

Raleigh Durham Radio Control

AMA Charter 733 / IMAA Charter 724

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Raleigh-Durham Radio Control

December 2013 Official Newsletter

Volume 22, Issue 12



CHARTERED CLUB

AWARD OF EXCELLENCE



President's Prop-Wash

RDRC Runway: Nu-tech will be closed till Jan. 2014. Sara (the owner) assures me that they will make it right in 2014.

Club Officers: Your line up for 2014 is.....

President:	Michael Hollowell
VP:	Don Hurlbut
Treas/Sec	Steve Schmidt
Safety:	John Knoy
Newsletter:	Ron Wharton
Field Marshall:	Jon Kiesler

RD-RC.COM Website: The plan to have in place by Dec 25, 2013 is a new way of renewing your RDRC membership. The first part is having an electronic form that can be filled out and emailed right back rather than printing, using a pen to fill out, then mailing or scanning/emailing it back to the Secretary/Treasurer. The second part is doing on-line payment using Paypal where you can use your credit card or Paypal account. Of course, the traditional methods will still be in place. A group email will be sent out once in place.

Also, some of the missing meeting minutes have been added. Thanks to Jason Jarvis for finding them. He is still working on finding other "older" minutes and we hope to soon have them on the website for historical reason.

Visit the new club website at <http://www.rd-rc.com>

RDRRC Safety 2014: John Knoy in preparing to start the New Year off right by putting together a great plan for RDRRC and how we should demonstrate proper safety techniques and etiquette at the field. Please take the time to read his article in this newsletter.

Meeting: [NO December meeting scheduled.](#)

Starting in January of 2014, via an almost unanimous support from those attending the November meeting, the idea was suggested to move the future club meetings out to the airfield sometime on the weekend. We plan to work on getting the date/time together here soon on what the schedule will be. Look to the newsletter, emails and RDRRC web site for further information.



Secretary / Treasurer's Report



Pat Taggart

merry
christmas
everyone



Safety Officer's Report



Mark L. ofgren



Merry Christmas
and Happy New Year

John Knoy—2014 Safety Officer's Report

The aim going forward for RDRC relative to safety will be to return to the basic guidelines defined by the AMA safety code and the RDRC field rules and field guidelines. I am not proposing any new rules. Again, I am not proposing any new rules.

My basic premise is that when you send in your dues to AMA and are approved for membership, you, by default, accept and agree to follow the AMA guidelines and rules for RC flying. When you pay your RDRC dues, since our flying rules and guidelines are based on the AMA standard, you, by default, also agree to follow RDRC rules. This means that you agree to follow all applicable rules and guidelines for flying at RDRC.

If there are rules or guidelines with either AMA or RDRC that are not to your liking, there are existing methods in place for you to work to amend those issues with each organization. In the mean time, you have no authority to operate outside those guidelines at this time.

Membership at RDRC is a privilege. It is not a right. To protect this privilege, everyone must work together to promote and enforce our safety program at the flying field. AMA flying site operational rules clearly state that "compliance to these safety rules is the responsibility of each participant".

Since many of us have gotten lax or simply have not been exposed to the AMA and RDRC safety and flying guidelines, we will send to all club members, on acceptance of their 2014 club dues, an email of all the files pertaining to AMA safety, RDRC safety and flying and field rules. This way, every member and any new members will all be working from the same basic information. Also included in this information is an AMA diagram showing the layout of an airfield similar to ours. It shows much clearer (compared to the aerial view shown at the flying field) where no-fly zones are located relative to the pilot stations and the paved runway. Included also is an updated aerial view of RDRC field with a better visual definition of our taxi ways and flying zones. We will also have limited copies of this information at the flying field.

Flying by the existing rules will be a major change to those who were never shown these guidelines, or never read them before. We ALL will need to adjust our flying style at least some, including myself. All of this effort will provide a safer environment for all of us to enjoy flying. None of this effort is directed at anyone or any group in particular!!! This effort is designed to raise our safety profile at the field for existing members, and help get new fliers off to a safety-first frame of mind.

I would expect that there will be some questions about our existing rules. Please feel free to ask me or anyone one of the club officers for clarification.

Old habits are hard to break. You may want to consider using a spotter, initially, to help you define where to and where not to fly compared to where you might have been flying in the past,

That said, I also want to make sure that, going forward, everyone in the club and especially new members, get a copy of the AMA safety code, the RDRC field rules and the RDRC club rules. We really need "start over" for all this information to make sure each person is exposed to the same basic information. As stated previously, enclosed you will find the AMA and RDRC rules and guidelines governing safe flying at RDRC, as well as the updated aerial view of our field. Notice that the AMA drawing of a flying field setup designates a no-fly (taxi) zone for separation of the active flying area from the pilot stations to help protect pilots from errant airplanes.

