

THE BEACON

MARCH 2011

MIRAMAR



1985

2010

Radio

Control

FLYERS

Return Address:
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March 2011

The next MRCF Meeting will be on **TUESDAY**, 8 March 2011

Location: American Legion Hall 7815 Armour St.

Corner of Armour and Convoy St.

Board Meeting at 6:30 PM – Gen. Meeting at 7:00 PM

American Legion Hall at 7815 Armour Street.

**Hwy 163 TO BALBOA AVENUE, WEST TO CONVOY STREET, LEFT ON CONVOY TO
ARMOUR ST., TURN LEFT ONTO ARMOUR AND RIGHT INTO AMERICAN LEGION.**

ADDITIONAL PARKING IS ACROSS THE STREET AT CARQUEST.

CLUB OFFICERS

President:		Vice President:	
Jerry Neuberger	(619) 258-4477	Curtis Kitteringham	(760) 746-5913
Secretary:		Treasurer:	
Frank Gagliardi	(858) 271-4430	George Sager	(858) 748-0868
Field Marshal:		Helicopter Chairman:	
Sandy Sanderson	(858) 695-3095	Darren Hauptman	(619) 948-1948
Safety Coordinators:		Membership Chairman:	
Don Van Gundy	(619) 370-4592	Tom Mulder	(619) 804-8596
Don Robinson	(858) 271-6452	membership@miramarrflyers.com	

Newsletter Editor: Nathaniel Guerrero
(858) 240-2215 Email: nquerrero@san.rr.com

Club Webmaster: Darren Hauptman
Darren@miramarrflyers.com
www.miramarrflyers.com

CLUB FLIGHT INSTRUCTORS

Any club member who wishes to have some assistance should call one of our designated instructors. There is no duty instructor at the field, so you must prearrange a time with someone on this list.

Name	Number
Richard Barndt	(858) 213-5740
Frank Gagliardi	(858) 271-4430
Curtis Kitteringham	(760) 746-5913
Barry Mattingly	(760) 753-1318
Jerry Neuberger	(619) 258-4477
Paul Stenberg	(760) 743-5458
Tom Mulder	(619) 804-8596
Ron Stark	(858) 530-0586
Roy Rapheal	(858) 538-5485
Darren Hauptman	(619) 948-1948

Please visit the AMA's website for updates on the
FAA regulations that are being discussed.

www.modelcraft.org/gov

From the Left Seat:

I just got word from Don Madison that MRCF has again been recognized as a Gold Leader Club. Congratulations to all our members who contribute their time and expertise to making MRCF a Gold Leader Club to be proud of, and thanks to Don Madison for continuing to gather the data and submitting the package to AMA.

Special thanks to those members who came out and supported the MRCF booth at the Centennial of Naval Aviation kickoff event on North Island. We had a great time and our booth was center stage where we had a fantastic view of the fly-overs. Special thanks to Darren for setting it up and getting us the great spot next to the up-armed H-60.

There's been a recent development, and a big surprise, in the FAA sUAS effort which is good news for modelers. Also recently there have been changes to the Large Model rules. Both will be briefed at the next meeting.

See you at the field

Jerry

From the Right Seat:

For those of you that said we need rain, should be all smiles by now. I for one am ready to put in a trout pond in my back yard. It has not dried out from last months rains. The work party was rained out for the most part, except for some great club members that did show up and work. Lots of weeds were pulled from the parking area, my hats off too you all. We will be looking at a time in March/April to try again for a work party.

There is a form letter posted on the web asking that the model interest not fall under government rules, <http://amagov.modelaircraft.org> it takes a short time to fill it out to be counted. I would like to Thank the members that came out to North Island for the 100 year Naval Aviation Celebration, we had a great time. We setup next to Darren's Navy heli, Darren gave everyone a hands on tour. For those that missed it, there was something to watch for everyone, Richard Hanson stopped by the display and watched the flyby's with us. As I said it was will worth the long day, I for one would one have missed it.

