



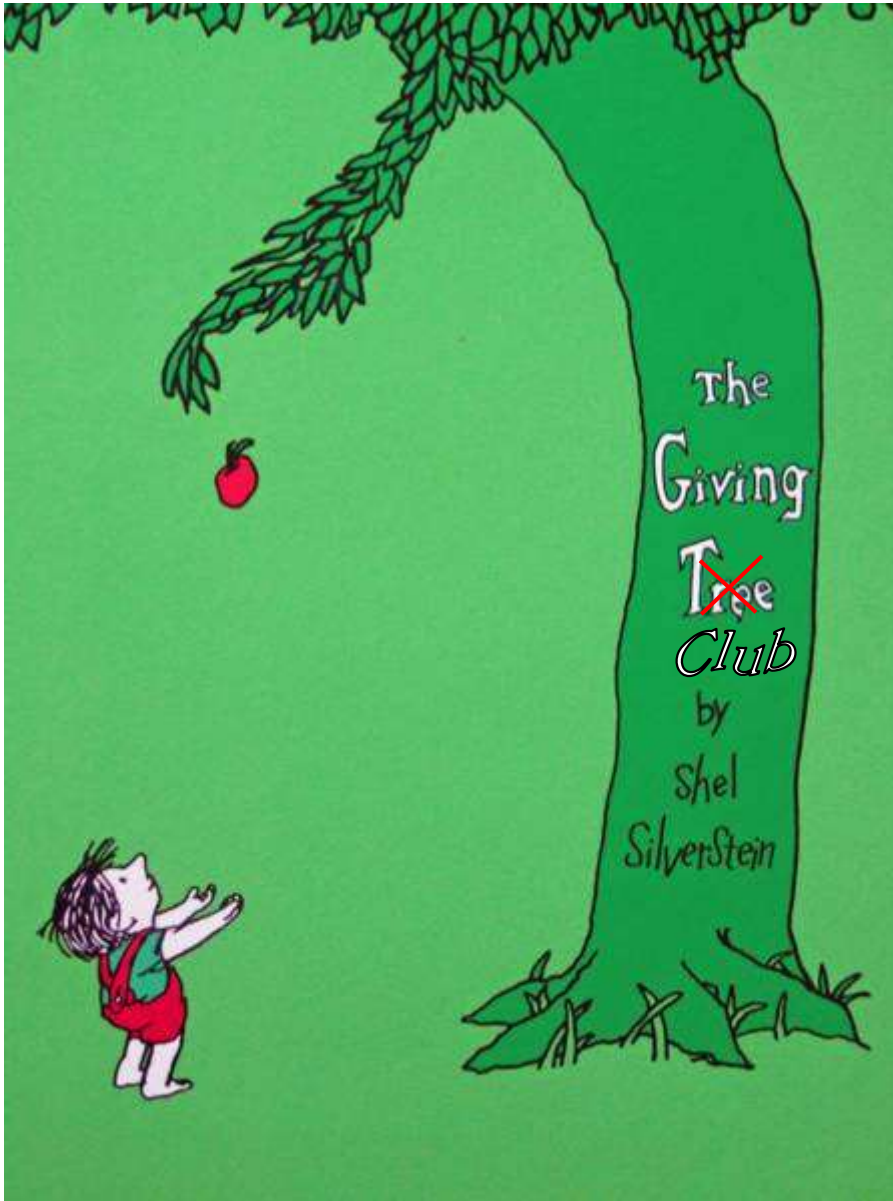
PROP WASH

December, 2009

www.lewesrc.com

VOLUME 52

For Lewes RC it's All About Giving



The Giving Tree

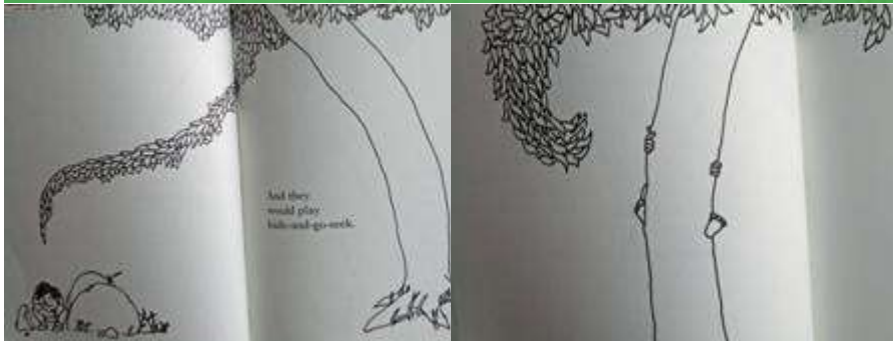
By Shel Silverstein

Once there was a tree... and she loved a little boy. And everyday the boy would come and he would gather her leaves and make them into crowns and play king of the forest. He would climb up her trunk and swing from her branches and eat apples. And they would play hide-and-go-seek. And when he was tired, he would sleep in her shade. And the boy loved the tree...very much. And the tree was happy.



