircraft higher than approximately 400 feet above ground level, when within three (3) miles of an airport without notifying the airport operator. I will yield the right-of-way and avoid flying in the proximity of full-scale aircraft, utilizing a spotter when appropriate.
6. I will not fly my model aircraft unless it is identified with my name and address, or AMA number, inside or affixed to the outside of the model aircraft. This does not apply to model aircraft flown indoors.
7. I will not operate model aircraft with metal-blade propellers or with gaseous boosts (other than air), nor will I operate model aircraft with fuels containing tetranitromethane or hydrazine.
8. I will not operate model aircraft carrying pyrotechnic devices which explode or burn, or any device, which propels a projectile of any kind. Exceptions include Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight. Rocket motors up to a G-series size may be used, provided they remain firmly attached to the model aircraft during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code; however, they 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 Air Show Advisory Committee Document.
9. I will not operate my model aircraft while under the influence of alcohol or within eight (8) hours of having consumed alcohol.
10. I will not operate my model aircraft while using any drug which could adversely affect my ability to safely control my model aircraft.
11. Children under six (6) years old are only allowed on a flightline or in a flight area as a pilot or while under flight instruction.
12. 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.

**RADIO CONTROL**

1. All model flying shall be conducted in a manner to avoid over flight of unprotected people.
2. I will have completed a successful radio equipment ground-range check before the first flight of a new or repaired model aircraft.
3. I will not fly my model aircraft in the presence of spectators until I become a proficient flier, unless I am assisted by an experienced pilot.
4. At all flying sites a **safety line or lines** must be established, in front of which all flying takes place. Only personnel associated with flying the model aircraft are allowed at or in front of the **safety line**. In the case of airshows or demonstrations a straight **safety line** must be established. An area away from the **safety line** must be maintained for spectators. Intentional flying behind the **safety line** is prohibited.
5. I will operate my model aircraft using only 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.
6. I will not knowingly operate my model aircraft within three (3) miles of any preexisting flying site without a frequency-management agreement. A frequency-management agreement may be an allocation of frequencies for each site, a day-use agreement between sites, or testing which determines that no interference exists. A frequency-management agreement may exist between two or more AMA chartered clubs, AMA clubs and individual AMA members, or individual AMA members. Frequency-management agreements, including an interference test report if the agreement indicates no interference exists, will be signed by all parties and copies provided to AMA Headquarters.
7. With the exception of events flown under official AMA *Competition Regulations* rules, **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.
8. Under no circumstances may a pilot or other person touch a model aircraft in flight while it is still under power, except to divert it from striking an individual.
9. Radio-controlled night flying is limited to low-performance model aircraft (less than 100 mph). The model aircraft must be equipped with a lighting system which clearly defines the aircraft's attitude and direction at all times.
10. The operator of a radio-controlled model aircraft shall control it during the entire flight, maintaining visual contact without enhancement other than by corrective lenses that are prescribed for the pilot. No model aircraft shall be equipped with devices which allow it to be flown to a selected location which is beyond the visual range of the pilot.

**FREE FLIGHT**

1. I will not launch my model aircraft unless I am at least 100 feet downwind of spectators and automobile parking.
2. I will not fly my model aircraft unless the launch area is clear of all individuals except my mechanic, officials, and other fliers.
3. I will use an effective device to extinguish any fuse on the model aircraft after the fuse has completed its function.

**CONTROL LINE**

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

**SPECIALIZED SUPPLEMENTAL SAFETY CODES, STANDARDS AND REGULATIONS**

RADIO CONTROL COMBAT (#525)

GENERAL RADIO CONTROL RACING (#530)

GIANT SCALE RADIO CONTROL RACING (#515-A)

GAS TURBINE OPERATION (Note: Special waiver required) (#510-A)

These special codes and appropriate documents may be obtained either from the AMA Web site or by contacting AMA Headquarters.

## PICTURE OF THE MONTH



©Frans Dely/AviationDimension.com+27824402707

RAMS  
P. O. Box 883  
Webster, NY 14580-0883