



Glitch Busters

March 2017



HELIS OVER DELAWARE

June 23-25, 2017

WARBIRDS OVER DELAWARE

July 12-15, 2017

NEXT MEETING

March 7 at 7:00 PM

at the Newark Senior Center

AMA #197

FROM THE EDITOR'S DESK

February was one heck of a month. It was cold, it was unseasonably warm, but most of all it was windy. The couple times I managed to get out to the field there was no one flying. Add to that the fact that some nasty bug took out the whole family like slowly falling dominoes, we just didn't have the energy to get up, much less go flying. The upshot is that we didn't take one photo last month. Our apologies.

Field Entrance

The blacktop at the entrance to the field was in a terrible shape. I contacted Mike Moyer, the Lums Pond State Park Superintendent, and asked if the park could do something about it. Mike contacted me this week and said that they attempted to patch the worse potholes at the entrance to the field. He also said that he is contacting the state park planning department with a request to widen the entrance so that it can support two vehicles at once. Enlarging the entrance involves replacing the culvert which in turn requires Deldot permission. Having two government agencies involved means any new entrance will take time.

The board voted to hire a landscaping company to mow the field this year. We will be taking bids and letting out a contract. If you know of a company that will do a good job at a low price please pass on the contact information to Freddie or someone on the board.

Delaware R/C Proposed Jet Rule

The vote on the proposed jet rule will be held at the March meeting. There will be an opportunity for additional discussion prior to the vote. This is an important vote for the members of the Delaware R/C Club. Members are encouraged to attend the meeting and cast their vote as to whether we allow additional jet pilots or not. If you don't vote, you have no right to complain about the outcome.

The board voted to add a new requirement to the proposed jet rule:

Any pilot wishing to fly jets at the Delaware R/C field must have been a member for at least two years prior to making application for approval to fly jets.

This requirement is in addition to the ones below:

1. Must have a valid AMA membership card with a valid turbine waiver.
2. The aircraft(s) must be inspected for proper construction and equipment installation by qualified DRCC individuals.

It is recommended that the planes rx power system be of a type that monitors rx battery

consumption (like powerbox types) so the pilot may easily determine how much flight time is left before recharging is necessary.

3. All flying must be accomplished by the AMA turbine operation guidance of using one or more approved fire extinguishers at all times in the pits or/and where the turbine is started.

4. All flying Must be confined to the aerial map provided and any deviation from this will invalidate the applicant's permissions to fly at DRCC

5. Flying style is critical, when there are no other planes in the air, 2 way flying is permitted, however when any other plane(s) are being operated, only fly in the normal pattern that day depending on the prevailing wind.

6. Speed must never exceed the AMA limit of 200 mph and high speed flight should be limited to smooth flybys followed by a climb with reduced throttle to return to more sedate speeds.

Wild "jerky" flight with extremely tight turns are prohibited as this can lead to structural failure and will cause the pilot to loose flying permission at the DRCC field.

7. Plane types that are suited to the DRCC field are those with low wingloading and fully operational flaps so landing speeds can be well controlled and allow for safe controlled landings.

Plane types with thin wings and high wingloading are not recommended or in some cases will not be permitted at the field.

8. All prospective plots must be approved for flight by a team of DRCC members after the aircraft(s) are inspected and the pilots flight style reviewed. Then the permission will be verbally communicated and published in the DRCC newsletter.

REMEMBERING CLARK WOODRING - by John Kirchstein



JULY 23, 1931 - FEBRUARY 10, 2017

For those of you who are not familiar with "Clarkie", I'd say that you missed a real character. I first met him when he drove a group of us to the Toledo show. He was a fixture at Warbirds with his Piper-Schmidt (a Cub with German insignia that he had documentation for).

Clark loved to drive and was always ready to ferry a group

to Toledo.

He was a prolific builder and innovator and always had a good story to tell.

I'll miss him!

[Clark's obituary](#)

BOB'S CORNER - by Bob Smith

I recently vacationed in Naples, Florida and of course went on the AMA web to see if there was a local model airplane club that I could visit. Well! The club with two fields! The Collier Model Aeronautic Club (CMAC) has an electric only field which is just that. Electric. Thirteen miles south from the Manatee Road electric flying facility is the new fuel and jet powered field. The fuel field is open for flying and the club is still in the process of setting it up with the usual out buildings, fences, seating etc. Nice looking club and field and quite a few flyers in attendance.

I visited the Manatee field and met a gentleman who was flying the DJI Phantom drone. Wow! Not knowing a whole lot about drones he eagerly began telling and demonstrating the Phantom's capabilities. You can fly it or it will fly itself. It has a 4K digital camera on it with a 4-way axis and looking on his screen while he was flying FPV the picture was rock steady and unbelievably clear. He took it around the perimeter of the huge field, recorded the flight with the push of a button then pressed "land" and it did that right in front of us.

Then he hits auto, the Phantom rises-up about 6 feet off the ground and takes off on that pre-programmed route like a bat out of you know where. It went screaming around the exact route he flew manually, pulled up in front of us at about 100 feet then slowly descended to the ground in the exact same spot where it took off from.

The whole package was north of \$3,000 and I guess it has its uses. Personally, it looked like a great tool for someone that is in the video business or some commercial venture. I don't think it is much fun watching something fly on its own. With the goggle on, the Phantom can go over 3 miles away. What happened to the line of sight rule? I thought it was very entertaining to see but it won't make it into my hangar.

Oh, and Gulf Coast Clays is adjacent to the fuel powered field. I'm hoping they know the difference between a model airplane and a sporting clay. ☺

Build and Fly

I finished putting together my first ARF the 36" wingspan electric ARF Super Sportster. Since I am not an electric flyer I chose to put an OS .20 nitro engine on it and a scooch larger gas tank in it. For some reason, even after moving everything as far forward as I could I needed to all weight to the nose. Finished it up, put my ID on it and headed for the field. Nice roll out down the field and it climbed nicely. It's a little slow climbing out but once airborne it moves very well. I'm happy and the price was right!



PHOTOS FROM THE FIELD

As Roger mentioned in his editorial, we've all been feeling pretty poorly this month. So, we don't have any photos from the field. Hopefully, next month will go better.



Glitch Busters

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