But time went by. And the boy grew older. And the tree was often alone. Then one day the boy came to the tree and the tree said, "Come, Boy, come and climb up my trunk and swing from my branches and eat apples and play in my shade and be happy." "I am too big to climb and play," said the boy. "I want to buy things and have fun. I want some money. Can you give me some money?" "I'm sorry," said the tree, "but I have no money. I have only leaves and apples. Take my apples, Boy, and sell them in the city. Then you will have money and you will be happy."

Continued on page 2

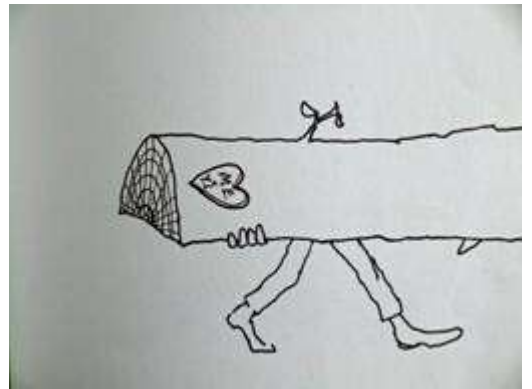


The Giving Tree continued from page 1

And so the boy climbed up the tree and gathered her apples and carried them away. And the tree was happy. But the boy stayed away for a long time... and the tree was sad. And then one day the boy came back and the tree shook with joy and said, "Come, Boy, climb up my trunk and swing from my branches and be happy.

"I am too busy to climb trees," said the boy. "I want a house to keep me warm," he said. "I want a wife and I want children, and so I need a house. Can you give me a house?" "I have no house," said the tree. "The forest is my house, but you may cut off my branches and build a house. Then you will be happy." And so the boy cut off her branches and carried them away to build his house. And the tree was happy. But the boy stayed away for a long time. And when he came back, the tree was so happy she could hardly speak. "Come, Boy," she whispered, "come and play." "I am too old and sad to play," said the boy. "I want a boat that will take me far away from here. Can you give me a boat?" "Cut down my trunk and make a boat," said the tree. "Then you can sail away...and be happy? And so the boy cut down her trunk and made a boat and sailed away. And the tree was happy...but not really. And after a long time the boy came back again. "I am sorry, Boy," said the tree, "but I have nothing left to give you-- My apples are gone." "My teeth are too weak for apples," said the boy. "My branches are gone," said the tree. "You cannot swing on them." "I am too old to swing on branches," said the boy. "My trunk is gone," said the tree. "You cannot climb." "I am too tired to climb," said the boy. "I am sorry," sighed the tree. "I wish that I could give you something...but I have nothing left. I am just an old stump. I am sorry..." "I don't need very much now," said the boy, "just a quiet place to sit and rest. I am very tired." "Well," said the tree, straightening herself up as much as she could, "well, an old stump *is* good for sitting and resting. Come, Boy, sit down. Sit down and rest." And the boy did. And the tree was happy. The End

As a boy growing up, I remember this being one of my favorite books. I loved to climb and play in trees and spent many hours playing in the woods with my brothers and our friends. As parents, it became one of the first books Leslie and I began reading to our two children. Today, for the first time ever, my five-year-old daughter Hannah read it out loud to me and I noticed she seemed sad after reading the book. Hannah is right – it's depressing that the tree gave everything it had to the little boy and depressing that the little boy took everything from the generous tree, gave nothing back, and eventually grew to become too sad and old to play and have fun with his only friend, the tree. The tree reminds me a lot of so many of the Lewes RC Club members I've met since joining this past summer. They enjoy giving to others, and they don't ever want anything in return. We have all benefited from their generosity and the giving seems to be contagious. If you look around at the club benches at Hopkins Field you won't see any men who have become too old and sad to play. Rather, like Alden Hopkins, they have given of themselves and are happy to see others benefit from what they have been able to give. Thanks Lewes RC!!!



