

Glitch Busters

May 2022



Warbirds Over Delaware 2022 — July 13 - 16, 2022

Antiques and Classics at Lums Pond — July 30, 2022

Photo by Sam Winder

**The next General Membership Meeting will be held
Saturday June 11, 2022 at the Flying Field Pavilion starting at 11:00 AM.**

Minutes of the May 2022 General Membership Meeting - May 14, 2022

The meeting was called to order at 11:01AM by President Greg Schock.

The June General Membership Meeting date has been set for Saturday June 11th to be held at the Flying Field Pavilion starting at 11:00AM.



A reminder to all Club members to be sure to secure the field and lock the entrance gate if you are the last to leave the field. The speed limit on the entrance road is 10 MPH. Park Rangers will ticket speeders. Also, reminder that all vehicles are now required to have a State Park Entrance pass, either a daily or annual sticker.

Warbirds Over Delaware preparations are going well. Event setup will be Sunday July 10th.

Only a handful of members have provided any feedback on the current proposed safety changes recommended by the Safety Committee. The deadline for comments has been extended to June 4th. Member vote will be held at the June 11th meeting.

Treasurer's Report - Treasurer Mike Denest gave a report of the Club's current financial status.

Old Business - Steven King will host a static Club display at Thunder Over Dover 2022 Airshow May 21 and 22nd and called for volunteers to assist.

Meeting Minutes - Continued

Mike Watson reported that none of those who have volunteered for grass cutting have responded or contacted him to be placed on the grass cutting schedule. If you can assist with the grass cutting, please contact Mike Watson at mikewatson217@msn.com

New Business - Doug VanDeroef offered to order and replace the broken shed door handle. Doug found a replacement with the same specs as the current.

Mike Denest suggested that the Club consider a deadline for member renewals for the calendar year with a penalty for late renewals. The Club has done this in the past. The Board will discuss at the next Board meeting scheduled for Tuesday May 24th.

It was also suggested that active fliers wear their valid AMA card with current Membership Sticker on their outer garment or hat. This will allow all active fliers to provide proof of AMA Membership and active Club Membership. A motion was made and seconded, and the Board unanimously approved this requirement. Effective immediately, all active fliers at the Flying Field must display their valid AMA Membership Card with active Club Membership Sticker on their outer garment or hat. If you catch Dick Stewart at the field, he has a supply of plastic card holders.

Adjournment - The meeting was adjourned at 11:27AM



More From The Safety Corner— by Mike Watson

Proposal to the Board and Members of the Delaware R/C Club

Please review and send any questions, comments, suggestions or concerns to info@delawarerc.org

