



# The Insiders Edge

CCRC

## FAREWELL TO BILL RITCHIE

We had to say farewell to one of our members, Mr. Bill Ritchie. How many of you know that Bill was a P-38 pilot during the Second World War? I knew he was a pilot but did not know what he flew until Don Harder told me about it. Bill was a retired Lieutenant Colonel and would have been 85 this year. He was laid to rest in Arlington National Cemetery on February 24, 2005. *We're sure going to miss you Bill.*



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# PRESIDENT'S COCKPIT

Well, a great time was had by all at the WRAM show this year. While it's not the Toledo show, it's still a fun trip and a chance to get some odds and ends you have been looking for.

As the flying season is approaching I thought a good topic for this newsletter would be safety. I am repeatedly told about members who have been reminded about safety issues and say they were never told the rules. Our constitution and bylaws are posted on the web site for everyone to see and they have been posted at the field. Here is a summary of our basic rules that generally apply at all AMA sites.

## GROUND RULES

Flying is **restricted** to club members and their guests provided that guests have current AMA membership.

Cars must be parked and driven in designated areas only.

On arrival at the field, all transmitters shall be placed in the impound.

No transmitter shall be removed from the impound without the flyer placing an active AMA card on the frequency board. Flyers will be attentive to other flyers on the same frequency and place their transmitter back in the impound at the end of their flight and remove their AMA card so others may fly.

Extended running of engines (such as break-in) shall not be done in the pits. Members who need to have extended engine runs should move to an area away from the pits and sun shade.

## MODEL REQUIREMENTS

- All models must comply with AMA safety requirements.
- Flyers should perform a pre-flight check on all models prior to take off including an on board battery check.
- Flyers should perform a range check on all models prior to first flight and after any crash damage is repaired.
- All models shall be set up so that the engine throttle can be closed and engine shut off by the transmitter.

## FLIGHT RULES

- Take offs and landings must be made only on the active runway in a direction into the wind.
- All take offs and landings shall be announced on the flight line.
- **A landing aircraft has the right of way to any aircraft taking off.**
- **A "dead stick" airplane has the right of way over all others. When dead stick condition occurs the pilot must announce "dead stick" loudly so that others on the flight line are aware.**
- There shall be no intentional flying over the pits, spectator area/parking lot or roadway. All flying shall take place in front of the line created by the pilot's stations and extending indefinitely in both directions.
- No model shall exceed an altitude of 1000 feet.
- The number of airplanes flying in the active flight area shall not exceed the number of pilot stations. Once an aircraft has landed, it shall be taxied off of the runway only as far as the pilot stations and the engine shut down. Taxing aircraft back into the pits is prohibited.

## OTHER IMPORTANT STUFF

- No member shall attempt to fly an aircraft solo without approval for solo flight by a club instructor or officer.

## **NO AMA CARD, NO FLYING, NO EXCEPTIONS**

This is a brief summary of our rules, there are others but, these are the ones I here the most confusion about. If you are unsure of the rules or have questions you are encouraged to ask any club officer or Field Marshall for assistance. These rules are in place to ensure safe flying and to protect our flying site.

# VICE PRESIDENT'S RUNWAY

Welcome to yet another winter month, also known as building season. I trust that everyone is well along with their projects and that the contest in May will be a great success. Don't forget, there is a category for everyone and make sure that you enter your project for all to see! Yes, I am still planning on bringing an ARF to the contest and I am ashamed to say that none of my other projects are any further along than they were last month when I wrote this column. I hope to get some building done during this month, we'll see.