Dumb Thumb!!!

I guess I'm the only club member who has ever had a "dumb thumb" experience. Since I haven't received any stories from you, I'll share another one of my "dumb thumbs." Don't worry; I should have plenty of stories to keep this column running into the foreseeable future even without your contributions. In the event that you ever do have a dumb thumb, please get the story to me somehow so we can all learn from your experience.

One of my most recent "dumb thumbs" happened this past weekend. After almost a month of being cooped up inside because of the wind and rainy weather, I was itching to get to the field and fly. In fact, Sarah and I were the first to get to the field. That is, except for the deer that had recently been shot or hit and was lying dead in the field parking lot. It didn't matter that there was still a covering of frost on the field and plane stands, I needed to get started right away if I was going to fly each of the five planes I had carefully packed into our family car. Before Alan showed up, I had gone through two of the three lipo battery packs for my Electrostik. After using my last 3-cell battery in the Electrostik, I switched to my 4-cell Eagle 580 Matt Chappman. With the dual rates set for low and 3D, I was excited about my first 3D flying experience away from the simulator. She was very "squirrely" and according to Alan and Paul, in need of a CG correction. Moving the battery back about 1/2 inch for the second flight made a world of difference.

I had one more battery left and planned to use it later, after I had flown the three combat planes I brought with me. Two of the combat planes had been through some sort of repair by Jerry Springer and the third was just built and had never been flown. Jerry was also flying his combat plane and testing out his new wing design. More about this later.

After successfully trimming and flying each of the combat planes, it was getting late and the wind had picked up. But I had one battery pack left and it would be a shame to go home with a full battery pack. Who knew when the weather would be good enough to fly again? I quickly got the plane ready for take off and was in the air practicing different 3-D maneuvers with very limited success. While I want to learn how to fly 3-D, I am very much a beginner and my experience is limited to the simulator. During my attempt at an "elevator" maneuver, I noticed that the engine had very little response. Since it was going very slow anyway, I didn't give it much thought. When the plane had dropped far enough for my comfort level, I gave it some throttle and there was nothing there. The good news was that I had control over everything else. The bad news is that I lost this limited control when she reached stall speed. My attempt to get her to onto the runway only made matters worse as she didn't have enough speed to turn. She fell a few feet and tumbled to a hard landing. One strange but fortunate thing was that the carbon fiber joiner tube broke clean in half with no damage to the wing. I was also fortunate to have little other damage and with a new joiner tube she should be ready for the upcoming Fun Fly. The "dumb thumb" part of this experience was that when I was back home charging the batteries, I noticed that one of the 4-cell battery packs was fully charged. The only explanation for this was that I had used the same pack twice. This would explain my loss of engine power and control. I learned from Alan and Mike that Dawson numbers his batteries and uses rubber bands to mark his charged batteries. Now why didn't I think of that? Thanks guys! Please share your "dumb thumbs" with us in the next Prop Wash!



Jerry Springer- A Combat Leader



Jerry flies his Battle-ax at Hopkins field in preparation for an upcoming season of combat. In hopes of growing the sport, Jerry generously gave away two of his Gremlin combat planes, one to me and one to Eric. Additionally, Jerry spent a considerable amount of time and expense building and repairing two combat planes so that I would be ready for the Salisbury Combat. In the end, he ended up kicking all of our butts in Salisbury earning over 1000 pts. Way to go Jerry!

Using Kitchen Appliances

From the Eugene Prop Spinners, Eugene, Oregon

I used to soak pieces of balsa in a pungent mix of ammonia and water in order to bend them around wing tip forms, or other compound curves, like a cowling form. Now I use the microwave.

Soak the balsa (or even plywood) in water for a few minutes, then zap it in the microwave. It comes out limp as a noodle, and ready to form into complex shapes.

Also, Kraft used to sell little plastic clamps with parallel faces. The tension was by a rubber band. These can be adjusted for any amount of pressure depending on your rubber band.

Don't overlook small spring-loaded electrical battery clamps available from Radio Shack. These make nice clamps to hold things in place while the glue dries.