Comment Deadline June 4, 2022 - Member vote at June 11 Meeting

From: The Safety Review Committee

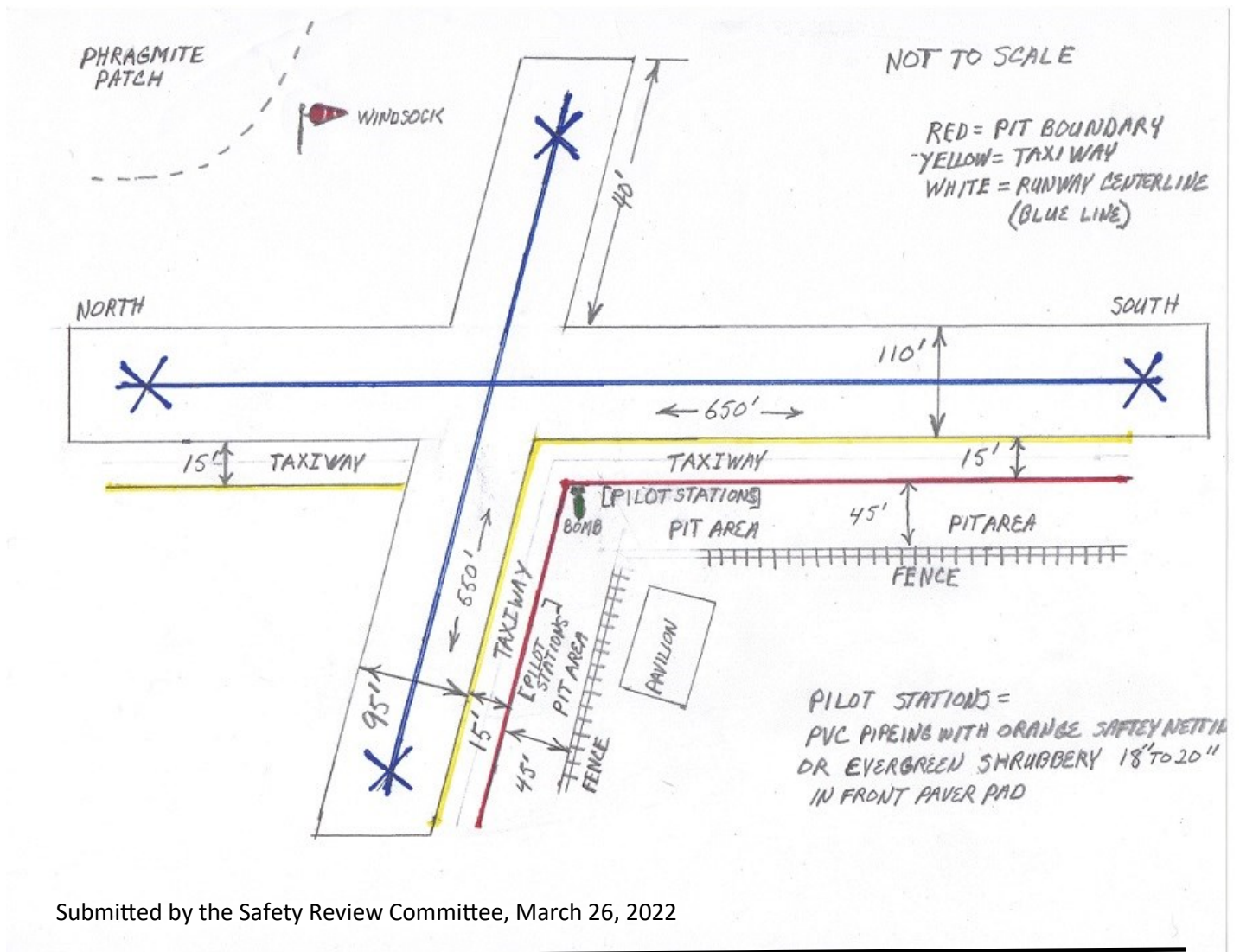
Mike Watson, Chair
Dick Steward, Member
Victor Pugarelli, Member
Doug VanDeroef, Member

This proposal was created by reviewing and following AMA guidelines and policies that can be found on the AMA website in the media section for reference.

This proposal was also created not only with safety in mind, but to also increase the flying experience, enjoyment of the club's experienced pilots, and enhance the abilities of the club's newer pilots experience, along with beautifying and making the field more functional and increasing membership.

For ongoing reference: the north by south runway shall be the "MAIN" runway and the northwest by southeast runway, which is now called the heli-drone runway, shall be called the "ALTERNATE" runway. As stated by AMA guidelines, all fixed winged aircraft shall take off and land into the wind.