For you motor bike riders in May on the 22nd the Fun Bike Center is doing a ride that will end at the Leatherneck Museum at Miramar, the museum has asked if we could do a display that day. Stay dry and see you at the field.

As always Thank You for your Help
Curtis Kitteringham

Safety Coordinators:

No comments for this month.

Field Marshal:

I hope everyone had a great Valentines Day. 2010 Was a great year for the club, I would like to give Mark Lukens a Bravo Zulu for an outstanding job as Field Marshal last year. The field looked awesome all year round and it was all done with a minimal interruption to field use! If you see Mark remember to thank him.

I have participated in many field cleanup days over the last two years and have enjoyed the company of everyone else that had attended. They are actually a great time! As the events calendar becomes populated, field cleanup days will be scheduled. The first is scheduled for Saturday the 19th. I hope that everyone will be able to participate.

This year started out with a deluge of rain and cool weather. We have roped off the parking on the south side of the field because the ground is VERY soft and will not support the weight of a vehicle (remember last year and the porta potty truck sinking?) Please do not circumvent the barricades. If you have any ideas that would improve the fields appearance, please let me know!

See you at the field!

Sandy

Helicopter Chairman:

No comments for this month.

Membership Chairman:

No comments for this month.

Please read the attached “required reading” from Bob Violett Models. We appreciate his authorization to print this in the newsletter and please note although this addresses turbine models, it should be reviewed for all as our models can be the full spectrum of simple to complex, but safety should always be considered by everyone while flying.

February 8 2011

**Miramar Radio Control Flyers
Minutes of the Meeting**

**Held at the American
Legion Hall**

President called the meeting to order at 1903 hrs.

The pledge of allegiance was recited by the membership.

The Treasurer's report was presented and accepted by the membership. The membership made a motion to accept the report. Motion was made and seconded. The report was accepted by the membership.

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Guest at the meeting – Jim Lebanon.

Safety – Don Robinson noted that Safe Starting procedures were not being observed. Suggested that long term running be done at the area South of the covers.

Field Report – Sandy Sanderson – No comments this month.

Membership – Tom Mulder – No comments this month.

OLD BUSINESS

Continuing action on refinishing the tables.

NEW BUSINESS

New turbine guidelines were discussed. Barry Mattingly to monitor and oversee the implementation of the new guidelines. The guidelines / regulations only affect MRCF and will adjust accordingly as the turbine flyers refine and evolve the guidelines. There is hope that if this program is successful, it may be adopted at the AMA level or something of a similar nature.

Darren Hauptman is coordinating the Centennial of Naval Aviation. Please contact Darren for additional information regarding the tent and events.

SHOW AND TELL

Leroy Brooks brought in a scratch-built Falcon 56 with a SuperTigre .32 engine. The engine was originally intended for a helicopter, but was modified to fit a propeller. The color was a dark metallic blue for the fuselage and neon red wings for easy visibility in the air.

Greg Carter brought in a Decathlon ARF for sale. It's a .40 sized aircraft and retails for around \$150. He is setting the minimum price at \$100.

EVENT SCHEDULE

TO ALL MEMBERS: Darren has set up a calendar on the website to schedule the events. Please go to www.miramarreflyers.com and click on the EVENTS tab at the top of the page. If you have any suggestions, please contact Darren at Darren@miramarreflyers.com.

February 12 – NAS North Island – 100th Anniversary of Naval Aviation

February 19 – Field work and clean up day

June 11 – First Open Cockpit Day – Flying Leatherneck Museum

June 25 and 26 – IMAC contest at field

July 9 and 10 – Rotors over Miramar Helicopter Fly In at field

July 23 – Second Open Cockpit Day – Flying Leatherneck Museum

July 30 – Aerospace Museum sponsored Flight of Fancy Fly In at field

Sept 26th to Oct 2 – Miramar Air Show (dates include week prior being shut down for practice of participants)

October 8 – Club Members Day at the field

November 12th - Veterans Day Flyin

December 3th - Toy for Tots flyin

December 13th - Christmas Dinner

Meeting adjourned at 2022 hrs.

