

Weatherford Aero Modeling Society (WAMS) Newsletter

March, 2011

wamsrc.com

WAMS Monthly Meeting: March 1st, 6:30 pm at R&K Restaurant in Hudson Oaks

PRESIDENT'S CORNER

by Bert Spencer

VICE PRESIDENT'S BULLETIN

by Mark Perkins

Check out these photos of WAMS in action.

<http://skyshaker.com/gallery/>

SECRETARY/TREASURER REPORT

by Sarge Bell

We have only written 4 checks since the last WAMS Membership Meeting.

1360 to John Poulos for flower reimbursement.

1361 to Sarge for wristbands reimbursement

1362 to Quick Print for Swap Meet flyers

1363 to AMA for WAMS re-charter

We will be depositing \$55 for WAMS Member renewal &

\$676 for Reserved Tables.

To know what our bank statements are at, please come by the next WAMS

Membership Meeting this coming Tuesday, March 1st, 2011.

SAFETY FIRST

by Cliff Hummer

Academy of Model Aeronautics National Model Aircraft Safety Code

Effective January 1, 2011

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 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 man carrying aircraft.
- (b) See and avoid all aircraft and a spotter must be used when appropriate. (AMA Document #540-D-See and Avoid Guidance.)
- (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 Aircraft 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 which could adversely affect the pilot's ability to safely control the model.
- (i) Not operate model aircraft carrying pyrotechnic devices which 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.

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-Recommended Field Layout):
 - (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 operate within three (3) miles of any pre-existing flying site without a frequency-management agreement (AMA Documents #922-Testing for RF Interference; #923- Frequency Management Agreement)
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 flight line.
7. 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. This does not apply to model aircraft flown indoors.
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.
9. The pilot of a 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. 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.

RUNWAY REFLECTIONS

by Jim Pope

Are you ready for another history lesson? Or a quiz concerning a historical event long past? Ready or not, here's the question: Exactly what happened on July 11, 1804. at Weehawken, New Jersey? And more importantly who was involved.

John Poulos is a school teacher from New Jersey, so he knows exactly what happened. If you dare ask John about it, you will be disqualified and be forced to relinquish the valuable prize given to the winner of this quiz. Now for a small hint; like most of us, John is fairly old but he was not involved in the event described below.

So, you'd like another hint or two, huh? OK. This event involved two people. In the early morning hours of that date, both protagonist departed in separate boats from Manhattan in New York and rowed across the Hudson River (I guess John Evenrude hadn't yet invented the outboard motor). They landed at a spot known as the Heights of Weehawken in New Jersey, just below the towering cliffs of the Palisades. New Jersey was a popular place to engage in their proposed activity because the state of New York had placed a ban on such activity. The implements (made by Wogdon Company) needed in this endeavor were also rowed across the Hudson, stored and unseen in a portmanteau. What is a portmanteau you ask? Well, it's a large traveling case usually made of leather, and opening into two equal sections. You'll soon learn why this was so.

Each of our protagonists had helpers who traveled in the boat with them. The helpers were more than likely called "seconds" and yes, you guessed it; this was a duel with Wogdon pistols. Because of the somewhat illegality involved, these "seconds" and other witnesses needed "plausible deniability". They made sure that they never saw any weapons in the boats and then turned their backs on the duel, so they could say under oath that they didn't see any weapons..

All first-hand accounts of the duel agree that two shots were fired; however, the seconds for both sides disagreed on the intervening time between the shots. It was common for both principals in a duel to fire a shot at the ground to exemplify courage, and then the duel could come to an end. How dumb is that? If you've now concluded that these guys were politicians, that question needs no further explanation!

One dueler apparently first fired into the air, though it is not clear whether this was intentional. The other dueler perceived him to be "throwing away his fire", as it did not follow standard protocol.. None the less, he returned fire and hit his enemy in the lower abdomen above the right hip then the pistol ball ricocheted

off of the second or third false rib—fracturing it—and caused considerable damage to his internal organs, particularly his liver and diaphragm.

Now for the question: Who shot who and what were their names please? And how dumb do you have to be to engage in a duel?

Well sir, this was a duel between two prominent American politicians, the former Secretary of the Treasury Alexander Hamilton and sitting Vice President Aaron Burr. Unfortunately, it seems that politics hasn't changed much. With just a few rare exceptions, they're still pretty dumb or at least continue to do dumb things.

Who fired first? It was Hamilton.

Who died? Again it was Hamilton. Burr survived the duel, but was indicted for murder in both states (though these charges were either later dismissed or resulted in acquittal).

And lastly, what was so important to both men that they would put their lives at risk in a duel?. There are many accounts, but the most plausible concerns events that occurred during WAMS very first Swap Meet. It seem that Hamilton sold a Big Stik to Burr. The airplane was equipped with at Futaba 6EX (like the two we are giving away a this year's swap meet). Unfortunately the receiver wouldn't lock-up with the transmitter and Burr asked for a refund. Hamilton refused and was then challenged to a duel and the unfortunate circumstances described above occurred. At least the argument was for something of real value and not some political ideology.

And lastly; now you know why we have Police Chief Billie Raye of the Willow Park police department at all of our swap meets. Since he's been on the job, we've had no duel challenges. He's sure effective and we're fortunate to have him!

Speaking of the Swap Meet, we expect to see all WAMS members working hard to make our event the best ever and, of course, prevent any duel challenges. And, really pushing the sale of Radio Raffle Tickets. If you don't do so, **President Bert Spencer** may challenge you to a duel!

One last thing; be at the school Friday, March 18th at 2pm to help with set up. Remember, we have a larger area to consider and it will require a little more manpower.

And one more last thing; most of the above story is true, but some of it is fiction. You can decide which is which. And since I revealed all of the info about this event, there can be no winner and of course, no valuable prize.

FROM THE EDITOR

by Michael Leggett

All hands on deck! March 18-19 is our annual swap meet, and we need maximum participation. So, please come out and lend a hand. There is always a job for everybody!

Swap Meet is coming up!

See you at the field.....

Don't forget about the attendance drawing - the prize will be grand!

Michael Leggett

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