



TAILWINDS TAILS

AVTI Newsletter

VOLUME 38, NUMBER 13

February 2014

Latest Tailwinds

Derek Abramson, Editor



Now that we are well into the year, we had a couple of great events here at AVTI. The AVTI Winter Classic was held on the 15th of February. The weather could not be more perfect. Be sure to read the contest report by Robert Fish.

The Classic pattern contest was also held in the same weekend, but the winds were nice and blustery. That did not stop the

Contestants though.

March 8th, we will have a swap meet and fun-fly at the field. Festivities will start around 9am. The weather looks like it might be pretty good. So bring some cash or something to sell for the morning and something to fly later.

Until then, keep those wings level!!



Some of the aircraft at the AVTI Winter Classic



Who is flying?

AVTI SCHEDULE OF MEETINGS AND EVENTS	
March 6 8 9am	AVTI General Meeting WJF AVTI Sweap Meet and Fly-In



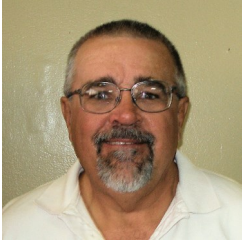
Nice to see some still fly Nitro

AVTI HISTORY

I will be creating the AVTI History page located on the club's website <http://www.avti.org/>. Any pictures, newspaper or magazine articles, event fliers that you may have would be welcome. Oral history (stories) would also be welcome. Materials would be returned if requested. Please email myself the Newsletter editor or the Webmaster.



President's Message



Hello AVTI members!

We have received some good news from Waste Management. Due to delays with their plans the date for us having to be off the property has been moved back. So we have right now until August of 2016 at our current field. That will help us a lot in locating and preparing a new location.

So we have this current membership cycle and another complete one with our excellent flying field. Let's all enjoy it as much as we can!

In that light, on February 15th and 16th I held the 2nd Annual AVTI Winter Pattern Classic. On Saturday we flew the regular AMA/F3A events. The day started off perfectly and there were 21 entrants for the contest. The wind did begin to pick up a bit and by the end of the 3rd round everyone decided they were good so we finished the contest. Many thanks to Mike and Jean Greear for the score-keeping, to Derek and Andrea Abramson for helping them, to Preston Knepper for handling the food. Many thanks to Vic Anderson for judging and to Jennifer Fish for helping out when asked. I think everyone had a great time and it couldn't have happened with you!

Here are the results;

<u>Sportsman</u>	<u>Score</u>
1. Mike Whitacre	2000.00
2. Don Fox	1966.90
3. Dick Chrystie	1859.64
4. James Whitacre	1826.29
5. Steve Hosner	1755.01

Intermediate

1. Jamie Schoolcraft	2000.00
2. Michael Panek	1909.49
3. Randy McElhattan	1856.40
Jean Greear	1788.01

Advanced

1. Robert Fish	2000.00
2. Mike Greear	1876.70
Greg Meierhoff	1814.62

Masters

1. Krishlan Fitzsimmons	2000.00
2. Sean Mersh	1948.99
3. John Bently	1860.86
Lynn Burks	1650.37

F3A

1. Tony Frackowiak	2000.00
2. Bill Wallace	1772.79
3. Bill Sheets	1670.42
4. Tak Takayama	1622.29
Jarvis Johnson	1412.63

Please note all the members of "Team Tailwinds" that entered and placed well. Jim Whitacre, Don Fox and Mike Whitacre in Sportsman. Jean Greear and Jamie Schoolcraft in Intermediate. Mike Greear and Robert Fish in Advanced. Sean Mersh in Masters and myself in F3A. I don't know of any other club in this District that can fill a contest like that!

On Sunday I held the Classic Pattern portion of the weekend. The wind was a bit brisker that day but it was pretty much down the runway. We had 11 entrants fly 3 rounds and it was a blast. Classic pattern has a

“lighter” attitude to it, which seems to make it a bit more enjoyable. Again, we had a great turnout of members entering the contest and doing well. Thanks again to Mike and Jean, Preston, Jennifer and Vic!. It was a fun day! Sometime ask Mike Whitacre about his remarkable 3rd round flight! Also, Kevin Gribben’s flights were entertaining to say the least!