ITEM TO BUY OR SELL

I'am looking for a kit to buy that Hobby People used to sell. It is the Global F8F Bearcat Profile fuselage. If kit not available, maybe someone has the set of plans for one. Ron Stark

Required Reading

for Jet Pilots

by: Bob Violett

The February 2011 issue of Model Aviation features an interview of an F.A.A. representative by A.M.A. representatives, Dave Mathewson and Rich Hansen relative to the N.P.R.M. that will affect our hobby. After we understand this impending challenge, we must all ask ourselves, “what can we do to minimize the government’s interest in regulating our activities?”

A Few Suggestions

- Improve our efforts to self govern. This means that we have a thorough knowledge of the A.M.A. Safety Code, Turbine Waiver Regulations, and “See and Avoid” documents; see www.modelaircraft.org/documents.aspx. It is the responsibility of each one of us to thoroughly comprehend and abide by these documents.
- Use the “Buddy System”, i.e. help each other to accomplish the above and ensure the safety of the vehicle before and during flight.
- Ensure that the radio transmitter and E.C.U. Failsafe system is properly programmed before each flight. Know that each time that the receiver (JR DSM etc.) is “bound” to a different transmitter, the Failsafe must be reset.
- Use speed limiting devices on your jet models that are capable of 200+ mph. JetCat and Jet Central E.C.U.’s have this feature. Know the Vne of your model and limit it accordingly. See www.bvmjets.com/Pages/Speed_Control.htm for BVM jets and Skymaster jets that we have tested.
- Know that the engine must be shut down at the FIRST SIGN of a control problem. If the engine is shut down just 2-3 seconds prior to impact, the fire potential is remote. This is a public safety item.
- Avoid the sensationalism of publishing videos of any incidents that may occur. They can only hurt our cause.
- Know that agents of the Federal Government have attended jet events, and tuned into chat rooms and You Tube for the last 2-3 years and that some jet modelers have done some pretty stupid things in their presence. Others have bragged to the world just how fast a turbine powered model can fly. It is this potential (of turbine power) for extreme velocity that has attracted the attention of regulatory agencies.
- There are “Standards Committees” now working within the A.M.A. structure to support our positions to self govern. It is sensible to have guidelines that help modelers improve the safety of high performance models. Just one example of areas to be addressed is control surface actuation. Using a cheap servo on a major control surface of a high performance model just doesn’t make sense. “Cheap”

means low, or no quality control at the manufacturing and/or distribution levels. We should guard against such practice.

- Know that we have very competent representatives in the A.M.A. that are working hard to protect our freedoms. Show support and let them know that you appreciate their efforts.

Look • See • Avoid

- During the entire time that your model is airborne, your spotter's primary duty is to constantly scan the skies for man carrying aircraft operating below 3,000 ft and advise you how best to avoid any possible perception of a conflict. The pilot should always throttle back, descend, and turn away. The pilot/passengers in the real aircraft should never see a model airplane in any position that could in anyway be considered a threat.

Conclusion

The freedom to fly turbine jet models brings with it serious responsibility. Let us renew our efforts and prove that we can handle it. How we conduct our activities before and during the NPRM process is paramount to the future of our sport.

Notes: "Required Reading" was borrowed from my Naval Aviation experience. The Squadron Flight Safety Officer posted excerpts from the "Natops" manuals and recent accident reports to improve operational safety. We (the pilots) had to read and initial these weekly reminders. It was a successful effort to reduce losses of the tax payer funded fighter jets and keep us from busting our #ss.

- See also www.bvmjets.com/Pages/Safety/safety.htm for more information.