



# Glitch Busters

January 2012



## NEXT MEETING

**January 3**

Newark Senior Center

## UPCOMING EVENTS

Freeze Fly - Sunday, January 1

AMA #197 / IMAA #687

## PREZ SEZ

Happy New Year!

The club has approval from the State Park to replace our equipment shed with a new 24X24 garage. A down payment has been made and it should be under construction soon. We will be sorting through the contents of the present shed and will store the “good stuff” while getting rid of the rest. The doors are wide enough for us to store the tractor with the big mower attached.



I want to thank Dave Moyer, Greg Schock and Mike Ronig for organizing the food for the Freeze Fly, and Roger McClurg and Terry Blanch for the fun and games planning. Come early and stay a while, there will be heat in the pavilion and plenty to eat and drink. Bring a side or dessert to share. Let's kick off the New Year with a great party!

The word from our contacts with the FAA is that the NPRM should be out early in 2012. A comment period will follow, during which the AMA will likely ask us to write our congress persons. This will be a very important effort that we should take seriously, since it may affect how we pursue our hobby in the future.

Remember that dues paid before January 15th are reduced for early payment. Mark McQuaide will be at the Freeze Fly to collect your payment.

We need a new Membership Chairman: preferably someone who is at the field frequently and has some familiarity with Microsoft Excel. Dick Stewart did a wonderful job this year after the mess of the previous year when no single person was

responsible. If you are able to do this, I'm begging for you to step forward.

Thanks to all who have helped to make this club successful this year. The more you are involved with the operation of the club, the better it is for all of us. We can always use new blood, especially when it comes to training the new pilots. (Contact Bob Chapman, our training coordinator [bobchap@verizon.net](mailto:bobchap@verizon.net) )

## MINUTES FROM THE DECEMBER MEETING

Tuesday, December 6, 2011

Submitted by Mark Weiss, Club Secretary

The meeting was called to order by club president John Kirchstein. There were a total of 25 attendees.

Angus Anderson introduced himself as our only guest.

Mark Liverte brought his cool looking Hotts 2, the Midwest kit of the 1980's. He framed the airplane in only two evenings and it had its first flight at Lums Pond in August 2005. Mark flew it again the prior week. It is powered by a Thunder Tiger 46 and is a very nice looking sport plane.

Mark Weiss brought a box of tools and accessories that he has used for years both in the shop and at the field. Included was a Great Planes hinge slotting machine, a Great Planes electric "plane" for planing wood surfaces, Anderson Power Poles and the crimping tool for all electrical connections and other items.

John talked about safety on the flight line, especially when doing high speed passes. There is plenty of room away from the pit area and pilot stations for all passes and aerobatics. John also announced the Board Members for 2012.

Dick Stewart, who has done such a terrific job over many years as the club membership officer, is finally letting someone else do this important job. Of course, Dick did his usual great job at running the club auction in November. Dick, thanks for all your efforts and commitment!

Dave Moyer led an engaging and important discussion regarding the need for a larger shed and had done some homework, providing a great suggested solution. The photos and specs were impressive and the club will seriously consider his proposal.

Mark talked about the OK he received from Pat Hartness to include a control line circle at the 2012 Joe Nall event!

John advised the club that it might be a good idea to make an annual contribution to the Newark Senior Center in their drive for funds. It is a good venue and we need to keep our public relations strong. Nothing talks quite as loud as cash.

Tony Albence brought a box of cold weather club hats. Call Tony if you are interested in purchasing one. I am guessing Tony will bring these hats to our Freeze Fly.

The meeting ended at 8:45 PM followed by several club members going out for pizza, cannoli's, and hot coffee at Tony's. A good and filling time was had by all.

## UPCOMING EVENTS

### **FREEZE FLY - January 1 (Sunday)**

The weather guestimators think it should be in the mid-forties and are split between cloudy and mostly sunny. So, it should be nice weather for a picnic and flying your models.

We've managed to find an appropriate prize for the bomb drop, so be ready to participate!

## IN THE NEWS

### **R/C FOR CONSTRUCTION**

Here's an interesting article on someone using a squadron of quad copters to build a structure indoors in an extremely small area.

<http://singularityhub.com/2011/12/01/robotics-meets-architecture---50-quadcopters-will-autonomously-build-twenty-foot-tower-video/>

### **COMMERCIAL SPACECRAFT GO ORBITAL**

Burt Rutan, the genius behind the X-Prize winning Spaceshipone and Virgin Galactic's Spaceshiptwo has just teamed up with Paul Allen once more to design a similar system for launching cargo into orbit. The new mothership, which will carry the spacecraft up to 30,000 feet before releasing it, is expected to have a wingspan of 385 feet and will be powered by 6 engines.

<http://www.virgingalactic.com/news/item/virgin-galactic-welcomes-announcement-of-new-air-launched-space-system-as-foundation-for-commercial/>



## SAFETY CORNER

This month I'm offering a few thoughts:

Before powering up your receiver, make sure that your transmitter is first powered on. With computer transmitters, be sure that the model selected on the transmitter is the same one you are going to power up.

Before you fly your new airplane for the first time, and after any maintenance, be certain to check that everything is connected the way it is supposed to be. Make certain that all controls work in the directions they should. With the airplane right side up, verify that the rudder, ailerons, and elevator work in the correct directions. On electrics be sure to check that the prop turns in the correct direction.

It's a good idea to perform a quick control check on your model before your first flight of the day. More than one person at the field has discovered that "something changed" since the last flight. Better to make this discovery before you taxi out, and not after the airplane takes to the air.

When checking out your electric plane/heli (at the field or in your shop) be certain to remove the prop/rotor blades before you power up the plane.

Almost everyone who flies electrics has a horror story about a model on the workbench that has its prop or rotor start spinning unexpectedly because the throttle was accidentally bumped. Many of these stories end with a description of the injuries incurred. It only takes a few seconds to remove a prop, but it can take a long time for serious cuts to heal.

## PHOTOS

Most of the pictures here are Scott's. We'd love to include yours as well - and give you credit. Did you get something cool to fly for Christmas or Hanukkah? Send us pics at: [delawarerc@mcclurgstudios.com](mailto:delawarerc@mcclurgstudios.com)

If you're reinterested in seeing even more photos, check out Scott's Flickr page: <http://www.flickr.com/photos/scottmcclurg/>















WARNING  
ALL SPECTATORS  
MUST REMAIN  
BEHIND FENCE

















Photo by PJ McClurg











### **Glitch Busters**

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