Here are the results;

<u>Novice</u>	<u>Score</u>
1. Don Fox	182.00
2. Mike Whitacre	156.00
3. Mack Moffat	151.75

<u>Advanced</u>	
1. Doug Woodward	183.00
2. Jamie Schoolcraft	182.00
3. Scott Holmes	174.25
4. Cal Orr	166.00

<u>Masters</u>	
1. Tony Frackowiak	842.50
2. Robert Fish	795.00
3. Sean Mersh	790.75
4. Kevin Gribben	274.75

On March 8th the club is going to have a Swap Meet – Fly-In at the field. So come on out either with a load of stuff to sell or a loaded wallet to buy! We are planning on starting around 9:00 in the morning and stay all day, weather permitting.

Hope to see you at the events and at the field
Tony Frackowiak

Frackowiak@sbcglobal.net

661-992-1529

General Meeting Minutes

06_February_2014

Compiled by Derek Abramson

1906 Meeting brought to order Tony Frackowiak

15 Members were present

Treasurers Report was read by Tony Frackowiak. Voted and passed

Old Business

Doug Killebrew resigned as president due to personal issues. Current BOD are:

President: Tony Frackowiak

Vice president: Jean Greear

Secretary/Webmaster: Derek Abramson

Board Members: Mike Greear, Preston Knepper, and Mac Moffat

-The Runway has been repaired by John Redman.

-The Field Relocation has been delayed for another eighteen months, with a strong possibility for the date to slip further. Currently, Mike Johnson and Tony Frackowiak are working with Waste Management to solidify a written agreement.

-The new generator, donated by Roger Counts is working strong. Thanks again Roger.

New Business

- February 15th and 16th, AVTI will be holding a pattern event. The 15th will be F3A and FAI and the 16th will be Classic Pattern

-March 8th, there will be a swap meet and fun-fly at AVTI.

MOM

Mike Greear brought his very large Carbon Cub by E-Flite

Derek Abramson brought his Senior Project, a 3d-Robotics Quad Copter

Tony Frackowiak brought his new Blade Helicopters

Drawings:

MOM: Tony Frackowiak

Attendance: Vic Anderson

50/50: Richard Hooker

Meeting Adjourned 1953

Treasurer's Report of 02/06/14

By

Tony Frackowiak

Income since last Report - \$587.50

Expenses since last Report - \$2,093.00

23-Dec	Michael Readman - Runway Repair	\$(1,300.00)
6-Jan	AMA - Contest Sanction	\$(20.00)
9-Jan	Michael Readman - Runway Repair	\$(350.00)
22-Jan	Aarow Industries - Restroom thru 12/31/13	\$(195.00)
4-Feb	Preston - Propane	\$(16.00)
6-Feb	Qnet	\$(84.00)
22-Jan	Aarow Industries - Restroom thru 1/31/14	\$(60.00)
22-Jan	PO Box - 2014	\$(68.00)

Checking Account Balance - \$ 8,945.71

AVTI Flying Field Reserve Fund in Checking Maximizer Account- \$ 20,087.01

Financial Assets Total is \$ 29,032.29

Total dues collected for 2013/2014, as of 08/30/13 - \$5,232.50

As of 10/03/13:

Current Membership Total - 73 Members

New Members for 2013/2014 - 16 Members

Members not Renewed for 2013/2014 - 23 Members

AMA renewal has been due since January 1st, 2014. It takes a current AMA membership to be an active AVTI member. If you have renewed, thanks! If not, you cannot use the field or vote on club issues.

Thanks!



Barkley's Safety Tip

February 28, 2014



Hey guys!

I sure had a blast the weekend of the pattern contests! It's great to see all my friends from the contest trail at our field. I also love it when they start cooking lunch!

The AMA has revised the Safety Code for this year. I'm hoping Derek can get it into this issue of the newsletter, but if not, it is now posted on the Bulletin Board at the field. Please review them when you can. Also, if you're doing FPV or Autonomous Flight, the AMA has now put in place some new guidelines.

