

# Glitch Busters

## Winter 2023



Photo by Sam Winder

### UPCOMING EVENTS

Spring Quarterly Meeting - TBA

Warbirds Over Delaware - July 12 - 15

### New Membership Dues Rates

New Membership Dues Rates took affect on January 1, 2023. New rates are outlined on the 2023 Membership Application which is available for download at <http://www.delawarerc.org/membership.htm>. In addition to the new dues rates, a late fee for any member renewing after March 1st of the year will be added.

### Annual Park Sticker

Annual Delaware State Park Stickers are required starting March 1, 2023. Park passes can be purchased online at <https://destateparks.com/PassesTagsFees>

### Fence and Pavilion Repair

Volunteers are needed for work parties starting in March and April. The fence will be replaced starting March 4th & 5th. Pavilion repairs will start April 1st. If you can assist, please contact Dave Moyer or email your availability to [info@delawarerc.org](mailto:info@delawarerc.org)

### Park Super Retires!

Park Superintendent Mike Moyer retired at the end of 2022 from the Delaware State Parks. Mike has been a huge supporter of our Club and was always there for us. We wish Mike the very best and a happy retirement! We look forward to working the incoming Park Superintendent which a meeting is planned for the near future.



## Minutes of the Winter 2023 General Membership Meeting

The Winter 2023 Quarterly General Membership Meeting was held at the R/C Flying Field on January 1, 2023 and called to order by President Greg Schock at 11:58AM.

The **Annual Club Freeze Fly** was held at the Flying Site on January 1, 2023 with over 40 members attending. The Club provided hot dogs, hamburgers, soup, and drinks. Members brought tasty treats which were enjoyed by all! Photos by Sam Winder are available at <https://winder.smugmug.com/Sports/Delaware-RC-Club-Freeze-Fly-January-2023/>

A **Safety Reminder** to keep all 3D flying over the tall grass and not over the runway.

**Fence replacement and pavilion repair projects** were discussed. Dave Moyer presented two quotes for material to replace the fence using Club volunteers to keep costs down. A motion was made to purchase material to replace the fence with 2 rail fencing. The motion passed unanimously. The new fence will have gates at each end which will prevent unauthorized vehicles from entering the field areas and driving onto the runways. A date has been set for March 4th and 5th to start the fence replacement project. Repairs to the Pavilion will start on April 1, 2023. Volunteers are needed for both projects. If you can assist, please email the Club at [info@delawarerc.org](mailto:info@delawarerc.org) with your availability.

Dave Moyer discussed **selling one of the consumer grade mowers and purchasing a commercial grade 76" deck mower** which will require less maintenance and cut the field twice as fast. A motion was made and seconded to proceed with selling the Cub Cadet mower and purchasing the commercial-grade mower. The motion passed unanimously.

**Club Membership Chair**, Brian Pasternak, reported that we closed out 2022 with 131 members. New membership rates start January 1, 2023. Details on membership rates and late fees are available on the 2023 Membership Application which is now posted on the Club website at <http://www.delawarerc.org/membership.htm>

**Club Treasurer**, Mike Denest, gave a report on the current financial status of the Club. Mike discussed the AMA Field Improvement Grant which we can apply for proposed field updates and improvements. Such improvements include new run-up stands, improvements recommended by the Safety Committee, and a Geotex runway on the heli/electric runway. If you have other improvement ideas, please email your ideas to the Club at [info@delawarerc.org](mailto:info@delawarerc.org)

The AMA has started to request information from Clubs to start the registration for [FAA-Recognized Identification Areas \(FRIAs\)](#). The Club has submitted the application to start the process. A reminder that **all aircraft should be registered with the FAA and each aircraft should have a FAA ID** label which also includes your name, address and phone number. While this is currently not a Club requirement, it is required by the FAA. Any pilot/aircraft is subject to inspection by Officials at any time. Any violations are solely between you, the pilot, and the department conducting the inspection. FAA registration is available at <https://faadronezone-access.faa.gov/#/>

In addition to FAA Registration, all Pilots should take the FAA TRUST test available at <https://www.modelaircraft.org/trust>. This is a no-fail test and on completion you will be able to print out a successful completion card which you should have on your person, including FAA Registration ID, while flying at the Flying Field.

Vic Pugarelli has been named as the **Field Mowing Committee Chairman** and is organizing volunteers to cut the Flying Field on a weekly basis each Thursday when mowing is needed. If you can assist as a volunteer, please contact Vic or email the Club at [info@delawarerc.org](mailto:info@delawarerc.org)

A reminder that all flying pilots must **display their current AMA card with current Club Membership Sticker** on their outer garment while flying at the Flying Field. Please keep ID cards/display holders away from spinning props/rotors, etc.

Board members Dave Moyer and Mike Denest have been attending recent [Friends of Lums Pond](#) monthly meetings. The Friends Of Lums Pond volunteers, fund raise to support special park needs, educate, and advocate for Lums Pond State Park. Mike Denest suggested that the Club make a donation of \$500 to the Friends of Lums Pond to support their organization. A motion was made and passed unanimously.

