

January 2010

AMA #197

IMAA #687



Next Club Meeting:
Tuesday
January 5, 2010

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**Newark Senior
Center**

7:30pm

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*Please keep our flying site
clean by removing all
trash and debris when you
finish flying for the day!*

Glitch Busters

The Prez Sez

Whoever was dreaming of a white Christmas- Thanks a lot!

Now start dreaming of a warm New Year!

The Newark Senior Center solicited its members for donations to get them through the challenging period of the recession. You may not be aware that the Senior Center feeds and cares for 50 otherwise homeless people, distributes 150 Meals on Wheels and provides numerous other benefits to the senior community. The board voted to make a contribution to this cause in recognition of their service as well as their willingness to house our meetings.

The plans are complete for the Freeze Fly. You might need skis or a hand launched plane if there isn't a thaw before January 1st, but we will have coffee, hot chocolate, self cooled sodas, burgers and dogs with all the trimmings. Bring your favorite side or dessert to share with the other brave souls; we'll try to keep the pavilion warm!

We have a quote from Delmarva on electric service. As expected, the cost is prohibitive. We are looking into a bigger generator for events such as the freeze fly, but presently it makes more sense to borrow one from a club member. Thanks Stan!

Last meeting, the fact that we no longer mail the newsletter to those who don't have Email access was brought up. Pres has been putting some printed copies in the distribution box at the field. It would also be a good idea if those who live nearby to computer-less members would print them and make them available to their neighbor. (Just a thought)

I hope the Holidays are everything you desire, and wish all of you a Happy, Healthy and Prosperous New Year.

John

Delaware R/C Club Meeting Minutes

General Membership Meeting of the Delaware R/C Club

Tuesday December 1, 2010

- President John Kirchstein called the meeting to order at 7:30PM.
- Guests and new members: Guests were asked to introduce themselves.
- Show and Tell:
 - VP Greg Schock displayed his E-flite Piper L4 Grasshopper ARF he recently completed.
 - President John Kirchstein demonstrated an electric starter which he converted for use with a Makita drill battery pack.
 - Jim Schlapfer displayed his Dago Red Mustang with a very interesting counter rotating prop system utilizing a single motor and controller.
 - William Bouchard displayed his E-flite Blade mCX and new mSR helicopters.
 - Mike Hudak displayed an autogyro with cyclic and collective pitch control that he recently purchased at a show.
 - Stan Michalski displayed a jet engine test stand with a Wren Turbine and explained all of the various parts of a turbine power system. He also displayed a retract gear valve made by Jet-Tronics that plugs directly into your receiver.
- Treasurer Report: Mark McQuaide was among the missing.
- Old Business:
 - President John Kirchstein thanked Tim Asbury and Vaughn LeSage, in their absence, for their past service as officers of the club.
 - Preston LeSage asked for article and photo contributions from the membership for inclusion in future newsletters.
 - Dick Stewart thanked everyone who helped with the club auction. \$409.00 was added to the club treasury as a result of the effort.
 - President John Kirchstein encouraged the show and tell to continue as it adds a lot of interest to the meeting.
- New Business:
 - Stan Michalski briefly discussed the possibility of electric power being brought into the field. He is looking into what options we have and getting some estimates of costs. He will present his findings to the board as soon as he gathers all necessary information.
 - President John Kirchstein discussed purchasing a new PA system to be utilized at the field for future events. He and Brian Pasternak are looking into what options we have and getting some estimates of cost. They will present their findings to the board as soon as they gather all necessary information.

- Safety Report:

Preston LeSage discussed range checks and how we are getting lax on doing them with the new 2.4GHz radios. He said a new model or a recently repaired model should always be range checked prior to flight. Stan Michalski added that all aircraft should get a good preflight inspection prior to flight as well.

Deer Hunting - Shotgun Season is Jan. 16 - 23

- Meeting was adjourned at 8:44PM.

Submitted by: Stan Michalski, Secretary

Show and Tell Gallery



VP Greg Schock with his E-flite Piper L4 Grasshopper.



President John Kirchstein with his Makita battery pack starter.



Jim Schlapfer with his Dago Red Mustang.



William Bouchard with his new E-flite Blade mSR helicopter.



Michael Hudak with his autogyro, also known as a gyroplane, or gyrocopter.



Secretary Stanley Michalski with his jet engine test stand and Novus CP Helicopter.

I regretfully acknowledge the inconsistent quality of the Show and Tell photos. Our equipment provider left his \$2,000.00 digital camera home and brought his \$20.00 digital camera to the meeting for our use. N/L Editor

Oops!

*This photo's caption was incorrect in our December Newsletter
The correct caption appears below
Apologies to Paul - N/L Editor*



Paul Gustafson helping Tony assemble his Bellanca Skyrocket at the Bellanca Open House.

Plane of the Month



George Haak's US Navy F9F Panther

15 Minutes of Fame



Robert Pleasanton, Bill Netta, & Mark McQuaide, 02/01/2009

National Model Aircraft Safety Code

Academy of Model Aeronautics

Effective January 1, 2010

GENERAL

A model aircraft shall be defined as a non-human-carrying aircraft capable of sustained flight in the atmosphere. It may not exceed limitations established in this code and is intended to be used exclusively for sport, recreation, and/or competition.

1. I will not willfully fly my model aircraft in a careless or reckless manner, and will abide by this Safety Code and any additional rules specific to flying sites.