Let us all work together to achieve these minimum safety standards.

2014 Safety Officer's Report

Recommended RC Flying Site Specifications

<http://www.modelaircraft.org/files/706.pdf>

Taxi Area:

No landings or takeoffs from this area.

- Provides additional open space between pilots and aircraft during the time when most out-of-control accidents happen.
- Allows taxi room in front of other pilots with less chance of other frequencies interfering with taxiing aircraft.

Barrier:

Designed to stop taxiing models from veering into pilots' and/or spectators' positions. (Includes plastic or chainlink fencing, hay bales, shrubbery, etc.)

Pilot Line:

Set back from runway edge to keep pilots away from aircraft.

B. Personnel Side of Flight Area:

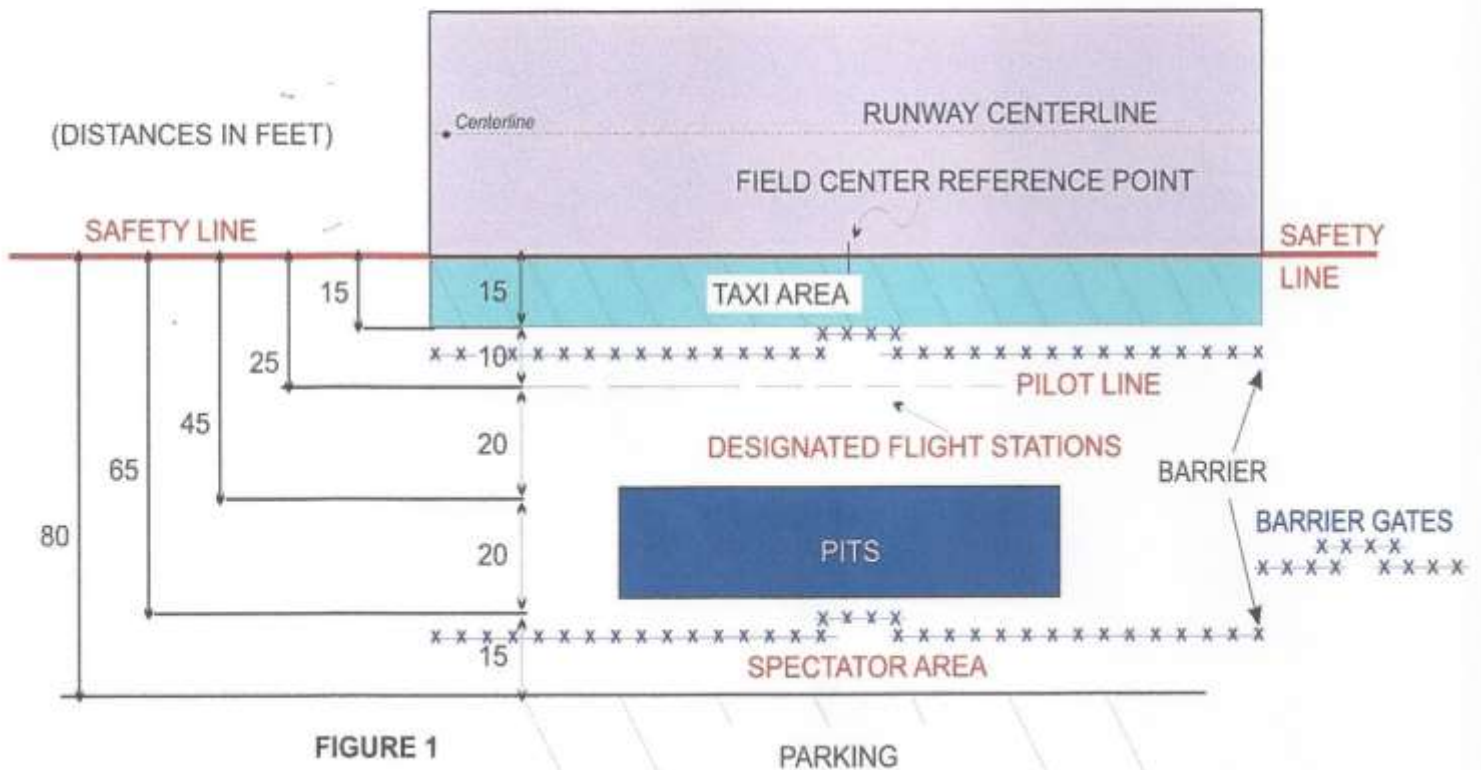
Locations

Runway edge is the basic
Pilot line a minimum of
Pit line a minimum of
Spectator line a minimum of
Parking lot a minimum of

