



March 2015

SAFETY OFFICER'S CORNER

Dave Rothbart



Hopefully Mother Nature will smile upon us with a full season of good flying weather. As your 2015 safety officer I would like to address several areas. First and most important, every member of Farm Club is responsible for safety of all members and guests at the Farm Club flying field. Please remember that we are the guests of the Rhynald's family. We have an excellent record to date, which must continue thru the 2015-flying season.

So what other specific safety items should we as Farm members focus on this year?

General aviation aircraft have entered our air space at FARM Club without warning in many cases. It would not be an intrusion to ask another member to spot for you when in the air. I have experienced several instances this past season where without warning a GC plane flew low into our box area. With the help of a spotter I was able to avoid an incident from occurring. There are times when a member

sitting at the pavilion detects a plane. The clueless pilot flying his plane is notified at the last second and must react instantly to the incursion. One of our best pilots nearly lost his plane (but did crash) due to a low flying GA incursion that did not notify us of his presence in advance. The AMA Safety Code Section A #2 states, (a) **“Yield the right of way to all human carrying aircraft”** (b) **“See and avoid all aircraft and a spotter must be used when appropriate”**.

In the past we had small signs in the area around the pits reminding folks to run up engines (fuel, gas and electric) either in a designated run up area in front of the red barn or at the flight line. I would like to propose that we reinstitute this procedure. Errant props and planes represent a hazard that will eventually hurt someone. By moving the run up area to less congested location the potential problem can be mitigated.

The AMA National Safety Code requires that every plane as noted in Section A (f) “ensure the aircraft is identified with the name and address or AMA number of the owner on the inside or affixed to the outside of the model aircraft”. In the event of an accident or loss of the plane the identity of the owner is established in accordance to AMA requirements. If you ever need to file an insurance claim with AMA, this information had better be on or in the aircraft otherwise you may be out of luck utilizing this very important membership benefit.

Illegal FPV/ Drone flight is the current hot topic affecting our hobby. The FAA has been slow to address and to date been ineffective when addressing this form of aircraft. Multiple incidents regarding FPV's flying at altitudes, sometimes in excess of 8000 agl have been reported by airline pilots.

At least one FPV manufacturer has started to incorporate avoidance of certain sensitive areas (in Washington DC) in their GPS software. But the cat is out of the bag at this point. Now FPV flight schools have begun to pop up. I wonder if they encourage students to join AMA as part of their curriculum?

AMA has spent over a million dollars with lobbyists to address our concerns to Congress. In my opinion this issue is far beyond AMA and possibly the FAA at this juncture. This form of aircraft is being mass-produced and purchased by people outside the safety requirements set by AMA. Where this all ends up is anyone's guess. In my opinion the best remedy at this point is to impose huge fines on anyone caught flying these aircraft illegally and publicize it every day on the 6 PM news.

I have compiled a checklist to use when inspecting your plane prior to the start of the flying season. It will be located below this article.

Until next time, remember "FLY SAFE"!!!

Dave Rothbart



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EDITOR'S NOTES

Jeff Killen

Upcoming Events:

- 1. Club Meeting, at the Warrenton Community Center, 7:00 PM, 3/24/2015**

SECRETARY'S REPORT

Jeff Killen

The February club meeting was held at the Warrenton Community Center on February 24. There was one visitor present, Ken Dunlap. Attendance at the meeting

was 5 board members, and 3 other members, and our guest.

Officer Reports

Bill Towne reported (Vice President) that sanctions are in for our June Float Fly. Also, hats are here, including those for the Culpepper Barnstormers.

Dave Rothbart had no report as Safety Officer (there has been little flying lately).

Jeff Killen noted (Secretary) that the mail list for members has been trimmed down per those who did not renew membership for 2015.

Nic Burhans provided the following information (Treasurer).