Got a wing warp? A finished model is usually too big and cumbersome to hold over a steaming kettle on your stove. Soak a bath towel in water and put it in the microwave until it is steaming hot. Wrap this around the warped wing. Have some books handy to use as weights to stress the structure in the proper direction a bit more than you would think; this is because the structure will spring back somewhat when it is all over. I hope you realize that even the finest and straightest building board is not much use if a warp creeps in after covering and painting. Butyrate dopes especially keep on shrinking and pulling at the structure.

If you don't have a MonoKote hot air gun, you can use an ordinary hair dryer. It might take a bit longer, but it is safer and you are not likely to melt the plastic film.

An easy way to cut large pieces of MonoKote is with a pizza cutter. You know, this is a wheel with a handle. This works well for irregular shapes of MonoKote. →

Getting the Harrier Down: a building-block approach

From the Mid Atlantic Radio Kontrol Society, Snow Hill, Maryland

by Jeremy Chinn

Part 2 of 5

If you have followed along with the previous article, you now have a simulator to learn on as well as the right kind of airplane to learn with. This is a point at which many people just begin banging the sticks around and thrashing the airframe around the field. Not only does this not necessarily turn into the safest situation, but it does not often yield success.

To learn to 3-D well, you need to learn with a building-block approach that builds a good foundation of basic 3-D maneuvers and progresses from there. This progression will use much of the basic aerobatic knowledge you have previously learned to control the airplane in all attitudes and situations. While most people think the core maneuver to flying 3-D is the hover, that is unfortunately incorrect. The most basic and fundamental maneuver for learning 3-D is the Harrier. The Harrier is a part of a majority of 3-D maneuvers and skills learned during training to help build rudder-control skills necessary for more complex maneuvers. To learn to Harrier correctly, we are going to use another simple maneuver called an elevator. Learning to Harrier this way initially allows this first maneuver to be flown at a higher altitude and with an easy escape route. Start by climbing to an altitude of "five mistakes high." Level the airplane at center field with the nose into the wind and cut the throttle to idle. When the airplane has slowed significantly, hold full-up elevator and allow the airplane to fall. If your airplane is set up correctly with an appropriate center of gravity and control throws, it should descend slightly nose down or level. An idle set too high will cause the airplane to descend nose high. As the airplane descends, use the ailerons to hold the wings level. During the descent, the wings may rock back and forth. Careful correction with the ailerons will help correct this problem with most good designs. When the airplane has reached an altitude of one mistake high, decrease the pressure on the elevator and increase the throttle to fly out level. You have just completed an Elevator. Congratulations! Continue practicing this maneuver until you are comfortable with the airplane descending in this manner.

Next up, prepare to fly an Elevator just as you did before, however for this round of exercises, you should begin to use the rudder to steer the airplane as it descends. Remember to use the ailerons to keep the wings level during the descent. Try descending while steering the airplane through a gentle circling descent and exit as before. Continue flying this exercise until you are comfortable using the rudder to steer. This exercise may feel odd to many sport pilots who are not used to using the rudder on a regular basis. In the next phase, we will begin the Elevator just as before and use the rudder and ailerons. As the airplane reaches the midway point of its descent, begin to increase the throttle until the nose rises slightly. The airplane will also move forward more than in previous exercises and its rate of descent will slow. Do this repeatedly until you feel comfortable increasing the throttle and maintaining control of the airplane. Once you are comfortable descending in this increased throttle state, allow the airplane to descend to one to two mistakes high and increase the throttle more while easing off the elevator backpressure. Your goal now is to find a point of equilibrium where the airplane maintains a nose-up attitude of approximately 30° to 45° while slowing the descent to no altitude change. When you can complete this last exercise, you have successfully flown a Harrier. You can successfully control the heading of the airplane with the rudder and its attitude and rate of descent with a combination of elevator and throttle control. It's now time to take your efforts to the next level. Once you feel comfortable finding that balance between elevator back pressure and throttle input, you need to take the next big step. In the next phase of this exercise, you are going to fly at a very low level. This is a point at which many students get very uncomfortable. They reason that, since they are closer to the ground, they are more likely to hit the ground. That is not an unreasonable thought; however it fails to take all the factors into account. Learning to fly 3-D, especially learning to Harrier, at a very low level is absolutely the best place to perfect your Harrier. Optimally, you'll fly with your tail one to two feet off the ground. By learning to Harrier at a low level, you:

- Fly at an altitude and proximity to yourself that allows you to see every movement of the airplane no matter how small, and react to it promptly to keep the airplane flying the way you want it.
- Keep the airplane low so that in the event it does get into an "out-of-shape" attitude, it does not have enough time or altitude to build up momentum that will cause significant crash damage.
- Impress your friends!