Distance Factor (measured perpendicular from edge at runway safety line)

Safety line or 0
25 feet from safety line
45 feet from safety line
65 feet from safety line
80 feet from safety line

Safety Zone: An additional 250-foot safety zone, added to the OVERFLY AREA, is desirable if any major roads, buildings, or outdoor personnel activities are in the general area or if high-speed or high-performance aircraft are flown.



2014 Safety Officer's Report

RDRC Field and Flight Rules

FIELD

1. All RDRC members and flying guests must be a current AMA member.
2. RDRC membership cards must be placed on the "Check-In-Board" prior to flying. Guests must place their AMA card with his/her host's card.
3. There is no flying of any kind before 9:00 a.m. any day of the week. There is no running of gas or glow engines before 9:00 a.m. any day of the week and no running of gas or glow engines or flying gas or glow aircraft until 11:30 a.m. on Sunday.
4. Non-flying spectators are not allowed in pits unless accompanied by an RDRC member.
5. Any pilot using a transmitter not of 2.4 GHz technology must impound his/her transmitter at the "Check-In-Board" until ready to turn on the transmitter for any reason and affix the appropriate channel pin to the radio.
6. All fixed-wing aircraft must be started facing east toward the runway after being secured by an appropriate device or helper. Starting at an entrance to the runway at the flight line is recommended and preferred.
7. Taxiing out of the pits is to be perpendicular to the runway, not parallel.
8. Do not taxi back into the pit area. Turn off engine/motor at flight line.
9. Jets will start on the blacktop entrance to the runway.
10. Helicopters will start on the blacktop entrance or the grass immediately north of the entrance and taxi to the east side of runway before flying.
11. Helicopter/quadcopter pilots may practice hovering at the southwest corner of the field near the old barn if the area is clear of vehicles, trailers, and people.
12. The picnic tables under the shelter will not be used as work tables.
13. Charge batteries at the electric outlets at the north end of the shed.
14. No drinking alcohol or use of illegal drugs.
15. Secure sun canopies with appropriate tie-down stakes and cord/rope.
16. Respect the posted 5 mph speed limit on driveway.
17. Do not discard tobacco products on ground.

2014 Safety Officer's Report

FLIGHT

1. All pilots operate under AMA's National Model Aircraft Safety Code.
2. All flying is done from a designated flight station. The number of pilots will not exceed the number of flight stations.
3. "Fail Safe" or similar to idle or shut off function must be activated for each aircraft flown. The Safety Officer or his designee(s) have the authority to ask a pilot to demonstrate his/her "Fail Safe" operation.
4. Landings and takeoffs are into the wind. Landings and takeoffs are left-to-right if there is no wind.
5. Flying the "pattern" is mandatory as determined by wind direction.
6. Taxiing, taking off, landing, deadsticks, emergencies, and presence in the area east of the flight line for any reason will be loudly called out.
7. Landing aircraft have priority especially if a deadstick or emergency.
8. All flying will be done east of the paved runway.
9. No flying over the flight line and over the pit area. The flight line extends to the tree lines to the north and the south.
10. Use a "spotter" during times of heavy flying traffic.
11. No flying over the neighbors' houses.
12. Fly respectfully and away from four-wheelers, motorcycles, trucks/cars horses, pedestrians, and farm equipment that use the roads/paths adjacent to RDRC's field.
13. No loud flying that is disrespectful of RDRC's neighbors.
14. The Safety Officer and/or his designee(s) have the authority to "ground an aircraft deemed unsafe.
15. The Safety Officer and/or his designee(s) have the authority to "ground a pilot not respecting and adhering to RDRC's "Field and Flight Rules" or in any other manner deemed dangerous to the pilot, fellow club members, guests, spectators, neighbors, or property.
16. All RDRC members are responsible for safety and are encouraged to participate in RDRC's safety obligation by respectfully discussing any flight rule infractions with the offending pilot.
17. Infractions can be brought to the attention of the Safety Officer, his designee(s), or to the attention of the club at its next meeting.
18. The Safety Officer has the authority to adjust the "Field and Flight Rules" as needed.