- Our charter has been received
- Our insurance certificates are in hand (2 float flies and for our flying field)
- Rental fees for our two float flies have been paid
- We have a new road sign for the field
- Sanctions for the Spring Pattern contest are ready (includes regular contest, and Sun afternoon classic contest)
- We now have \$4954 in our bank account. We have a negative balance now, but should be up by \$160 by the end of year
- We now have \$909 in inventory for club clothing and hats
- We have a new member (Mark Porter) who flies drones only

Old Business

There was no old business for the meeting.

New Business

Events:

- March 14 – Valley R/C Club swap meet
- March 28 – NVRC judging seminar (LCAA Banshee Reeks Park, VA)
- April 11 – Mechanicsville, VA Swap Meet

News from Nic Burhans Associate Vice President:

AMA action team worked on 2 bills to exclude drones and models (and the bills were tabled)

Nic will be at the Joe Nall fly in; it is a National and Executive meeting for AMA.

Roofing companies like using drones to check for roof problems. Even though the drones cost around \$5K each, the companies save money over people, ladders, and trucks.

Note that at float flies, a spotter is required for each flyer.

Dave Rothbart noted that at Hobby Hangar, there is a quadcopter that restricts flying to areas by GPS coordinates, (usually around airports).

Fun Fly food – We discussed having members bring some food to the fun fly events. We discussed having a donation jar, CD putting out a note and requesting a RSVP, and that this is no cost to the club. Nic Burhans agreed to support this for the first Fun Fly in April. **Please RSVP to Nic Burhans if you intend to attend this Fun Fly.**

Show and Tell

Gene Flynn – Phoenix Models Super Decathlon – electric, Eflite 52 motor – 7 lbs

50/50 Drawing

Bill Towne won the money. There was no fuel prize for this meeting.

PRE-FLIGHT SAFETY CHECKLIST

Dave Rothbart

Is your AMA Number and name affixed to the airplane?

Engine and Fuel System

- Check the engine attachment to fire wall
- Has the engine been thoroughly tested?
- Has the engine been run up at full throttle with the planes nose straight up in the air?
- Is the carburetor at the same height as the fuel tank for fuel engines?
- Is the fuel tank klunk in the proper position and moving freely?
- Check prop condition for nicks, cracks or breaks
- Has the prop been balanced?
- Gas engines has the kill switch been tested?
- For fuel planes is the tank mounted close to the firewall and at the proper height?
- Is spinner and safety nut tight?
- Muffler secured?

Internal Functions

- Are all servo screws, arms secure?
- Push rods secured?
- Receiver and battery pack secured?
- Wiring secured and away from servo arms?
- Remove any loose items
- Wing bolts installed and tightened?
- Check for fuel leaks

Fuselage

- *Wing/s securely attached?*
- Horizontal and vertical stabilizer securely attached?
- Canopy & cowl secure?
- Landing gear tight to fuselage?
- Plane visually checked for cracks and broken parts?
- Monocote tight and secure?
- Wheel collars tight and wheels rotate freely

Weight

- Does the plane meet AMA maximum weight requirement?

Balance

- Is the center of gravity **CG** (fore and aft) within the manufacturers specifications
- Was the plane balanced laterally?

Alignment

- Are all flying surfaces at the proper angle relative to each other?
- Are there any twists in the wings other than designed-in wash out or washin?

Control Surfaces

- Are they all securely attached?
- Are the control throws in the proper direction and amount?
- Were all hinges checked for free operation and attachment?

Control Linkages

- Have all linkages been checked to make sure they are secure?
- Are all clevises snapped in the closed position after attachment to the control horn?
- Have clevises been secured with fuel tubing or snap links?
- Have all screws been attached to servo horns and tightened down?
- Has each servo push rod been checked for slop?

Transmitter

- Proper plane been chosen?
- Has a full range check been performed?
- Are the control throws going in the proper direction?
- Has the flight pack and transmitter voltage been checked?
- Has the receiver and battery been protected from vibration and shock?

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**Gene Flynn's Super Decathlon.
(photo by Dave Durica.)**