Start this phase by flying low, level, straight-line runs down the runway into the wind. Remember to be courteous to your fellow fliers and yield the runway to those who need it. Pilots taking off or landing always have the right of way. If you get uncomfortable with the airplane at this altitude because of a gust of wind or other factor, use the ailerons to level the wings, cut the throttle back somewhat and let the airplane drop to its landing gear. As you get more and more comfortable flying your Harrier down the runway, begin to add turns into your exercise. Start with circles one direction, then the next. When you feel comfortable flying circles in a Harrier, modify your exercise to include figure-eights over the runway. These simple exercises are a great way to build, refine, and improve your fundamental 3-D skills. You now have a great foundation to begin building more 3-D maneuvers into your repertoire, so what is next? Before moving to an entirely different skill, you need to go back to the beginning of this Harrier lesson, but progress through it inverted. A successful inverted Harrier is another important building block of learning to 3-D. As you move through the inverted version of the Harrier lesson, remember that your rudder and elevator require inputs opposite of those you use in an upright Harrier. Most people find it extremely helpful to use their simulator at a slower time rate to build this skill before moving to the real world. Becoming proficient at flying your airplane in a Harrier is one of the most important building blocks or fundamentals of becoming a great 3-D pilot. Don't be afraid to take your time moving through these exercises. Some pilots will progress through the Harrier lesson in a weekend. It may take others a month. You should also not be afraid to break this lesson out again when you have progressed past it. Q

AN EXPERIMENT IN AEROTOW GLIDER FLYING

Recently Jon Joyce and Dawson Gillaspy along with mentor Pete Schlitikus experimented with towing a glider into the air using a new approach, one that Pete has seen used elsewhere. Traditionally, the towline attaches to a sailplane at the front tip of the glider nose where it is necessary to install a release device along with a servo to actuate it. This hardware is normally installed into the initial design of the glider.

These pictures show a different type of aero towing (KISS). In this approach, blue painter's tape is used to secure the towline (with a small knot in the end) to the underside of the nose of the glider. When it is time to release the glider, the glider pilot drops the nose a bit then gives hard up elevator.

This maneuver usually causes towline to either cut through the tape or slide out beneath it. This system is not flawless as we found out. Jon had good success with his small Fling glider, which seemed to have the right combination of incidence and flying characteristics to pull it off nicely. Later his two-meter Vista sailplane proved not to be nearly as cooperative. Dawson's small hand launch glider was equally unwilling to cooperate, in part because its vertical stabilizer extends several inches below the horizontal stab and lying on the ground with the tail feathers elevated, provides a nose down attitude on take off as the tail scrapes along the ground. In addition, in the air it proved to be a handful. In short, we learned that not all gliders are cut out for this type of duty.

Pete was the tow plane pilot and used his 8' Sr. Telemaster powered with an AXI 4120 motor and a 6-cell LiPo battery pack. This plane and propulsion system provided more than enough power to do the job. The close up picture of the Telemaster shows a servo operated tow release device installed on top of the fuse, just aft of the TE of the wing. This feature can be used to release the line and or towline if the need ever arises.

In any event this was a fun experiment, which still needs some fine-tuning by Jon and Dawson (Pete knows his stuff).

A final thought---because of the short take off run needed to get both the tow plane and the glider off the ground this type of flying could be done at Hopkins Field so long as someone had a properly equipped tow plane, either glow or electric. The glider is aloft within ten feet of beginning the tow.

Dawson is building a .40 size Telemaster with towing hardware installed and is willing to use it as a tow plane. Anyone interested in trying this flying technique can call him to make arrangements.

Editor's note: An interesting parallel article on aerotowing appeared in the October issue of *Model Aviation* beginning on page 54.



Tribute to Model Airplane Enthusiast

Alden S. Hopkins Jr., former ag secretary

Alden S. Hopkins Jr., 83, was born near Lewes May 11, 1926, to Alden S. Hopkins Sr. and Margaret Reynolds Hopkins. He died at home Saturday, Nov. 7, 2009.

Alden was a lifetime farmer on the family farm near Cool Spring. He was a licensed local pastor in the former Peninsula Conference of the United Methodist Church, serving churches in the Bridgeville, Greenwood and Harrington areas during the late 1940s and 1950s. He served as Delaware secretary of agriculture in 1979 and 1980, during the Pete DuPont administration.

