

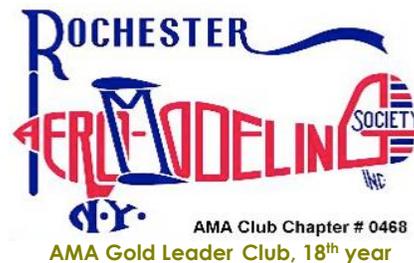


RAMS Horn

Official Publication

Rochester
Aero-Modeling
Society

JUNE 2010



Coming together,
sharing together,
working together,
succeeding together.

- Unknown

Volunteer and help the
RAMS succeed in 2010.
(MATCHING SHORTS/PANTS OPTIONAL)



Letter from the President *Dave Playfair*

Summer not only brings with it great flying weather, but also the onset of the RC competition season. While our own fields are in superb shape begging to be used, so are those at AMA headquarters in Muncie, Indiana. Last week was my first time attending the XFC, an international aerobatic competition featuring plane and heli pilots from around the globe. One of my two tasks this year was to support our very own Kyle Stacy during his 3rd season at this event, and the other was to run a pyro show for Bobby Watts, our featured pilot at last year's Heli Jamboree.

The tension around the flight line is thick enough to stall a prop, and is surely not suited for everyone. However, competing is an aspect of the this hobby that we should appreciate and support, as it provides goals for those who reach, and entertainment for those who admire. These events fuel our hobby with technological advances as well as establish the threshold for what these aircraft can accomplish.

A new event for planes this year was a "Red Bull" style pyro competition, featuring timed aerobatic maneuvers around an established course. I enjoyed this race because you knew what to expect,



and a clock makes a far more impartial decision than a panel of judges!

Friday and Saturday are the preliminary rounds, consisting of 4 flights total featuring known and unknown maneuvers. Kyle inched his way into 5th place, securing his spot in the Sunday finals, where the pilots started with a clean slate and had 4 flights to place. Our 14 year old flew both nitro and electric 90-sized machines as he gave some of



the best pilots in the world a few things to work on. When the smoke cleared, Kyle cleared 4th place! Way to go, Kyle!!

The RAMS concentration over the next few months will be our flying events... This includes the Wayne County Fair (Contact: Ruric Strickland), Open House (CD: Andres Rodriguez), and the Heli Jamboree (CD: Jake Kirsch). As always, we need volunteers to make these successful. The rewards benefit the entire club, including lowering dues about \$30, so I would like everyone to participate to some degree. Plan your summer around the events to lessen the burden on those who take part. To make signing up easier, we now have an [on-line form for the Heli Jamboree](#). Please take a moment to fill out a few lines and be part of the action!

Upcoming RAMS Events:

May Business meeting
Tuesday, June 29, 6:00pm
Macedon RAMS Field
2529 Macedon Center Rd.
Macedon, NY 14502

In this Issue:

- Letter from the President
- May Club Meeting Review
- Safety First: Safety is more than careful flying.
- Tech Corner - Re-covering Tip
- Call for Volunteers
- Pilot Profile - Keith Graves
- June BOD Minutes

Aero-trivia



Eighty years ago on May 15, 1930, United's first stewardesses led by registered nurse Ellen Church took their initial flight on a Boeing 80A from Oakland/San Francisco to Chicago, making a 20-hour journey with 13 stops, 14 passengers and cruising at 125 mph.
http://avstop.com/news_april_2010/united_airlines_celebrates_80_years_of_the_flight_attendant_profession.htm

June Meeting Minutes

New Members



Aron Zbick



Steven Rosema



Jacob Krucinski



Dan McIntyre

New Wings



Aaron Tabo

Meeting:

Called to order at 7:02 PM by President Dave Playfair at Webster Goodwill Center

- Motion to approve April minutes by Rodney Curtis, seconded by Jim McCarty – Approved.
- Motion to Adjourn by Andrés Rodriguez, Seconded by Bob Hendrickson, approved unanimously at 8:25PM

Guests:

- Jason Zbick (joined)
- Aron Zbick (joined)
- Steven Rosema (joined)
- Jacob Krucinski (joined)
- Dan McIntyre (joined)

Treasures Report:

- Vanguard fund holding it's own.
- Accounts in good order.

Program:

- Movie of vintage RC flying devices.

Announcements:

- Keith Graves is our new newsletter editor.
- Shed roof is complete with repairs as needed. Reported by Rick McGahey.
- Solo wings awarded to Aaron Tabo.
- New Pilot Flying Lessons are available. Contact Bob Hendrickson or any BOD member.

