

<http://www.famac.org>



TaleSpins



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Next Meeting

The next club meeting is
May 11, 2006 at 7:30.
The location is at VTS
Productions.

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May events:

Aeromaster's FunFly/Swap meet on May 7th
starting @ 10:00 a.m.

Doug's Hobby Shop will have a Flea Market/Swap Meet
May 20th. Call for more info.

Club Officers

President

Joseph McCary Jr.
patmccary2000@yahoo.com
(540) 373-8841

Vice President

James Chandler Jr.
jamesec295@aol.com
(540) 847-1001

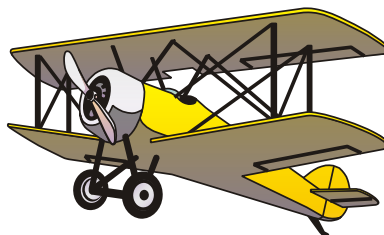
Secretary

Scott Stimpson
stimpson.1@netzero.net
(540) 786-4284

Treasurer

Hank Mausolf
mausolfh@yahoo.com
(540) 785-4005

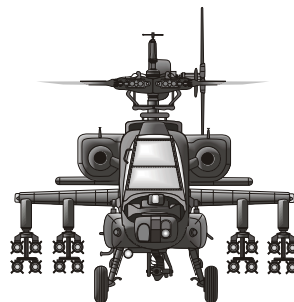
Airplanes of the World RC scale model fly-in



Saturday, June 24th
9 a.m.- 4 p.m.

Konterra Model Airpark
Laurel, MD

www.freestateaeromodelers.org



**Official
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.

Aeromasters April 2006 meeting minutes

Fredericksburg Aeromasters met at VTC Productions 13 April 2006. President Joe McCary CTMTO at 7:36 p.m. 16 members in attendance; John Felsted (previous member re-joined) was introduced to rekindle friendships/memories with RC aviation.

Secretary report: March meeting minute's reviewed/approved; will not add password to minutes in the future for privacy. Introductory Pilot Program application for Doug Smith, Jim Chandler, and Hank Mausolf will be sent soonest.

Treasurer report: Checking \$1,789.04, Savings 255.78, CD \$1,022.48 – Total \$3,067.30 up \$165.84 from March w/42 paid-up members - all approved.

Old Business:

Ashley Smith queried the status of a sign for the field driveway as it is privately owned property and new personnel may be reluctant to visit the airfield.

Landowner authorization by Mr. Foster and Mr. Wright, type/size of sign and vendor support was discussed to include pros and cons. Dan Hayworth agreed to check w/Harry "Banky" Franklin (member w/sign business). It was agreed to request permission and post a sign at the outside gate by Mr. Wright's residence: To > Fredericksburg Aeromasters – all voted/approved.

Ashley asked when the Club planned to do a Mall Show – Joe encouraged Programs Committee volunteerism – Mall Show, Open House > include at the next meeting.

Hank Mausolf shared details of the 8 April visit to the VA Air Museum in Richmond – 15 attended, utilized 2 vans plus 2 POV's -stopped for lunch prior to the visit. A very nice small facility with all flyable aircraft, great collection w/model dioramas; actual 3d things you can touch and hold. Total club costs for tickets/vehicle rentals \$103.82. Joe stated that he has flown in the Curtis Robin originally staged at Shannon Airport and the Stenson aircraft and replica model were also highlights. Jim Braithwaite took pictures – looking forward.

Hank announced that Don Rhamy is keeping on-line from the new residence in Texas by sending a current address, email and phone listing, paid-up for 2006 and intends to keep membership with Aeromasters – Don forwarded a similar note to Mr. Russell, Mr. McCary and Jim Chandler to remain engaged.

Roy Haynes mentioned a hobby shop in the Richmond area left on 9-Mile Road near the airport. – good to know for those planning a visit to the air museum. Joe was asked the status of hats and jackets – almost complete by the vendor and will be passed onto the secretary for sales and distribution.

New Business:

Field insurance and certificate renewal received from the AMA for 2006.

Brian Mausolf and James Bingham met on Monday - Brian gained access

necessary to login information onto the website. Members page is updated with the latest information for 2006. An X is depicted if members have paid dues for 2006. Login has not changed – username: famac.

Brian updated the library section with Rally of the Giants 2004 in Muncie, Indiana. Updates pending receipt > Field Maintenance Schedule, newer library images, club newsletters that need to be converted to Adobe Acrobat format for posting. – Thanks Brian for the initiative along with James to build the level of consistency into what is a huge success for club membership, recruiting, currency and consistency!

James (Jim) Bingham stated that the credit card switch needs to be made (c/o Treasurer) for standard website on-line service charges.

Gary Graham asked if newsletters would be sent via mail or email. Editor Rick Oasen can support either preference. James Craig would like a classified section listing – he, others expressed interest in hard copy mailings. By laws would need amendment to formally change how members receive notifications.

Joe encouraged each member to call Rick directly if you wish to save postage by receiving newsletters by email.

Joe/all are pleased with the editorship quality and reminded folks of the advertisements like Doug's Hobby Shop Open House sale on 22 April.