2014 Safety Officer's Report

Academy of Model Aeronautics National Model Aircraft Safety Code

- A. GENERAL: A model aircraft is a non-human-carrying aircraft capable of sustained flight in the atmosphere. It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance with this safety code and any additional rules specific to the flying site.
1. Model aircraft will not be flown:
 - (a) In a careless or reckless manner.
 - (b) At a location where model aircraft activities are prohibited.
 2. Model aircraft pilots will:
 - (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. (AMA Document #540-D.)
 - (c) Not fly higher than approximately 400 feet above ground level within three (3) miles of an airport without notifying the airport operator.
 - (d) Not interfere with operations and traffic patterns at any airport, heliport or seaplane base except where there is a mixed use agreement.
 - (e) Not exceed a takeoff weight, including fuel, of 55 pounds unless in compliance with the AMA Large Model Airplane program. (AMA Document 520-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. (This does not apply to model aircraft flown indoors.)
 - (g) Not operate aircraft with metal-blade propellers or with gaseous boosts except for helicopters operated under the provisions of AMA Document #555.
 - (h) Not operate model aircraft while under the influence of alcohol or while using any drug that could adversely affect the pilot's ability to safely control the model.
 - (i) Not operate model aircraft carrying pyrotechnic devices that explode or burn, or any device which propels a projectile or drops any object that creates a hazard to persons or property.
Exceptions:
 - Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight.
 - Rocket motors (using solid propellant) up to a G-series size may be used provided they remain attached to the model during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code but 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 Team AMA Program Document. (AMA Document #718.)
 - (j) Not operate a turbine-powered aircraft, unless in compliance with the AMA turbine regulations. (AMA Document #510-A.)
 3. Model aircraft will not be flown in AMA sanctioned events, air shows or model demonstrations unless:
 - (a) The aircraft, control system and pilot skills have successfully demonstrated all maneuvers intended or anticipated prior to the specific event.
 - (b) An inexperienced pilot is assisted by an experienced pilot.
 4. 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.

2014 Safety Officer's Report

B. RADIO CONTROL (RC)

1. All pilots shall avoid flying directly over unprotected people, vessels, vehicles or structures and shall avoid endangerment of life and property of others.
2. A successful radio equipment ground-range check in accordance with manufacturer's recommendations will be completed before the first flight of a new or repaired model aircraft.
3. At all flying sites a safety line(s) must be established in front of which all flying takes place. (AMA Document #706.)
 - (a) Only personnel associated with flying the model aircraft are allowed at or in front of the safety line.
 - (b) At air shows or demonstrations, a straight safety line must be established.
 - (c) An area away from the safety line must be maintained for spectators.
 - (d) Intentional flying behind the safety line is prohibited.
4. RC model aircraft must use the 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.
5. RC model aircraft will not knowingly operate within three (3) miles of any pre-existing flying site without a frequency-management agreement. (AMA Documents #922 and #923.)
6. With the exception of events flown under official AMA Competition Regulations, 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.
7. Under no circumstances may a pilot or other person touch an outdoor model aircraft in flight while it is still under power, except to divert it from striking an individual.
8. RC night flying requires a lighting system providing the pilot with a clear view of the model's attitude and orientation at all times. Hand-held illumination systems are inadequate for night flying operations.
9. The pilot of an RC model aircraft shall:
 - (a) Maintain control during the entire flight, maintaining visual contact without enhancement other than by corrective lenses prescribed for the pilot.
 - (b) Fly using the assistance of a camera or First-Person View (FPV) only in accordance with the procedures outlined in AMA Document #550.
 - (c) Fly using the assistance of autopilot or stabilization system only in accordance with the procedures outlined in AMA Document #560.

C. FREE FLIGHT

1. Must be at least 100 feet downwind of spectators and automobile parking when the model aircraft is launched.
2. Launch area must be clear of all individuals except mechanics, officials, and other fliers.
3. An effective device will be used to extinguish any fuse on the model aircraft after the fuse has completed its function.