Events:

- Wayne County Fair flying demonstrations Aug 9 to Aug 14 – See Andrés for details. Pilots are also needed.
- Webster Town sidewalk demos with active simulator – Aug 9 to Aug 14 – See Andrés for details.
- Volunteers are needed for the RAMS open house and Helicopter Jamboree the end of August.

Show and Tell

Andrés presented his "re-configured" Fokker D-8 that he said flies great, but he can't land it without a tip up. Might do better on a paved runway.



After the "not a helicopter" groans subsided, Dave showed off his night flight ready Trex 600N. Hope it is still flying for the Jamboree, Dave.

The author's Trex 450 wind meter and precipitation gauge.

$(\text{Blade circumference} \times \text{RPM} \times 60) / (5280 \times 12) = \text{MPH}$

Wet = Rain or Snow



Re-covering Tip - Jeff Fuller

Here's a great tip I found for re-covering planes. How many times have you pulled up old covering to find a good portion of the adhesive is still stuck to the wood?



I've read a few ideas on how to remove this residue involving solvents, but found when it's heavy the solvents don't always cut it and many times smear the adhesive all over the wood. Here's what I learned to do through trial and error.

1. Hit the area with a heat gun.



2. Take a dry paper towel and use it like sandpaper.



3. Repeat as necessary. Change the paper towel often to prevent spreading the adhesive around.

4. The end result is a much cleaner removal of the left over residue without resorting to toxic chemicals.



Our Summer Events:

Ed VanWagner Open House

August 21-22

CD: Andrés Rodríguez

Northeast Heli Jamboree

August 27-29

CD: Jake Kirsch

Safety Is More Than Careful Flying - By Jim Rice, Chairman Leader Member Development Committee

Recently, there was a serious incident at AMA HQ. A package was delivered that contained a suspicious white powder. Unfortunately, the package was carried through the building to be reported to the emergency preparedness officer for HQ. The actions taken from that point forward were exemplary and timely.

The building was vacated, the sheriff was notified, and the staff was sent home. This all happened on Friday morning and no reports were received before close of business. Jim Cherry, ED, and many senior staffers were in Toledo so action had to be taken from afar.

The sheriff did not report anything on Saturday, so the FBI was queried as to what action should be taken next. They offered little assistance so Jim

decided to evaluate the condition of the mail clerk on Sunday evening to determine his state of health and then reopen the building on Monday morning if he remained okay.

Sunday, he went on the Internet to determine everything he could about suspicious white powder incidents. He discovered that they are fairly common and that post offices screen

all packages for anthrax and other dangerous chemicals. Preliminary reports from the sheriff indicated it was not anthrax or any other dangerous chemical, although, they weren't sure what it was.

Jim returned to Muncie a day early to be present for the opening of business on Monday. Meanwhile, he arranged for the Security Chief from Ball Memorial Hospital, who is an instructor for Homeland Security, to come to HQ and help him brief the staff on the probabilities of the situation. After the briefing, he asked all employees to return to work and offered anyone not wanting to risk entering the building the opportunity to take leave until the situation was finally resolved. Several opted to head home at that time.

Jim then led the rest of the employees in to work, leading by example, not asking others to take the responsibility for making the tough decision. All of this thinking on your feet and reacting to the situation was well done and is commendable.

Why did I write about this? I think leaders at all levels should give thought to serious incidents that they

may experience at events or during weekend flying. Develop some simple plans of how to react to a gun-wielding nut that might arrive at the field, or how to contact and direct medical authorities should a medical emergency arise.

Simple instructions such as written directions to the field that might be provided to police, or EMS, or GPS coordinates of the field. A class on first aid at a club meeting, what equipment and supplies would be appropriate in a first aid kit, or perhaps a list of club members who might have a concealed carry permit so everyone would have an idea of who to go to if the first incident listed were to occur, are other examples.

I think the best solutions to any serious incident are to remain calm, apply common sense, and allow the most organized and prepared person to take charge. Even if it is as simple as removing an irate pilot from the premises, prior thought and planning can help expedite the correct response.

Reprinted from the May 2010

AMA Insider

Call for Volunteers - Jake Kirch, Contest Director

Fellow RAMS members: I would like to share some information you might not be aware of. Please bear with me as this is about the club's health more than anything. This year marks the 8th Annual Northeast Model Helicopter Jamboree. This event is by far the longest running RC helicopter event in the Northeast US, and one of few that have made it this many years. It has been covered in a national magazine, been the focus of local TV morning programs, numerous articles have appeared in local newspapers and has been attended by the world's best RC helicopter pilots. The RAMS should be proud to host this event. However, we struggle to get volunteers to help make this event happen. A side effect of the fun everyone has at this event is that it offsets a significant portion of our budget that would otherwise raise our dues.

