

Tulsa Glue Dobbers, Inc.

The Super Glitch

January 2010

HAPPY NEW YEAR!

JANUARY MEETING AT MARTIN REGIONAL LIBRARY

Tuesday January 26th

7:00 pm

Hello all. Well, I can tell you honestly, I never thought I'd be in this position as President of The Tulsa Glue Dobbers. When Jack called me and asked if I was willing to be a nominee for the position, my first reaction was to laugh. I thought he was kidding me. It took him several "no, I'm serious" comments to get my attention. I never really thought no one else would be nominated for the job (maybe that should read "wanted the job"). There may be a change of heart after this year! Just kidding. I hope I can be half as good a president as Jack was. I want to be as open as Jack was to all of you. Never feel you cannot bring something you're concerned about to me. We must work as a whole for the betterment of the club. I know I will do all I can.

If you've never been to a TGD meeting, now's a great time to start. We have several very important things to discuss. Everything from events we are planning to field improvements. If you've ever been at the field and thought of something that would make it better, please come and let us know! You may not be alone and the only way things will get done is for those

at the meeting to vote on them. Come; let us know how YOU feel.

I, for one, am excited about this next year. I know I will be meeting many new people as well as we will be hosting what will hopefully be three annual events. The Heatwave is, of course, one of the biggest RC events in the region thanks to Tim Davie's efforts and the help of many. The Heli Fun Fly was a successful event in it's first year and I hope will continue on. And new this year we will be having a Warbird (for fixed wing and helis) event in September. Paperwork for it is being done as I type this. Details will be in future Super Glitches. If you have any info for these or other events, please email me or one of the staff. Again, there look to be many area events to choose from and attend.

The January 1st annual fly and freeze went rather well this year in spite of the snow. I didn't get there till about noon, after many had already flown and left, but there were more pilots than I expected. Everyone seemed to have a great time despite the cold and snow. With the runway being mostly clear, it was easy enough to use. The float plane Doug Bromley brought was flown by so many for so long the wings were steaming. I hope this works....below is the picture taken by Del Delahorne of those that were there at the time.



We are in the process of redoing the main web site. Greg Barnes has come forward to offer his help in reworking the web site with upgrades to features and look. He will need input from any and all members so that we can have something we all want. One feature I'd like to see is a sort of member directory so we can put a face with the names. Right now Greg has a password protected members list (names and phone numbers) on the new site. **If anyone has a problem with their name being on the site, please let me or Greg know.** This area of the site will be for members use only and will be under a password only members will know. Let's make this a great site to come to!

<http://tulsagluedobbers.aod.net/Site2/index.html>

Many, many thanks go to Mike Manring for his years of doing this job!

Lastly, I'd like to leave you with this. It's an article from the AMA Insider that I found very entertaining even though it's covering a subject that is boring to most RCer's, safety. Anyway, I liked it and thought you would too.

ON THE SAFE SIDE

Distraction Action

by Don Nix, Insider Safety Column Editor

Once upon a midnight dreary, as I pondered weak and weary....

Actually, it was last night, considerably before midnight, not dreary at all, while I was pondering what to write for this column. Then I began to recall some incidents where distraction at the flying field had caused crashes. Here are two in which I was personally involved.

As I've mentioned in past columns, when I lived in Southern California most of my flying was done at Mile Square Park in Orange County. Mile Square was the busiest RC park I ever saw, and quite possibly the busiest in the US. I say "was," because it was closed to model flying some years ago.

The runway was an abandoned WW II military airfield, the RC part 2,000-feet long. There were 12 pilot stations, and on good weather weekends it was not unusual to have 50 or 60 fliers at the field and all 12 stations "hot" at the same time. One particular distraction incident remains clear in my memory although it took place more than 20 years ago.

A good friend of mine did a lot of teaching. When newbies came to fly for the first time, they were usually directed to George to get them on the buddy box and start learning. One Saturday, George called me over just before starting a beginner's engine.

"Don, before I get this fellow on the buddy box, you take his transmitter. After takeoff, I'll trim mine, then turn it over to you to get his box trimmed out so he won't have to struggle with it." I agreed, and after George made a couple of circuits said, "Okay, Don, you take it and

trim his box.”

I had control of the model for perhaps a hundred yards when we heard someone scream, “HEADS UP!” followed by the unmistakable sound of a model under full power and, even without seeing it, could hear it was coming toward us.

Naturally, we ducked and a split second later the airplane crashed hard on the pavement three or four yards from our feet. As soon as we realized we had not been hit, our attention turned back to the model we were test flying. This happened to be at a moment when almost all the other stations had models in the air at the same time. The sky looked and sounded more like a swarm of large bees than a model flying field.

Scanning the air for our model, George yelled, “I’ve got it!” quickly followed by, “No, that wasn’t it; I think it’s that one!” The sun was at the point where most of the airplanes in the air appeared to be almost silhouetted against the sky and were hard to distinguish from each another in the flock on the far side of the circuit.