Remember my Hellcat project? It's the one I threatened to bore all of you to death with my trial and tribulations as it went. As I was working on the retractable landing gear, I noticed a disturbing problem. The Hellcat had 90 degree rotating gear and the gear I had purchased for this project from Century Jet ([www.centuryjet.com](http://www.centuryjet.com)) had a slight problem. It did not go all of the way up or down and worse than that, both gear rotated the same direction. Some e-mail traffic with the company and they were on the way back for warranty repair. Century Jet customer service was outstanding and they are taking care of the problem for me. I should have them back soon. I moved on to the construction of the fuselage and once again was sorry that I am so allergic to CA glue. I fondly remember how quickly CA glue set up.....but I am using almost exclusively aliphatic resin glue and epoxy for this project. I have experimented a bit and I have a three drop CA limit. Any more than that and I have an allergic reaction. I tried using a good respirator only to discover that I can not wear the respirator and my glasses at the same time and I sort of think that seeing is more advantageous than using CA so its back to aliphatic resin glue for me. The fuse build is pretty straight forward but I added some extra bracing at the tail wheel mount where I thought it was needed. While I wait for things to dry on the Hellcat, I work a bit on the PT-19. Maybe between the two I'll have a flying  $\frac{1}{4}$  scale plane in the air this year at some point. For the latest on the Hellcat build, check out the build web page at [www.rcscale.net](http://www.rcscale.net).

Speaking of the net, I sure appreciated everyones attention last month when I demonstrated the new web page. Hopefully you are finding it a valuable tool for getting club information. I track a lot of statistics from the page and here are some interesting facts. In the last 30 days the club page has had 214 first time visitors and 79 return visitors. Thanks guys! Apparently it's working. The most page referrals (how folks find us) come from the AMA site with the runner up from the IMAC site. Way to go Gail, the stuff for the IMAC meet in May is a big draw! The site has had visitors from all across the United States as well as the United Kingdom, Romania, Japan, Belgium and Guam. The word is out there about our club! Please e-mail me your pictures for the photo gallery section and I'll get them posted. You can send them to [webmaster@charlescountyrc.org](mailto:webmaster@charlescountyrc.org).

As I write this it is but a few hours until the bus trip to the WRAM show. I don't really need anything but hope to pick up some of those odds and ends that I always seem to come home with. I will be sure to visit the micro fasteners booth for my stock of hardware. Not to long after the WRAM show is the flea market at Lebanon PA. I hope to fund the rest of my hobby spending for the year by selling stuff I no longer use or need. I'll let you know how it goes next

# VICE PRESIDENT'S RUNWAY continued

month. Along the lines of needing things, last year Ray Johns let me use his West Systems epoxy when I finished my first fiber glassed plane. It was real easy to use and I decided that it was going to be my method of choice. I stopped at West Marine on Rt. 1 in Alexandria and priced out what I needed and compared that with Boaters World in Waldorf. Boaters World was \$30.00 cheaper for the exact same items so if you are looking for West Systems stuff, I recommend going to Boaters World.

Thank you for your kind attention and get building!

## NOTE FROM THE TREASURER

Building Fund information:

The estimate to build the building was \$3650. This was based on having 130 members.

We currently have 111 members with 10 not paying the assessment = \$3030 and \$165 in donations to the fund for a total of \$3195.

We are currently working on the contract for the concrete and ordering the building.

We will post on the website details as they become known.

## CALENDAR OF EVENTS

**March 26th @ 10AM - Field work day** - general clean-up and removal of building, framing concrete slab. Bring tools and lots of energy. We also need tow chains/trucks to pull down the building with and sledge hammers to break-up the debris.

**April 9th & 10th - IMAC Judging Seminar** at Patuxent Aeromodelers info at [www.paxaero.com](http://www.paxaero.com)

**April 16th & 17th - WWI Pylon Racing**

**April 23rd & 24th - IMAC Spring Fling contest** in Centerville, MD info at <http://www.mini-iac.com/DesktopDefault.aspx?tabid=121>

**April 30th (rain date May 1st) - Club Picnic**

**May 7th & 8th - CCRCC Aerobatic Havoc IMAC contest** info at <http://www.mini-iac.com/DesktopDefault.aspx?tabid=121>

**May 21st & 22nd - AAFB Open House**

**June 3rd & 4th - IMAC TOC of Maryland** in Baltimore, MD info at <http://www.mini-iac.com/DesktopDefault.aspx?tabid=121>



**CCRCC**

**3478 SOUR CHERRY COURT**

**WALDORF, MD 20601**

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

**Meeting Wednesday April 6th,  
7:30 pm Mattawoman Middle**



**Mon-Thur 10am-6pm Fri 10am-8pm Sat 10am-6pm Sun 12pm-4pm**

**301-843-7774 metro or 301-932-9495 local**