That said, I am asking you to sign up for as little as half of a day to help the RAMS keep our dues structure stable. Depending on our success, we could even lower our dues! If you can

donate even a few hours of your time on the weekend of August 27-29, sign up at [Jamboree Volunteers](#) or go to the [RAMS Website](#) and select "Events" -> "Helicopter Jamboree" -> "Heli Jamboree Sign Ups" or e-mail me (jmkirsch@gmail.com) and let me know when you can help. To sign up online simply click "Sign Up" next to the position, enter your name under the "Who Signed Up" column, and then click "Update."

I estimate it takes 30 people at a minimum which is 1/3 of our membership. The more people we have helping, the easier it is for everyone. The positions needed include raffle, impound, flight line coordinators, registration and food concessions. I will open up more slots as the current ones get filled.

Please note there are several other events happening this Summer. If you are unable to assist with the heli jamboree, please sign up for one of the other RAMS activities.

Thanks for your time, and I hope to see you this Summer!

2010 RAMS Board of Directors

President

David Playfair 585-670-9889

Vice President

Bob Hendrickson 585-377-2534

Treasurer

Al Bensley 585-624-7392

Secretary

Cliff Ramsey 607-760-0255

Safety Director

Andrés Rodriguez 585-281-9845

Macedon Field Director

Rod Curtis 585-381-1445

Ontario Field Director

Ruric Strickland 318-589-2333

Membership Director

Jose Soler 585-377-9368

Newsletter Editor

Keith Graves 585-538-6266

Program Director

Jeff Fuller 585-298-8037

Community Affairs Director

Tom Starsmore 585-872-3193

Webmaster

Jeff Fuller/Ray Stacy

Librarian

Carl VanVoorhis 585-249-0431

2010 RAMS BOD Meeting Minutes

Called to order June 14, 2010 at 7:00 PM by President Dave Playfair

Attendees:

<input checked="" type="checkbox"/> Dave Playfair (President)	<input checked="" type="checkbox"/> Bob Hendrickson (Vice President)
<input checked="" type="checkbox"/> Cliff Ramsey (Secretary)	<input checked="" type="checkbox"/> Al Bensley (Treasurer)
<input checked="" type="checkbox"/> Rod Curtis (Macedon Field Director)	<input checked="" type="checkbox"/> Ruric Strickland (Ontario Field Director)
<input checked="" type="checkbox"/> Jeff Fuller (Program Director)	<input type="checkbox"/> Keith Graves (Newsletter Editor)
<input checked="" type="checkbox"/> Andres Rodriguez (Safety Director)	<input checked="" type="checkbox"/> Jose Soler (Membership Director)
<input checked="" type="checkbox"/> Tom Starsmore (Community Affairs Dir)	<input type="checkbox"/> Carl VanVoorhis (Librarian)

Business:

- The May BOD meeting minutes were approved
- On-Line check list for NE Heli Volunteers under "events".
- Tree harvesting discussion – further information required.
- Wayne County Fair preparations progressing smoothly.
- Membership is at 95 seniors.
- New web page programming is near complete.
- Macedon shed shingle disposal discussed. Rod will arrange.
- No Trespassing sign for the gate at both fields.
- Motion for new 'zero-turn' \$5500 mower for Fordham by Ruric.

Seconded by Andres – Approved by unanimous vote.

Adjourned at 8:10PM by unanimous vote.

Health and Safety

Based on a recent article in the Democrat and Chronicle about Giant Hogweed, Bob Hendrickson wanted to remind everyone to be careful. There are reports of Hogweed in Wayne and surrounding counties. More information, in addition to a Statewide Map, Identification Key, and Control Methods can be found on the NYS DEC web site at <http://www.dec.ny.gov/animals/39809.html>

Local Events of Interest

RCCR

Ray Edmunds Mem Fun Fly
Jun 26-27

Great Electric Fun Fly Aug 14-15

Geneseo Airport

Geneseo Air Show July 9-11
FAC NATS MK XVII July 14-17

Genesee Valley Aero Modelers

STARS Rally July 18-19

Sky Rovers R/C Flying Club

Model Air Show July 24 & 25

Flying Knights

Scale Rally August 7-8

Batavia RC

Interclub Picnic Sept 5

Canandaigua Chiefs

Dick Marshall Float Fly Sept 11-12



Hogweed has been spotted at the Macedon Field in previous years.

Pilot Profile - Keith Graves

Since no one else volunteered you will have to suffer through my RC story. It is not as lengthy as Ray's was last month. But it might interest a few as I started in this hobby only a short time ago.