1. The contents of the "Lums Pond Flying Field Rules" and the "Attention" signs have been reviewed and shall be updated accordingly. (Content and wording to be provided by the Committee.)
2. The existing frequency Board shall be repurposed (and renamed "Field Information") with content related to current AMA guidelines and policies. AMA states that 2.4GHz is the preferred and recommended frequency, 53MHz and 27MHz are prohibited. 72MHz usage is at the pilot's own risk and responsibility. The frequency tags will be relocated to another area as specified by the Board. The frequency board shall be repurposed, containing arial photos of the runways showing "no fly boundaries", AMA content, and Club content. (Images to be provided by the Committee.)
3. The windsock shall be placed on the far side of the "MAIN" runway, near the edge of the phragmite patch, and be approximately 20 feet high. The new placement will allow pilots to keep their eyes on their aircraft and the windsock without having to turn around. The new placement will have visibility from both runways.
4. The windsock shall determine the flying pattern, as the field is prone to extreme crosswinds.
5. The "ALTERNATE" runway's useable width and length shall be established as appropriate. Both runways will be mowed and rolled regularly to the extent it is practical and sensible.
6. New runway line markings shall be painted on both runways as follows: (Diagram to be provided.)
 - a. A "RED" line marking the outer extent of the pit area. The fence is reference; the line is painted 45 feet out from the fence on both runways, which lines up with the bomb on both runways.
 - b. A "YELLOW" line painted 15 feet from the "RED" line, which creates a 15-foot wide taxiway on both runways.
 - c. A "WHITE" line down the centerline of both runways, which will improve takeoffs and landings of everyone. (Specifics as to how and who will do this, as well as costs, to be provided by the Committee).
7. New pilot stations made from PVC piping and orange safety netting, or 18-inch tall evergreen shrubs placed midfield on both runways. These stations will allow up to 15 to 20 pilots and their spotters to stand safely behind them, and will be event friendly (Warbirds). These stations are created to pull the pilots closer together, whereas there will be no need to yell up and down the field when taking off, landing or going to retrieve an aircraft on the field. When flying on 2.4GHz, there will be no need for everyone to be spread out up and down the field. This brings the pilots close together and be able to communicate with each other.
8. Existing start up stands will be refurbished with 3 new stands to be built to accommodate larger aircraft for field assembly only. The three larger stands will be equipped to aid those with medical issues such as back problems, knee problems, etc. from having to roll around on the ground, kneel, etc.



Submitted by the Safety Review Committee, March 26, 2022



Vintage Thoughts - By Mike Denest

What attracted you to model aviation? How did you start? When did you start? What was your first radio controlled aircraft? If you're like me, it started at an early age. The attraction of an airliner flying over your house, passing by the local airport, imagining yourself seated in the cockpit of an airplane are some of these ideas that influenced my desire for flight. In this column, I'll discuss not just what drew you to airplanes but also how you became interested in the model aviation hobby/sport. For me, my dad would return home from the workday with a fresh issue of the latest model aviation magazines available; American Modeler, Model Airplane News, Flying Models and that west coast girlie magazine AKA Radio Control Modeler. Rather than do homework, I read those magazines from cover to cover for the latest designs and who was doing what. Except for RCM, AM, FM and MAN covered control line, free flight and radio control. They were the magazines that did a good job of providing news and information on the latest modelling activities. Except for MAN, they're all gone but copies can be found on eBay, garage sales or auctions. Radio systems grew from single channel escapements and Rube Goldberg control systems, tube transmitters and relay receivers, relay servos, to transistorized reed transmitters, receivers and servos. Airborne radio packages went from 3 lbs. to 20 ounces (which was considered lightweight). Then along came proportional radios where you could fly your model just like the big boys. Radio tech moved forward, radio weights went down; a 14 ounce package was common. Servos and receivers were smaller and more reliable than their predecessors. What once required an A battery for the receiver and a B battery for the controls now only needed a NiCad battery pack to make everything go. Kraft, Orbit, Micro Avionics, EK and many other brands were affordable and easy to purchase from your local hobby shop (remember them?).

Fast forward to 2022. Radio technology has grown by leaps and bounds; there are innovations in model aircraft construction above and beyond balsa, fiberglass fuselages and foam wings. Investing in a 3D printer, you can design and fabricate just about anything you can imagine. Radios can do amazing things not considered in 1965 and airborne package weights are miniscule compared to 1965 radios. Electric power, once a fantasy and an experiment is probably the number one power package to use for the average RC flier. We've come a long way.