2. I will yield the right-of-way to man-carrying aircraft and will see and avoid all aircraft, utilizing a spotter when appropriate. (See AMA Document #540-D on See and Avoid Guidance.)

3. I will not fly my model aircraft higher than approximately 400 feet above ground level, when within three (3) miles of an airport without notifying the airport operator.

4. The maximum takeoff weight of a model aircraft, including fuel, is 55 pounds, except for those flown under the AMA Experimental Aircraft Rules.

5. I will not fly my model aircraft in sanctioned events, air shows, or model demonstrations unless **I have previously proven that my aircraft, control system, and piloting skills are adequate by successfully executing all maneuvers intended or anticipated in the specific event. If I am not a proficient pilot, I will not fly in these events unless assisted by an experienced pilot.**

6. I will not fly my model aircraft unless it is identified with my name and address, or AMA number, inside or affixed to the outside of the model aircraft. This does not apply to model aircraft flown indoors.

7. I will not operate model aircraft with metal-blade propellers.

8. I will not operate model aircraft carrying pyrotechnic devices which explode or burn, or any device, which propels a projectile of any kind. Exceptions include Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight. Rocket motors up to a G-series size may be used, provided they remain firmly attached to the model aircraft during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code; however, they 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.

9. I will not operate my model aircraft while under the influence of alcohol or while using any drug which could adversely affect my ability to safely control the model.

10. 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.

National Model Aircraft Safety Code

RADIO CONTROL

1. **All pilots shall avoid flying models over unprotected people.**
2. I will complete a successful radio equipment ground-range check **in accordance with the manufacturer's recommendations** before the first flight of a new or repaired aircraft.
3. At all flying sites a safety line or lines must be established, in front of which all flying takes place. Only personnel associated with flying the model aircraft are allowed at or in front of the safety line. In the case of air shows or demonstrations a straight safety line must be established. An area away from the safety line must be maintained for spectators. Intentional flying behind the safety line is prohibited. **(See AMA Document #706 for Recommended Field Layout.)**
4. I will operate my model aircraft using only 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. I will not knowingly operate my model aircraft within three (3) miles of any preexisting flying site without a frequency-management agreement. **(See AMA Document #922 for Testing for RF Interference. See AMA Document #923 for Frequency Management Agreement.)**
6. With the exception of events flown under official AMA Competition Regulations rules, 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. Radio-controlled night flying **requires a lighting system that provides the pilot with a clear view of the model's attitude and orientation at all times.**
9. The operator of a radio-controlled model aircraft shall control it during the entire flight, maintaining visual contact without enhancement other than by corrective lenses that are prescribed for the pilot. **First-Person View (FPV) flying may only be conducted in accordance with the procedures outlined in AMA Document #550.**

— snip —

Delaware R/C Club Dues for 2010 are payable online

We have setup the website and our membership application so that you may now download the application, fill it out on-screen, mail it to Mark and pay the dues by PayPal.

Presently, you must go to PayPal and send the money to the dues address:

dues@delawarerc.org

Airtronics 2.4 GHz Range Check

Range Check Mode

The controller has a Range Check Mode function, which lowers the transmitter's output level to check radio signal reception. Use this function to check radio signal reception on the ground, prior to flight. To check reception, put the controller in Range Check Mode, walk about 30 paces away from the aircraft, and check to make sure the servos move without problems.

How to transmit to Range Check Mode and check range

1. Drop the throttle stick of the transmitter to the end of the low side. When using in HELI Mode, turn the flight mode of the Flight Mode switches to normal (N).
2. While pressing the transmitter's BIND key, turn the transmitter power on. If you hear a warning signal, correct the position of the throttle stick and Flight Mode switches, and repeat the setting procedure starting with Step 1.
3. The transmitter's BIND LED will blink steadily. Continue holding the BIND button in for approximately 5 seconds until the LED goes out and then let go of the BIND button. If the LED then resumes a steady blinking, the transition to Range Check Mode was successful.
4. Immediately turn the receiver on, walk about 30 paces from the aircraft (approximately 90 feet) and, with help from another person, check to make sure the servos move without a problem. If there is a problem, DO NOT FLY the aircraft until you have solved the problem.
 - Range Check Mode automatically turns off in about 3 minutes, and the system changes to Normal Mode. Be sure to check servo movement while checking that the transmitter's LED is blinking. If the LED has changed to constantly lit status while checking servo movement, turn the transmitter power OFF. Repeat the process from Step 1, then go into Range Check Mode.
 - In this case, it is not necessary to turn the receiver OFF.
 - Caution! Do not fly the aircraft while in Range Check Mode. You will be unable to control the aircraft once it has flown a certain distance.

Mode	Transmitter LED status
Range Check Mode (Low power output)	Steadily blinking
Normal Mode (Normal power output)	Constantly lit up

Submitted by: Dick Stewart, Contributor



Glitch Busters
*is a monthly publication of the
Delaware R/C Club:*
www.delawarerc.org

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Set Your Course for Upcoming Events

Delaware R/C Club Freeze Fly	January 1, 2010
Lebanon Flea Market	March 14
SKSS Wednesday Night Fun Fly	March 24
Toledo Show	April 7 - 11
Joe Nall	May 8 - 15
SKSS ESL Thermal Duration	June 12 - 13
SKSS Electric Warbird Fun Fly	July 3
Warbirds Over Delaware	July 7 - 10 (Wed. through Sat.)