I hope to see you all at the field soon. I'll be the one wagging his tail and chasing a ball!

AVTI Classic Pattern



AVTI Meeting at WJF



Mike Greear with his Large Carbon Cub (Top Left and Bottom Right), Myself, Derek Abramson, with my Senior Project (Top Right and Middle Left). Tony Frackowiak demonstrating the proper way to land on the ceiling (Middle Right)

AVTI Classic Pattern

2014 Lancaster, Ca. 2nd Annual Winter Classic Pattern Contest

By Robert Fish

The 2nd Annual Winter Classic Pattern contest was held at the Antelope Valley Tailwinds airfield at Lancaster, Ca. on Sunday, February 25, 2014. This was a one day event. We were keeping a nervous eye on the wind sock, as the prior day's AMA/FAI contest was called after three rounds due to the wind.

CD Tony Frackowiak called the pilot's meeting at 9:00, and we were "wheels up" soon thereafter. We had no Pre-Novice entries this time, but Mack Moffat brought out his scratch built Stryker and entered it in Novice class. Mike Whitacre flew his Kaos, and Donald Fox rounded out the Novice class flying his Hangar 9 Phoenix 7. Donald flew his P-7 to good effect, taking the win. Sadly, Mac's Stryker bit the dust during a "misunderstanding" during the three horizontal rolls in the third round.

Scott Holmes stepped up to Advanced class flying his Dirty Birdy that he built from a Bluejay kit. Scott's DB is powered by an O.S. .61 FSR and it flies every bit as good as it looks. Scott did a great job in his first Advanced contest placing third.

Jamie Schoolcraft stepped into the fray in Advanced flying a borrowed airplane. Jamie is jumping in to classic pattern in a big way with several classic projects in the works. Keep an eye on Jamie, he is doing well in AMA pattern competition. His flying style translates well into classic flying.

Doug Woodward dusted off his immaculate E-powered Conquest 4 and put it through it's paces. Doug's enthusiasm for classic pattern is infectious. Capping off the Advanced class was Cal Orr, flying his E-powered Kwik-Fli III's. Cal's airplanes are a favorite, with the electric motors cleverly disguised underneath a "dummy" IC engine case. Cal guides his Kwik-Fli's using a vintage Kraft Signature Series radio that has been converted to 2.4 GHz.

At the end of the day, Doug Woodward pulled off the win in Advanced with some consistent flying. Doug and Jamie were neck and neck throughout the day, with only one point separating their first and second place finishes.

Master's class was dominated by Tony Frackowiak flying his recently completed P-7. This airplane is a benchmark for classic pattern set-up. Tony handily took the win in Master's with his new bird.

Only 4.25 points separated the second and third place Master's finishers. Robert Fish narrowly edged out Sean Mersh, Robert flying his trusty Magnum powered P-7, Sean flying his YS powered vintage Tipó.

At the end of the third round, it was mutually agreed to call it a day due to the wind.

AVTI Classic Pattern

A special treat in Master's class was the appearance of Kevin Gribben and his YS powered original Phoenix 8. Contests are not really Kevin's "bag", so he flew a "modified" pattern in Masters. Kevin is known for his showmanship, and he certainly did not disappoint.

Kevin runs WingsWest.com, and he kindly brought prizes and "goodies" to give away, as well as handing out product samples. Kevin also made t-shirts and stickers to give out! A big thanks to Kevin and WingsWest!

Of course I saved the best story for last. As the day progressed, our nemesis the wind returned, and steadily increased throughout the event. (Fortunately it blew right down the runway). Mike Whitacre stepped up to the line to take off, his brother Jim standing behind him with call card in hand, and all looked normal. Then I noticed Tony F standing back behind Judges Sean Mersh and Scott Holmes, a DX9 transmitter in his hands. Mike then "took off", and proceeded to fly the best pattern of his life! Of course Tony was flying the Kaos. The judges even remarked to one another just how much Mike's flying had improved! As the Kaos neared the runway on landing approach, Mike spun around and held up his hands as the airplane miraculously landed itself. All of the preceding was planned between Mike and Tony, but what happened next was not. BTW, up until the "landing" the judges had not yet caught on to the prank.