Come out and support the second annual Antiques and Classics at Lums Pond fun fly event this coming July 30th and celebrate those airplanes and radios of days gone by. The event is hosted by the Delaware R/C Club and the Vintage Radio Control Society (an AMA Special interest Group) for any model aircraft designed, built, flown, kitted, etc., prior to 35 years from the current year. So, if you have a model that was available prior to 1987, come out and fly. We will hold a Concours competition for vintage airplanes, give out a few awards but the majority of the day is for fun flying, storytelling or just sit back to watch and wonder why you don't have a vintage airplane.

See you at the field.

Mike

**The Delaware Radio Control Club invites you to Antiques and Classics
at Lums Pond State Park, Bear DE July 30, 2022***

**For all vintage R/C models designed, built, flown, published
or kitted prior to January 1, 1987****

AMA Sanction#12635. Pilots must present current AMA membership.

Event Director: Mike Denest president@vintagercsociety.org (610)316-3570. Flying site address: 3749 Red Lion Rd. Bear, DE 19701

Lat: 39.55135930246809 Long: -75.73258226054361

VRCS Concours and theme models to be judged per VRCS rules. Open flying all day, competition and awards. SAM planes welcome.**

Pilot registration: \$8 for VRCS members, \$10 for non VRCS members.

Tailgate sale: vendors \$10 registration.

Join VRCS at the event and receive the registration discount.



<http://www.delawarerc.org/>

<https://vintagercsociety.org/cms4/>

*This event may be subject to Presidential TFR. Check <https://tfr.faa.gov/tfr2/list.html> before attending or contact the Event Director for status.

**See <https://vintagercsociety.org/cms4/> and <http://www.btemodels.com/vintage-resources.html#kitlist>

The Dover Air Show RC model exhibit provided by members of the Delaware RC Club and the Kent County Aeromodellers RC Club was a spectacular hit. The models ranged from giant scale EDF's, turbine jets, World War I and II Warbirds, giant scale heli's and sport planes. A simulator running RealFlight was also available to the spectators to raise their interest in the hobby.

There was genuine comradery between Delaware RC, Kent County RC, and RC clubs from Lewes and Georgetown Delaware. Members from these clubs stopped by and exchanged greetings and invites to their fields. The Dover Air Show in itself was quite awesome. There was also extreme interest from many spectators in attending Warbirds over Delaware.

Larger photos available at <https://photos.app.goo.gl/aVEtQunsTUHnTNfb6>









Photo by Dick Stewart



Photo by Dick Stewart



Photo by Dick Stewart



Photo by Steven King

From the Editor

If you would like to submit an article, photos, suggestions, hints/tips/how-to's, or anything else for the Club Newsletter, please email your submission to news@delawarerc.org

Call for Volunteers for R/C Flight Instruction

The Club is in need of additional volunteers to assist with R/C Flight Instruction for Fixed-Wing, Rotary/Heli, and Drone aircraft. If you can assist with this important Club service please send an email to info@delawarerc.org and let us know how you can assist.

Useful Links

Club Website <http://delawarerc.org>

Academy of Model Aeronautics <http://www.modelaircraft.org>

Academy of Model Aeronautics National Model Aircraft Safety Code <http://www.modelaircraft.org/files/105.pdf>

AMA Media Room <http://www.modelaircraft.org/aboutama/mediaroom.aspx>

FAA Registration <https://faadronezone.faa.gov/#/>

FAA TRUST Test <https://www.modelaircraft.org/trust>

FAA NOTAMS/TFRs <http://www.modelaircraft.org/membership/clubs/notams.aspx>

B4UFLY Mobile App https://www.faa.gov/uas/recreational_fliers/where_can_i_fly/b4ufly

Photos by Sam Winder <https://winder.smugmug.com/Sports>

Glitch Busters

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www.delawarerc.org

President: Greg Schock

Vice President: Dave Moyer

Treasurer: Michael Denest

Secretary/Newsletter Editor: Rob Pleasanton

Safety Officer: Mike Watson

Club Contact: info@delawarerc.org