By-Law changes posted in the Fall 2022 Newsletter were presented, discussed. A motion was made to accept the new amendments. The motion passed unanimously.

The meeting was adjourned at 12:47 PM





Photo by Sam Winder



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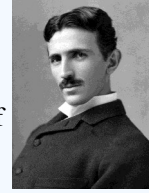
Photo by Sam Winder

# Vintage Thoughts - By Mike Denest

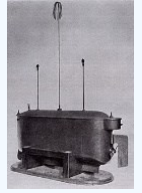
## R/C Pattern Competition

The first example of radio control was demonstrated by Nicola Tesla in 1898 in New York City. Tesla designed and built his radio system then installed it in a boat also of his design.

Not until the early 1930's, radio control experimenters like Bill and Walt Good, Chet Lanzo and others were concentrating on perfecting a reliable system that would guide the airplane from takeoff to landing, all in the same spot. Eventually in 1936, the fledgling AMA scheduled a radio control competition in Detroit but no one attended.



Nicola Tesla



Tesla Boat

1937 was a different story with six entrants competing. Bill and Walt Good, Chet Lanzo, Leo Weiss and others attended but there were no successful flights. 1938 was a different story, as the nationals were again hosted in Detroit. Twenty six entered the event but only five showed up; the Good Brothers won the event with an attempted flight ending in a crash. For the 1939 nationals at Detroit, a 100 point system was adopted with points given for craftsmanship, static R/C operation on the ground and flight maneuvers with the Good Brothers winning first place with 89 points. With America's involvement in World War II, R/C experimentation and flying stopped until the end of the war. With the lessons learned from the rapid development of radio control for the war effort, experimenters continued with perfecting a reliable radio control system, many of which quite varied in ideas.



Bill and Walt Good with "Guff"

The 1950's can be referred to as the golden age of R/C experimentation as radio designs were available and frequently shared among those interested individuals. Several manufacturers like Berkeley, CG Electronics and Lafayette offered transmitters and receivers for sale to the radio control hobbyist. As long as the radio worked properly (a real event in those days), a modeler could take off, fly around the circuit and maybe perform a few simple maneuvers like loops and rolls, all on rudder only. Eventually the AMA wrote a schedule of maneuvers that could be flown for Rudder, Intermediate and Multi classes, performing figure eight's, loops, rolls, wingovers, Immelman turns, inverted flight and others. Most models were of the rudder only variety with multi class models having more than one independent control surface.



CG "Hercules" circa 1958



Orbit 4 channel circa 1965

The eras of the 1960's through the 1970's brought rapid advances in radio control technology with products available from Ace RC, Bonner, Citizen-ship, Kraft, Orbit and others in the way of reed transmitters, receivers and servos, of which many used Howard Bonner's servos in their airplane. As usual, practice makes perfect for the flyer interested in competition in the event of his choice for rudder only (Class I), Intermediate (Class II) and Multi (Class III). Competing and winning the local contest was a boon for the modeler as you could bring home not only trophies but loot in the way of kits, engines and other items unuse by the modeler. It was not uncommon to see a guy win in rudder only and receive a kit of the same airplane he was flying!

At the big meets, you could even win a complete radio. The manufacturers supported the contests with their products as a way of promoting the hobby and in turn receive product endorsements from those who were at the top of the heap and you could see this in the magazine ad frequently featuring winning modelers endorsing the products they competed with. In the mid 1960's, proportional gear came on the scene, making it easier to fly and perform any maneuver you desired. With lots of practice and attending contests, you could get pretty good at competition flying. Today's aerobatic model aircraft has evolved from many of the ideas of old. Yeah, they all look alike but the thing is precision, constant speed and smooth flying. If you ever have the chance to enter a pattern contest, give it a try. You might like it.

FMI: [Vintage Radio Control Society](http://www.vintage-radio-control-society.org/)  
<https://www.modelaircraft.org/events/competition-resources/competition-regulations>  
<http://www.seniorpattern.com/>

Till then, see you at the field.

*Mike*



Photo by Sam Winder



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## **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](mailto:news@delawarerc.org)

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## **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](mailto:info@delawarerc.org) and let us know how you can assist.

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## **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](https://www.faa.gov/uas/recreational_fliers/where_can_i_fly/b4ufly)

B4UFLY Desktop App - Current Flight Status of our Flying Field - <https://tinyurl.com/yw3hy3v2>

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

## **Glitch Busters**

is a publication of the Delaware R/C Club

[www.delawarerc.org](http://www.delawarerc.org)

President: Greg Schock

Vice President: Dave Moyer

Treasurer: Michael Denest

Secretary/Newsletter Editor: Brian Pasternak

Safety Officer: Mike Watson

Club Contact: [info@delawarerc.org](mailto:info@delawarerc.org)