My first exposure to RC was back in the '80s when I lived in Irondequoit. I was driving past what was until recently ESL Headquarters at the corner of Goodman and E. Ridge but at that time I don't remember what was in there, either a store or still an old Kodak building. Down in the middle of the parking lot was someone with an RC Helicopter. I pulled over for a few minutes and watched him hover the heli then put it back in his car and leave. I have no idea what kind of heli was as I never got that close but thinking back it looked to be about a .30 size. I thought how cool, or whatever the '80s term was for cool, and someday that might be something I would like to try. The experience went to the back of my mind as I knew of no one that was in the RC hobby, there was no internet as we know it today to look thing up on, I was going to night school for a BS, and working full time. Turning 40 in the mid 90s and finally finishing night school and going through a "What do I do now since I don't have to spending all my free time doing homework?" I got involved in model trains. That lasted for about 10 years, mostly in the winter, two layouts, and two different train gauges. I am also a member of the Rochester Chapter of the National Railway Historical Society.

One day I was in Dan's looking at train items and the magazines. I saw a magazine about RC flying and bought it. This was in 2005. Most RC magazines back then were 95% airplanes but this one had an article on helicopters. I read it and starting looking around the internet. Not having anyone to ask and relying on what I found I bought a fixed pitch Century Hummingbird which is about the same size as an Eflite Blade CP. After a couple of months with no success and lots of broken blades, I started looking around for local help and found Performance Hobbies. I called and asked if they could look at it even though I did not buy it there. I was told yes, but they did not have parts for it so bring what I had. I took it in and the guy behind the counter, who I later

found out was Tom, looked it over, put it on the floor and popped it up in the air about eye level. Told me it was a very touchy heli but it did fly so it was me. They had just gotten in the Blade CP the day before and after talking to one of the other guys about it I walked out with it. I again had limited success and broke the tail boom and frame. Not knowing much about it I took it to Tom and he fixed it and told me the secret was to get it waist high or higher, don't try what I had been reading about dancing it around on the skids and take it up slowly which always resulted it the heli going sideways into the wall or if outside a blade strike on the ground. I took the heli home and did just that, hitting the ceiling. Those marks have since been covered up. But I eventually was able to hover around and my parts expense decreased slowly.

For my 50th birthday my wife surprised me with a 400 size heli. I put it together and hovered it around the yard but as yet had not discovered much else that could be done with an RC heli until one day when I was at Performance getting parts I saw a poster for one of the RAMS Jamborees featuring Curtis Youngblood. My wife and I went and saw several people fly and then Curtis. She said I should get one of those, I think it was a Vibe 90, and I, of course, agreed. I picked up information about the RAMS and began figuring out how to buy a nitro heli. I decide that since my interest in model trains was waining I would sell my 027 gauge trains and keep the N scale for winter.

During visits to Performance I would ask lots of questions about nitro helis and what I should get. After numerous discussions with Tom and finding out that if I joined the RAMS most people had Raptors. So when I had enough money from selling my trains I went and purchased a Raptor Titan. Around that time I joined the RAMS so I could learn more than just hovering and also get help in my new found hobby. After finding quite a bit of build info on line for the Raptor I spend the winter building it. On a spring like winter day I took it out for its first flight. Unfortunately being a rookie I hot started it and by the time I was able to shut the engine down the clutch liner was destroyed. I called Tom and make the hour drive to pick up a new liner and clutch. He did not have the entire

clutch bell. So I asked him what else I would need and he handed me some JB Weld. So back home I had my first experience replacing a clutch liner. After it set over night I took it out the next day and actually hovered around for a few tanks.



First Nitro Flight

Spring finally arrived and I sent an email to find out if any helicopter pilots were going to be out at Macedon that weekend as I wanted someone to look it over and help me get the engine set up as this was my first experience with a nitro engine. I was assured that someone would be. When I arrived Jeff Francis was there and introduced himself. He checked my Raptor over and said that my blades should be a little tighter. He took it up for me and said everything was good.

So two more nitros and several electric helicopters I'm still enjoying the hobby. While I'm no 3D pilot, and probably never will be. I just enjoy flying my helicopters around and landing them in one piece. Most of the time I manage to do that. I must say I really enjoy building a new helicopter and taking it out for it's maiden flight. That is such a thrill.

I also wanted to try my hand at flying airplanes after visiting the RAMS Open House and paying my donation to buddy box with Dave Playfair. It seemed easy to me but I learned later that Dave did the hard parts, take offs and landings. It took me two and a half years, and three nitro trainers, to earn my wings. I decided to primarily stick with the helicopters but have a Park Zone T-28 foam plane that I enjoy flying. That is about it. I'm glad I became involved in RC and found the RAMS.



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