

Glitch Busters

Delaware R/C Club, WWW.Delawarerc.org



Next Club Meeting: June 5, 2007

- Location: Pavilion at Lums pond flying field
- Raffle 50/50
- Program Topic: TBA

Next Club Event : Fun Scale Contest Saturday, June 9, 2007

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Delaware RC Welcomes

New Members: Randy Anderson, Henry Belfiore, Jack Douglas Jr., Dale Ferguson, Robert Flanagan, Stewart Leeder, Kevin McDonald, Brian Meehan, Ravi Patel, John Schittinger, Robert Spicer, Ken Velez

The Prez Sez

Now that the flying season is here in earnest, I would like to let you know about the negotiations with the park.

At the May meeting, we announced that the park will be putting up signs announcing that **the operation and management of the flying field are under the control of Delaware RC Club**. RC flyers need to be a member of the Delaware R/C Club or must go to the park office and register. Non-members will have to demonstrate that they can safely fly R/C aircraft. Approval will be through club officers. This rule will apply to all RC flight operations at Lums Pond.

This process began last year when we brought the facts of how the club maintains the flying field in good shape to the attention of Clyde Shipmen, Director of Park Services. We also cited the annual monetary cost of this effort.

We pointed out that several people flying at the field were not members of the club. Aside from not contributing to the cost of operation, these visitors are mostly ignorant of the rules and have caused some close calls in regard to safety. It was also pointed out to the director that communication of safety rules to non-members was not effectively possible.

A complete novice can now buy a ready-to-fly aircraft from the internet. A person could spend from less than a hundred to thousands of dollars on a plane. They could show up at our flying field sporting an AMA card and we would have had no way of stopping them from attempting to fly their plane, regardless of their level of ability or lack of it.

Not being able to enforce our rules could cause further problems. Several people have been “doing their own thing” when flying at

the field. Careful pilots would not fly when these others were flying because they wanted to keep an eye on what was in the air so they could make sure it wasn't going to crash in the pit area.

The new policy ensures that we will now know that all pilots will be able to control their model. It also makes the field rules part of the park regulations.

You as a pilot are responsible to know the rules and fly accordingly. If you don't have the proper sticker on your A.M.A card, you will be escorted out of the park by the ranger. If you are a club member and have not received your sticker yet, please put your club membership card in the impound area with your A.M.A. card. The park will also have an up to date roster. Guest pilots will be sponsored by members, and will

Prez, cont.

register in a log at the ranger station. They will use temporary stickers from the log book to identify their status.

Sadly, we had an accident at the field on May 1st. I would like to thank every one who went to Vic's aid at his time of need. Vic also would like to extend his thanks to everyone who has helped him. A copy of the excellent accident report prepared by Bob Chapman is included in this newsletter.

We have said many times over that you need to keep all flying models out in the center of the runway. This was not done that day and because a safety rule was not properly observed, **we had an accident. Yes, WE HAD AN ACCIDENT BECAUSE IT IS EVERYONE'S JOB TO MAKE SURE EVERYONE FLIES SAFELY!**

Someone should have warned Vic that he was in too close. We must learn from this incident and not let it happen again, either to heli or fixed wing fliers

The heli flight station signs are in place and we have added a flat 16 inch stone out in the runway. These stones are there to give a pilot a visual reference of the safe distance between helis and pilots. **No flight should take place inside the stones.**

That's all for now...I hope to see you at the May meeting.

Dave

Meeting Minutes

The May General Membership meeting was held at the Wm. Penn High School, and was called to order at 7:00PM by president Dave Moyer.

Old Business

The Two Tony's fun fly is scheduled for Saturday May 19, 2007. CD **Jim Schlapfer** needs someone to help with registration.

The Fun Scale Contest is on Saturday June 9th.

We have been informed that **Horizon Hobbies** will be sponsoring Warbirds over Delaware, and sending a factory representative as well as raffle prizes

New Business

Jake Ruddy announced that New Pilot Training will be held on Sunday mornings from 10 AM to 12 Noon. Qualified trainer pilots are requested to help in this effort.

Tony Albence announced that Club **Tee shirts and jackets** are available. See him.

The Park will be posting a sign detailing the limitations for flying at Lums Pond R/C Field. The sign states that the field is managed and operated by the Delaware RC Club. Users of the field must either be members of the Delaware RC Club or be processed through the park and the club to be approved to fly there.

John Kirchstein showed and distributed some of the membership stickers that will be required to be placed on the AMA card, identifying Club members. These stickers will be available from any of the board members.

Safety

Flight station placards and signs showing the "no-fly zone" between the heli and fixed wing runways have been put in place. Members are reminded that the designated area is to avoid conflicting flight paths between the two aircraft types.

The ground and flight rules as published earlier are now State Park rules.

Raffle

Frank McFoy won a magnifying work lamp.

The meeting was adjourned.

Unofficially reported by John Kirchstein

"...the operation and management of the flying field are under the control of Delaware RC Club."

DELAWARE R/C CLUB - ACCIDENT REPORT

Date of Accident: May 1, 2007

Location: Delaware R/C Club flying field, Lums Pond State Park, Delaware

Description: While hovering a model helicopter at about 5' altitude and 8' to 10' away from himself the pilot experienced a momentary loss of control of the model. He immediately added power to gain altitude and save the model. He simultaneously applied control to move the aircraft away from himself. Unfortunately he was learning nose-in hover which requires opposite of normal control to move the craft away. In the heat of the moment he applied the wrong cyclic control which moved the craft towards him.

Once the model started toward him he was able only to crouch and raise his transmitter to fend off the model. The model's rotor blades struck the radio transmitter breaking the antenna and hitting the pilot in the back of the head and shoulder blade.

He remained conscious. He and his flying partner called for an ambulance. The ambulance arrived in less than 10 minutes and transported him to the hospital.

The rotor blade strike to the back of the head dislodged a "quarter dollar" size part of his skull. Fortunately it did not pierce the brain sack. That evening he underwent surgery to clean the wound and to install a plate to cover the area. The shoulder injury turned out to be a bruise.

Fortunately he never lost consciousness and no impairment whatsoever has been experienced. He is at home and remains active, having made a full recovery.

Conclusions: 1) The primary cause of the accident is that the model was being flown too close to the pilot. This is especially true considering that he was learning a new maneuver.

2) This accident could have been much more serious.

Corrective actions: 1) At the next scheduled safety meeting the pilot will explain what happened, what was done wrong, what to do to prevent a recurrence and generally reinforce our commitment to safety.

2) We need to provide a designated separation between the pilots and their in-flight helicopters. The correct distance is expected to be in the area of 20' to 25'. With the recent installation of flight station designators it will be relatively easy to delineate a flight line and thus a specific separation distance.

The flight station designators have been moved twice since being installed about a week ago. That movement is a direct result of experience gained while flying with the new layout. At present, one flight station has been removed in order to provide greater separation between pilots and to create a safer environment.

The same will be done with flight line delineation. We will start with a 25' separation and modify if required based on experience, with safety being paramount.

Respectfully submitted, Bob Chapman 5/8/07



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Set Your Course for Upcoming Club Events		Additional Waypoints of Interest	
Saturday, June 9, 2007	Fun Scale Contest	May 16-19, 2007	Joe Nall Fly-in
July 12 - 15, 2007.	Warbirds over Delaware	May 26-27,2007	Millville Airshow http://www.millvilleairshow.com/
July 27-29, 2007	Helis over Delaware	August 15,2007	Atlantic City Airshow http://www.atlanticcityairshow.com
Saturday, Nov. 3, 2007	Annual Club Auction		

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