He was a 32nd-degree Mason, Grand Lodge Award of Honor recipient, served 35 years as chaplain of Jefferson Lodge AF & AM, member of the Shriners, Delaware Valley of Scottish Rite and Lower Delaware Shield & Square.

Alden was on the board of Delaware Agricultural Lands Preservation Foundation. He was a member of Improved Order of Red Men, Indian River Tribe 37. Alden was a founder and lifetime member of the Farmington Volunteer Fire Company, a past vice president of the Delaware Farm Bureau and a member and longtime adult Sunday school teacher at Conley's United Methodist Church.

Alden was predeceased by his wife of 55 years, Marilyn Bown Hopkins in 2004. He is survived by his brothers, William N. Hopkins and George W. Hopkins of Lewes; sisters Grace H. Hitch and Gladys H. Phillips of Seaford.



Alden was always a great friend to our club. The fortunate members who got to know Mr. Hopkins remember him as a gentleman who was extremely supportive of our club and helped us out in any way possible. He truly enjoyed watching us fly.

The Lewes RC Club sends our deepest heartfelt condolences to the Hopkins Family during this most difficult time. You are all being held in our thoughts and prayers.

Group Visits B-25 Bomber

On arriving at the airport in Georgetown a group of 25 Lewes RC club members and spouses went into a private room of the restaurant where we had a great lunch.

Pete Patson came in and had a bite to eat with us. He said there is a small museum we could go visit located to the left of the restaurant so after lunch we walked over to take a look. It was very interesting with old flight suits, unopened parachutes, etc.

With the rain just starting, we drove in our cars to the hanger. I was very surprised how clean the plane and hanger was. We met Larry Kelly the owner who was working on an oil leak on one of the engines with his mechanic. We all had questions about the airplane to which Pete had all the answers.

Thanks to Pete and Larry for there hospitality and thanks to everyone who came. Hope you had a good time. I know I did.

Jerry Springer – Club President



Fall Fun Fly at Hopkins Field



Thanks Alan for coordinating another fun day of flying! Dawson and Jerry battled it out in the glider endurance challenge with Dawson taking the title this year. John Pulli was the champion of the combat with his stealthy Avenger. Mike Ludden, Jim Halpan, Jerry Springer, and Garrett Lydic were part of the action that involved more mid air collisions than ribbon cuts. Jerry seemed to find the biggest mud bog to land his plane after the mid air. The weather cooperated and just kept getting better and better.

Can You Guess Who?



Above: Lewes RC Club member reviled in next issue of Prop Wash

Below: Prolific builder and club member Al Knight's pride and joy.



**Academy of Model Aeronautics
National Model Aircraft Safety Code
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.

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.

FREE FLIGHT

1. I will not launch my model aircraft unless I am at least 100 feet downwind of spectators and automobile parking.
2. I will not fly my model aircraft unless the launch area is clear of all individuals except my mechanic, officials, and other fliers.
3. I will use an effective device to extinguish any fuse on the model aircraft after the fuse has completed its function.

CONTROL LINE

1. I will subject my complete control system (including the safety thong where applicable) to an inspection and pull test prior to flying. The pull test will be in accordance with the current Competition Regulations for the applicable model aircraft category. Model aircraft not fitting a specific category shall use those pull-test requirements as indicated for Control Line Precision Aerobatics.
2. I will ensure that my flying area is clear of all utility wires or poles and I will not fly a model aircraft closer than 50 feet to any above-ground electric utility lines.
3. I will ensure that my flying area is clear of all nonessential participants and spectators before permitting my engine to be started.

Specialized AMA Documents:

Radio Control Combat (#525)
 General Radio Control Racing (#530)
 Giant Scale Radio Control Racing (#515-A)
 Gas Turbine Operation (note: Special Waiver Required) (#510-A)
 Park Flyer Safe Operating Recommendations (#545)
 First Person View (FPV) Operations (#550)
Recommended Field Layout (#706)
Procedure for RF Interference Testing between Model Sites (#922)
Frequency Management Agreements (#923)
See and Avoid Guidance (#540-D)
Team AMA Air Show Safety Document (#718)

These special codes and appropriate documents may be obtained either from the AMA Web site at www.modelaircraft.org or by contacting AMA Headquarters.