George repeated the phrase two or three times over the next 15 seconds, until it was obvious that none of the models were ours and that it was apparently gone into Never-Never Land out of sight somewhere beyond the trees in the distance. There was nothing to do but hand the owner’s transmitter back to him, tell him we had no idea where his model had gone, followed with a heart-felt apology. Understandably, the fellow was somewhat bewildered and heartbroken, having no idea such a bizarre thing could happen. However, this story does have a happy ending.

About a half-hour later, while the owner was packing up his gear to leave, a van bearing the logo of a gas station/auto repair shop came driving up. The driver got out, picked “our” model, totally unblemished, out of the back and asked, “Does this belong to someone here?”

After we got control of our astonishment, he explained: He and another mechanic were working on a car when one of them looked up in time to see the model, propeller stopped, rolling up quietly into an empty service bay. One exclaimed, “Where the (bleep) did that come from?” By then, several had gathered around, and one commented that a lot of

such models were flown at Mile Square Park, a couple miles distant, so they decided to give it a try. Obviously, the plane, perfectly trimmed by George, had flown the distance, run out of fuel and glided to a stop, just yards from a busy street.

I realize the above sounds totally unbelievable, but I was there.

There is also a good lesson hidden in that incident. The last time I looked, a couple of lines in the AMA rule book clearly state that each model should have the owner's name, address, and phone number somewhere on or in it. This is a rule that is rarely taken seriously.

The second incident of distraction disaster took place back in the 1990s after I had moved back to Texas and was living in a small town near Austin. A friend from out of state was visiting, expressed curiosity about RC flying, and I, anxious to show off, said, "Hey, I have permission to fly models at our little local airport. C'mon ... I'll show you how these things work!"

I took my favorite, a big 1.20-powered aerobatic model. As I was putting the wings on, getting fueled up and ready to go, I was being a smart guy, explaining how everything worked. My friend stroked my ego with admiring comments. I started the engine, taxied to the takeoff spot, shoved the throttle full forward, broke ground and started a great climb-out. What happened next wasn't pretty.

Almost immediately, the model became uncontrollable, trying to roll from side to side. Within another two or three seconds it rolled on its back, diving straight into the pavement. I was stunned. We went over, picked up the wreckage and took it back to my van. I took the wings off, commenting lamely that the only thing I could think of was radio interference, which I had never experienced at that field.

I unbolted the wing, lifted it off and reached to disconnect the aileron servo leads from the receiver and found I didn't have to. In my eagerness to impress my friend and basking in the glow of his comments, I had never connected them.

Having been a full-scale pilot for decades and thousands of flying hours in addition to years of flying RC, I truly believe this was the single,

solitary time in either that I never checked for full movement of all the controls before takeoff.

We should never, ever be complacent about safety, no matter what the level of our experience—novice or expert.

Till next time....keep the shiny side up! And have fun!

Claude

Minutes of November Club Meeting
November 24, 2009

President Jack Rogers called the meeting to order at 7:00 and updated us on the progress of Jerry Britsch who is at M.D. Anderson receiving cancer treatment. The minutes of the October meeting were read and approved by members present. Treasurer, Tim Davie, gave an end of the year treasurer's report noting that our balance typically runs from twelve to fourteen thousand dollars, but this year will end closer to \$20,000. The Heatwave netted close to \$4,700 because we kept our expenses low. We still have not paid for end of the year mowing which is yet to be billed but should run around \$1,000.

In new business, it was reported that someone seems to be dumping trash on our property on Sunday nights and them accusing us of being messy. Members were encouraged to do an extra good job of taking home their own trash. The park department has begun delivering fill dirt to the ends of our runway for leveling of low areas. They will spread it out as soon as weather and scheduling permits and all of this is at no charge to us. If needed, we will hire additional help to make it smooth and to get some grass growing on it. The park department will also send out an animal control officer to take care of our resident beaver who keeps building a pond in the flight path through the south tree line.

Election of the 2010 club officers was held. The winners were, President: Claude Christ, Vice-President: Bill McArthur, Treasurer: Tim Davie, and Secretary: Doug Bromley. In balloting for 2009 club awards, Jack Rogers was voted as recipient of the Leroy Rogers Fellowship Award, Charlie Horne was chosen as Rookie of The Year, and Doug Bromley won the Craftsmanship Award for his 101" Zirolis B-25 Mitchell.

In other discussions we began work on planning a war bird fly-in. Chris Raymer has received his Contest Director's license and is working with other members to pick a date. Jack announced that he, Claude, Calvin, and Doug are meeting with TCC officials to plan a second Young Glue Dobbers camp next summer. And finally, Claude won the door prize drawing for \$10 cold cash. The meeting adjourned at 8:30.

Submitted by Doug Bromley, Secretary