D. CONTROL LINE

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



Notices - Upcoming Events

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Please remember that the next Monthly Meeting will be held at The Pullen House on  
Wednesday, January 22, 2014 starting at 7:30 PM.  
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2014

January

NC

1/25/2014 -- Burlington, NC (E) 25TH ANNUAL BARKS SWAP SHOP. Site: Fairchild Com Center.
Chris Philipps CD PH: 919-742-2622 Email: cp@leestreetconstruction.com. Visit: www.barksrc.com. For
information and online table rentals go to www.barksrc.com. Sponsor: BURLINGTON ALAMANCE
RK SOC BARKS

February

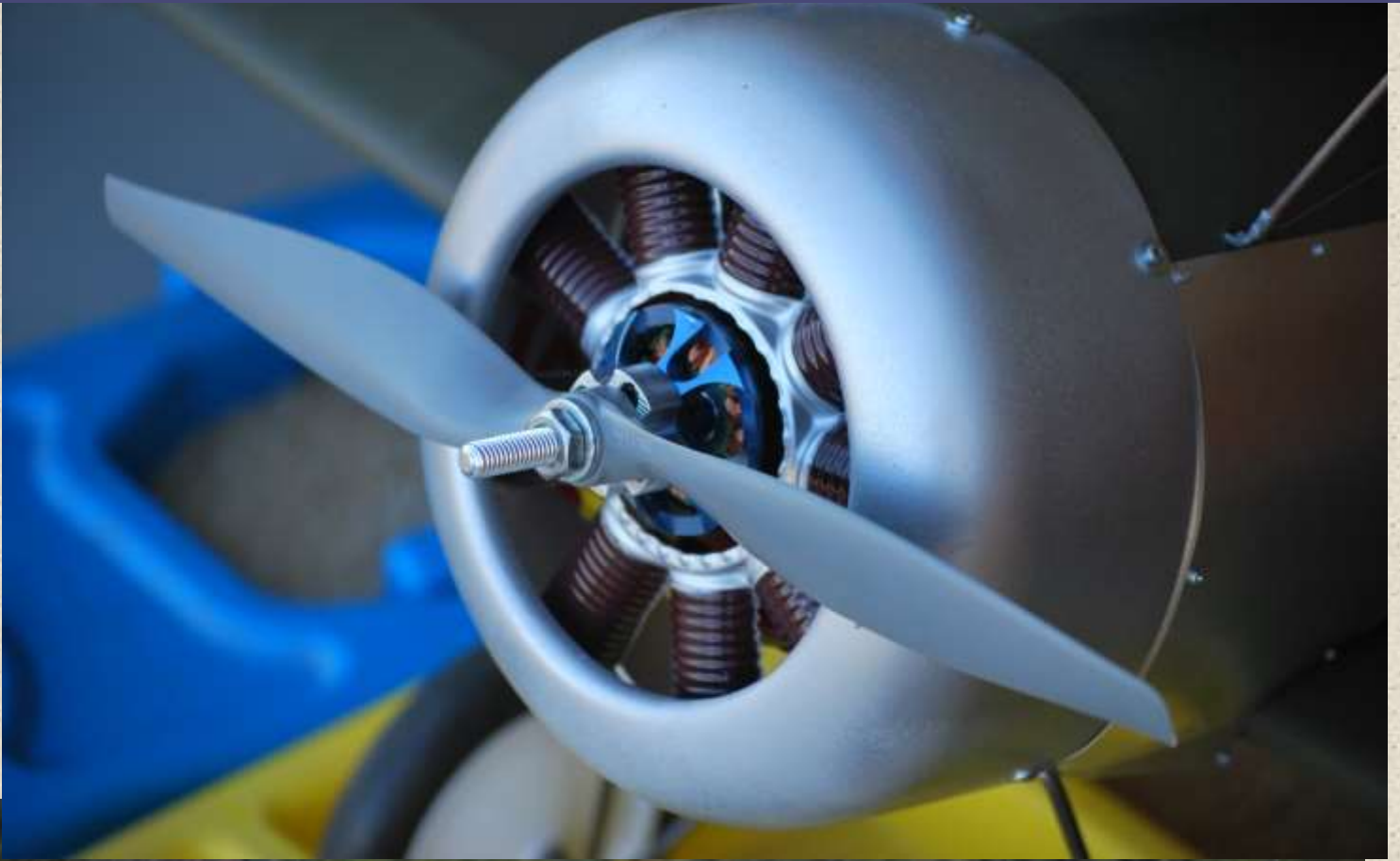
NC

March

PA

3/14/14 - Pennsylvania Swap Meet. Swap meet is in Lebanon, PA Sat. Mar 14, '14 sponsored by
the Central Penn Aero modelers club.