Suddenly the airplane went to full power, pulled up and went into that climbing barrel roll that we are all too familiar with when an airplane locks out. At this point the judges were out of their chairs, looking to assist the "pilot". They finally caught on as by this time every one in the pits was rolling on the ground with laughter. It could not have gone better. See, classic pattern really is fun!

I hats off to Antelope Valley Tailwinds for a top-notch event. Special thanks to the Mike and Jean Greear for scoring, and to Preston Knepper for cooking lunch. Thank you Tony F. for Cd-ing! Thanks again to Kevin Gribben, and to Jennifer Fish for filling in where she was needed. There would be no pattern contest without you guys. Your efforts are deeply appreciated by everyone involved.

Gear up!!!

Academy of Model Aeronautics National Model Aircraft Safety Code

Effective January 1, 2014

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.

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.

Antelope Valley Tailwinds Inc.

AMA Charter #114
P.O. Box 302, Lancaster, CA 93584

A.V.T.I. Roster of Current Officers (2011/2012)

President: Tony Frackowiak; 992-1529;
frackowiak@sbcglobal.net

Vice-President: Jean Greear; 661-944-3881;
mjgreear@aol.com

Treasurer: Tony Frackowiak; 992-1529;
frackowiak@sbcglobal.net

Secretary: Derek Abramson

Board Members: Mack Moffat

Mike Greear; 661-944-3881;
mike@slotracingtechnology.com

Preston Knepper; 886-0272;
tecknepp@aol.com

Field Marshal: Preston Knepper; 886-0272;
tecknepp@aol.com

Safety Officer: Tony Frackowiak; 992-1529;
frackowiak@sbcglobal.net

Webmaster: Derek Abramson; 917-9863;
abramson.derek@gmail.com

Newsletter Editor: Derek Abramson; 917-9863;
abramson.derek@gmail.com

Flight Instructors:

Tony Frackowiak 992-1529

Peter Carbin; 723-4830

* Membership Meeting *

March 6, 2014
7:00 PM WJF Terminal

* Board of Directors Meeting *

TBD Please See Website
6:00 PM AV Ford Conference Room

A.V.T.I. Airpark
47500 Challenger Way (10th Street East)
between Avenues F and G
Lancaster, CA 93535

Visit our website for more photos
and up to the date information

<http://www.avti.org>

Tailwinds Tails is a monthly newsletter of the
Antelope Valley Tailwinds Inc., R/C Model Air-
craft Club.

Visit our web page at www.avti.org.

Join us on Facebook

Send submissions for the ***Tailwinds Tails*** by
the 20th of each month to the Newsletter Editor,
c/o A.V.Tailwinds Inc., P.O. Box 302, Lancas-
ter, CA 93584 or by email to

abramson.derek@gmail.com

~~~~ *Special Thanks* ~~~~

Our Thanks to the following businesses that made generous donations to A.V.T.I. Please support them when you can.

*A Very Special Thanks*

**Waste Management Company**  
**600 East Avenue F**  
**Lancaster, CA 93535**



**STEVE BAKER**  
Executive Director

45134 N. Sierra Hwy.  
Lancaster, CA 93534  
(661) 940-5272  
(661) 940-5274 Fax

[www.graceresources.org](http://www.graceresources.org)



**REMINDER**

A current AMA membership is a requirement for membership in A.V.T.I. Please make sure your AMA membership is current.

A.V.Tailwinds, Inc.  
P.O. Box 302  
Lancaster, CA 93584

**Support Your  
Local Hobby Shops**

Smith Brothers Hobbies  
1223 West Avenue I  
Lancaster, CA 93534  
Phone: 661-942-6984

Dr. J's Helicopters and JR Radios  
Mon.-Fri. 8 a.m. to 5 p.m.  
Phone: 661-949-3586, ext. 205  
Ask for Doug.  
Distributor for Horizon Hobbies