Safety Factors

John Kirchstein
Delaware RC Club

The Soapbox is out and I have to climb aboard!
The AMA is requiring that we have an official Safety Officer appointed by the Board of Directors, as of next year. They have suggested a rather extensive list of responsibilities for this office.

We have spent a lot of time in the past few years talking about safety at the flying field. Most of us are using good sense and following the rules as we understand them. The problem is there are **some who don't know the rules** and there are few who **don't care about rules**. We are all responsible for making sure that the flight area is safe. This means following our safety rules!

I have tried to talk to everyone who is flying in an unsafe manner, to get them informed as to what the rules are and why we need to follow them. I'm not the only one who calls attention to the safety situation, but there aren't a whole lot of you who will go up to someone and tell them they are doing it wrong. Why is this? You probably don't want a confrontation: **Would you rather have an accident?** You don't want to hurt someone's feelings: **How about if they hurt their (or your) body?** I urge all of you to get involved in the explanation and activity of safe flying procedures. Don't wait for an officer or board member to do this. It's your club and your privilege to fly that is in the balance.

What should we do about those who **continually break our flying rules?** Talking hasn't done much to stop them. Please consider that there must be **consequences** for their action, other than that of the **inevitable accident**. If there are penalties, how do we apply them? I would submit that the best action for all concerned would be simple **peer pressure**. If more people would speak up, rather than complaining to the other spectators, the pressure would be on the careless pilot to reform his ways. The alternatives are much more controversial but we don't do have a format for censure, through the grievance form in the constitution.

Please think about this.

Everyone needs to fly safely for us to continue to enjoy the flying field and the benefits of the organization.

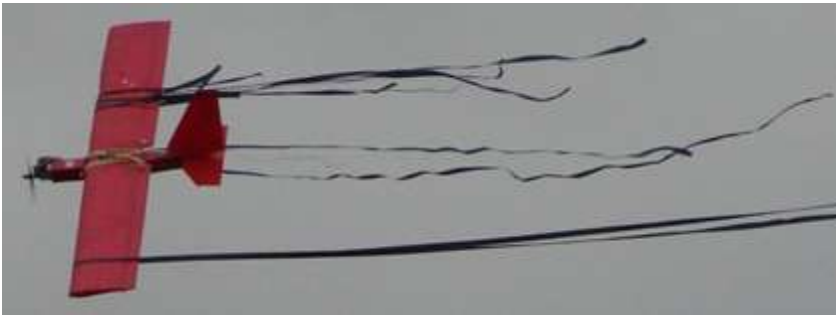
John Kirchstein



Paul Esposito goes through his pre flight safety check and has a successful flight. At our last meeting, Paul described a renewed commitment to consistently practicing safe flying after a series of thought-provoking accidents at Hopkins Field. We all should!

The Rapier Mk. IV

for "SSC" combat



The Rapier Mk. IV, built, designed, and flown by Kirk Adams of the RC Club in Laurel, MD has proven its ability to outperform all opposition. With Kirk's excellent flying skills and remarkable depth perception, he has flown this plane to victory in countless combat competitions. The combat members of the Lewes RC club have taken notice and with the help of Kirk Adams and Ben Phillips of Phillip's Signs, are in the process of building an entire fleet of these remarkable combat planes. Next year's combat season should be interesting to say the very least! Prop Wash will keep you posted. Better yet, come out and have a look.



Upcoming Events:

Web Site: Mike Ludden is doing an awesome job updating our club's web site! Keep your eyes out and please send him any pictures and event information you may have.

December Meeting:

12/8/2009 6:00 PM

We will be holding our annual Christmas dinner on the date of our December meeting. Thanks to the Esposito's for opening up their beautiful home for this festive

occasion. Dinner will be catered by Irish Eyes and hors d'oeuvres, beer, wine, and soft drinks will be provided by the Esposito's.

January Meeting:

1/12/10

**Combat 12/5/2009 – Street Brawl
Harford County Radio Control
Modelers – Street, MD**



President: Jerry Springer – 690-6173
Secretary: Dawson Gillaspay – 945-0329
Field Marshal: Paul Esposito – 228-8597
Events: Alan Walker, 684-0523

Safety Officers: Paul Knapik – 947-2627 and Jim Halpan – 684-4459

Vice-President: John Pulli – 945-8242
Treasurer: Vince Peterson – 684-1265
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