Jim Chandler suggested projecting a date for the annual Swap Meet, offered VTS Productions as a potential location or at Rector Airfield. Exchange of ideas lead to Joe accepting a move to combine the Fun-Fly and Swap Meet events on 7 May – Doug Smith motioned, 2nd by Jim Chandler – all approved. Dan Hayworth asked about start times – 1000 was agreed upon for set-up. Food and guests – consensus was that with food, swap meet and fun fly - an open event would be too aggressive and unsafe w/o a Program chairman and coordination. All approved/authorized \$100 for food plus two - \$25 gift certificates for a total of \$150 out of club funds. Jim Braithwaite and Jim Chandler agreed to take the lead for hosting. Joe encouraged early advertising and posting with web/newsletter dissemination.

Joe reviewed an annual request from the Aquia (Curtis Park area) Boy Scouts to provide flight demonstration support one day 19-23 June. Jim Chandler motioned to support, 2nd by James Craig – all approved. Gary Graham agreed to help and Hank offered to assist with a training aid package – great community support.

Joe received a request (from AMA) to support the US Scale Team to compete in the 2006 World Championships in Sweden. Bob Snelson motioned to support with \$50, Jim Braithwaite 2nd – all approved.

Joe referenced an IMAA Giant Scale event in Laurel MD 24 June 0900-1600 - \$10 fee includes lunch and a near term event 29 April in the Chesapeake Bay area hosted by VA Aeromasters in Colonial Williamsburg for Giant Scale.

Doug Smith proposed having a club chaplain and expressed interest in having Dave Miller serve in this capacity. By laws would need to be amended to do this – Doug also recommended erecting a flagpole with the American flag. Jim Braithwaite encouraged this as a distinctive and appropriate step, Ed Russell suggested placing the colors by the Charlie Rector memorial airfield sign – unanimous approval was evident and Doug "Smitty" agreed to erect a flagpole for future flying of the national colors in this safe and appropriate airfield location.

Committee reports:

Training – Smitty stated that with daylight savings time in effect training on Wednesdays is in vogue with two club trainers flight checked and charged. 9 students are currently listed, future instructors are always needed in the pipeline, and thanks go to Jim Chandler, Joe McCary, Hank Mausolf, Jim Braithwaite, Dave Hoe. Students are allowed to fly on Sundays with proper protocol, coordination among instructors and seasoned flyers.

Safety - Jim Braithwaite > Band Aids are in stock at the field first aid kit. Safety tip -Hank reminded modelers to "cut away from you" with an X-Acto knife.

Field update/status – Dan Hayworth has been researching, contacting local community representatives, and writing the same regarding 50-80 acres being developed for a new high school; these actions could lead to accessing a useable area if properly broached early in the development process for public domains. Gary Graham asked what size is practical for a flying field – answer by Hank > 10 – 25 acres. Joe said the field has been up for sale (on & off) for 20 years; he has maintained a good rapport w/Maurice Foster (owner) over the years who has been supportive of Aeromasters. Mr. Foster's son Jay may be working w/a realtor but we are doing O.K. - Joe will keep the membership informed if anything significant arises as there is a lot of speculation on whether the property is up for sale or likely to sale in its current state.

Field Chairman – VP Jim Chandler - mower needs annual maintenance, oil change. Field will be rolled and seeded soon with proper rainfall/conditions and the Field Maintenance Schedule will be published soonest.

2006 AMA rules and regulations will be received by month end and posted accordingly c/o Secretary as the 2005 set is not in good condition.

Rick Oasen announced that the donuts provided at the meeting were in appreciation for the team effort in locating his airplane...talk to Joe about the merits of using Jim B's compass – thanks to Rick and all.

Builders Tip – Jim Braithwaite – use CA and hinges to mate surfaces needing strength, flex and other structural support where parts are not easily shaped or fitted together.

Dan Hayworth drew the winning ticket for Doug Smith to win the 50/50 raffle, which went into the mower fund – thanks Doug for increasing the fund by \$28.

Bob Snelson motioned to adjourn at 2052, 2nd by Jim Braithwaite – all approved.

Show & Tell time (2058):

Ashley Smith thanked Jim Braithwaite for the picture taken of her with VIP's at the July 2005 Annual AMA Giant Scale Rally in Danville, VA - the picture shared at the meeting is framed and kept close-by in her room for fond model aviation memories. Hank commented that the folks depicted in the picture invited Ashley to participate in the Youth Masters at Triple-Tree Aerodrome in Woodruff, S.C. this summer.

Jim Chandler followed by staging the latest project – a Dehavilland D-88 C 1930's British long-range speed aircraft by Advanced Scale Models. He started by purchasing the \$350 ARF 6-months ago. It is a flame red w/plastic fuselage material and cabin, an 88" wingspan w/one servo for each aileron, flaps that are visible from the underside, houses twin Magnum 52 4-strokes coupled by one throttle servo, configured Century Air retracts, and weighs 11-12lbs. Jim stated that the kit is O.K. Someone asked about the GB lettering (Great Britain) for design/production era. The sleek look of this plane bodes well for the 1930's and advances for longer range/speed performance. Jim put HITEC low profile servos in the wing surfaces. Landing lights add a realistic touch. Thanks Jim for sharing another winner!