RD-RC Aircraft



RD-RC Aircraft



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RD-RC Aircraft



From the newsletter staff



RDRC

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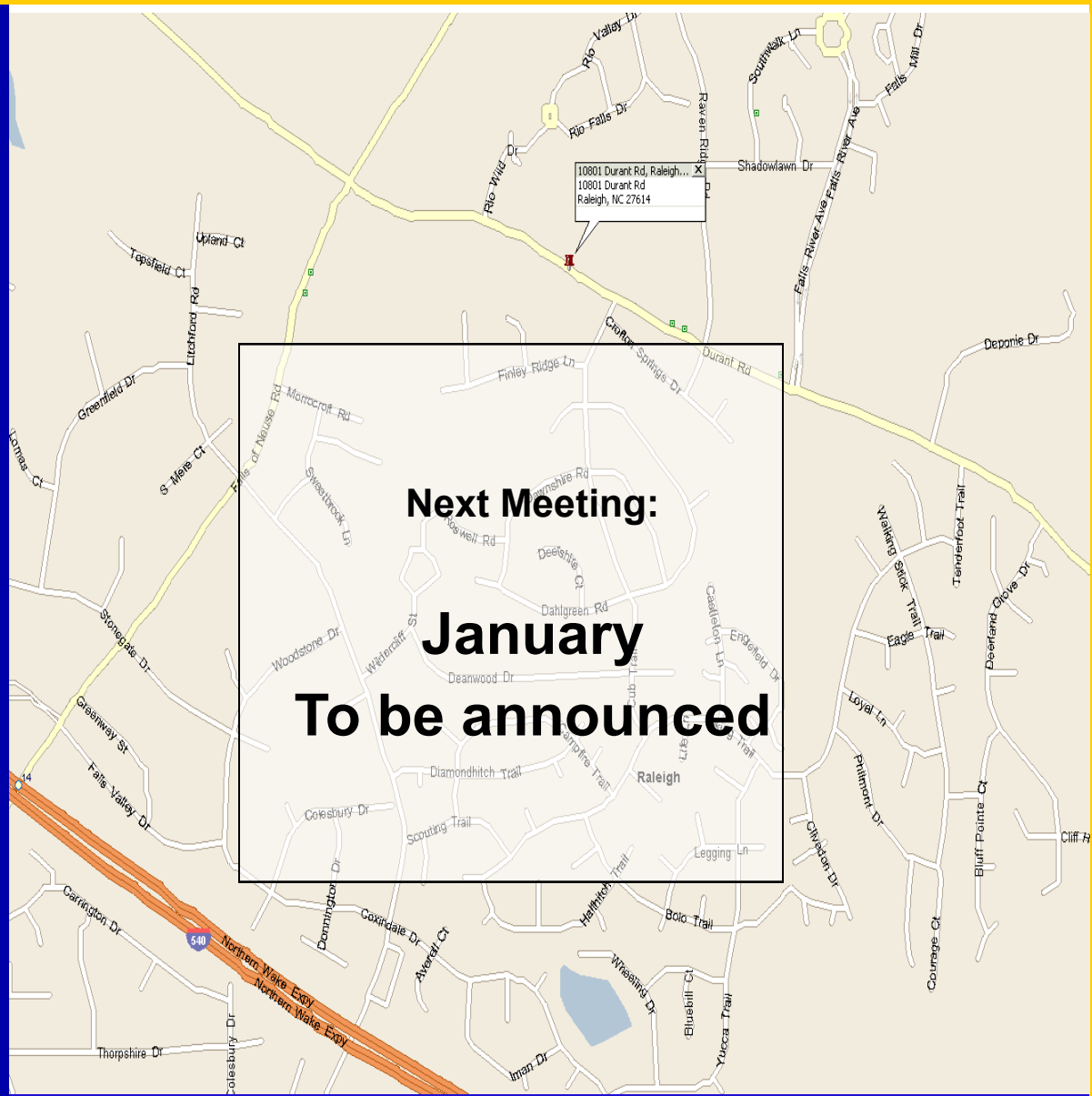
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Newsletter

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Submittals:

All club members are urged to submit material to be published in the newsletter. The material should be received by the second Saturday of each month. Text is easily submitted in the form of regular mail or e-mails sent to my address above, photos can be attachments in any format that your camera produces (or scanned photos).

Thoughts from the windsock...

If you know anyone that is not receiving this newsletter but should be, then please forward that **person's email address to me. That way, I can get newsletters out to that person.**



Check out your aircraft for mechanical, electronics, batteries and air worthiness. Winter has arrived now is the time for any repairs AND NEW BUILDS!! Fly SAFELY, Courteously and Respectfully!

FRONT PAGE: Ron Wharton and his newly finished Pietnpal Air Scout. 1/4 scale with electric motor



Senior Editor/ Pat Wharton —Cub Reporter/Ron Wharton
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