

Pilot Briefing

Volume 4 Issue VIII

September 2012



Upcoming Events– September

7th-9th MHRCS Rhinebeck Jamboree

14th 16th NEAT Fair

17th Board Meeting PUMC 7 PM

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President's Corner

Hi everyone,

It is hard to believe that it is the end of August already. The summer went by in a flash.

I hope everyone has been getting in some flying time.

At the August Field meeting I discussed the Red Wing requirement for a spotter. After hearing that many members are not fly at the Red Wing field because of this, I had a discussion with other board members about dropping the spotter requirement for small electrics. The requirements for a spotter and small then .40 size glow will still remain in effect due to the noise and larger flying requirements. While things seem to be quite on this front we have to be diligent about not flying past the tree line.

For now there is no requirement for a spotter for smaller (Park Flyer) electric airplanes. I hope this will allow MHRCS members to once again use this field.

This past Sunday about 15 MHRCS members had a planned flying session with some close WRAM club members. It took most of the summer to finally get everyone available on the same date but it was worth it. The day started out with dead calm winds and held off till about 1 pm. We all chipped in and provided burgers and dogs for everyone. Unfortunately I did not get any pictures. Some of our members did and I hope they will send them to Ron or I for the next newsletter. Everyone had a good time, and lots of conversations with good friends. We will have to make sure we do this again next year.

Well, by the time you get this newsletter the Jamboree event will be close to happening or even completed for this year. I would like to thank all the members that have signed up to help run or prepare for the Jamboree. It takes many people's efforts to make this event happen. So much thanks to those that have help run the 46th consecutive Jamboree event.

We have also started working on the holiday party and locked in a date before the holiday for the first time in a few years. We will once again hold the event at the church where we have our meetings. More info to come as we get it.

Sept. Wallkill field usage:

Just a reminder, that thru the month of Sept our use of the Wallkill field is after 9am and off the field by 3 pm. And the field is closed to our usage the last day of Sept.

Hope to see you at the fields.

Warren Batson
MHRCS President

Some Rhinebeck Photo History and planes from 1968 till 1976



At the 1968 Rhinebeck Jamboree, a little dog stole the show! He made all of the model airplane magazines. Snoopy can really fly!



A few in the crowd were a bit concerned when Snoopy appeared in danger! But all worked out well and he came in for a beautiful landing.....



A 1969 Rhinebeck aircraft.



A Lou Peretti Tripe on the runway...



Myron Carey and Roger ? From AGS were regulars at early Rhinebeck Jamborees. This is from 1973



A nice Nieuport 11 being judged during the same year.



Also flying at the 1973 Rhinebeck Jamboree was a big radio personality– Big Wilson. Big Wilson talked about fly regularly on his radio show and also numerous times gave mention of Rhinebeck.





This is the plane I flew in Rhinebeck 1975. As a former club member who moved away, I was finally eligible to fly at the event.

Another early Rhinebeck entry with documentation

Other than Rhinebeck Relatively Early RC Aircraft.



A photo of an early chopper. This one is from 1974 and was taken near Syracuse, NY



The editor's 1974 weapon of choice. Check out the gold box on the ground....

It's so easy!- by Ron Revelle

Some of us remember Buddy Holly's hit record It's So Easy. A little further into the song the lyrics are " here I go breaking all the rules". What's this have to do with flying? Well, I am still shocked at how easy it was for a local flying field to be history. And it is a shame. A flight behind the flight line ended up hitting a window of the farm house and as the saying goes, the rest is history along with one very nice flying site.

Rick Rizza introduced me to the field almost three years ago. On two New Years Days we kicked off the New Year by flying at the field together. This past New Year's Day Rick had a family gathering so I made my way to the field on my own for the first flight of the year. During the winters the driveway to the field was plowed by the owner. This allowed easy access to the runway and beyond that the owner plowed a parking area for us. Can you ask for more? And at no cost. So we enjoyed as much winter flying as we wanted and saw many of us putting skis on our planes or flying float planes (Rick Rizza) off the snow. A barn was provided for storage of the mower that kept the field in good shape. It was a go-to field when the Wallkill field was closed for the hunting season. I only saw the owner a couple of times when I was there flying. Each time I expressed appreciation for his allowing flying there.

I had heard that the owner's daughter on one occasion expressed dissatisfaction with having flying going on due to noise. But the owner came to the support of the fliers and overruled his daughter's objections saying "I want them there." Apparently he felt having the R/C pilots around on a fairly regular basis would discourage uninvited strangers from coming on the property.

It is my understanding that the owner's daughter was either in the room or had recently left the room where the window was broken by an airplane. Needless to say that was all it took! The field is closed forever. A supporter of flying was transformed into a non-supporter. We cannot afford to lose flying fields. Nor can we afford to lose supporters.

The flight line was a considerable distance from the house. I won't venture a guess as to the exact distance, but I will say the pilot responsible for the damage should never have had his plane even close to the house. It has been said that he claimed the wind got his plane. Well, it must have been a hurricane or a tornado because there are even some large trees between the field and the house. Lack of established or enforced rules, lack of piloting skills, poor judgment or a combination of all of the above proved very costly.

What lessons do we learn from this? Well, first, fortunately nobody was injured in this incident. But the owner's daughter was justifiably scared. Beyond that the incident serves a stark reminder of how fast flying fields can be lost. I think it can serve as a prompt for us to take a serious look at ways we can prevent this from ever happening to our fields. Perhaps some brainstorming of potential scenarios that could result in a field loss would be in order. Also some brainstorming of ideas that could put us in ever better standing with neighbors and property owners would be worth while. Also, we can look at our own flying behaviors and make every possible effort to prevent accidents or incidents. One severe injury could, beyond the obvious consequences, give our sport the kind of bad publicity that it does not need. It seems to be a time to be hyper vigilant on all fronts.

CAVU till next time, Ron

Oops one more page.....

August Field Meeting– reprint from MHRCS connections

To all members who attended Saturday's event especially the Life Members who came and brought old equipment, thanks.

We had a Kaos, deBolt Champ and Jim Woods Buccaneer and U/C Ringmaster that actually flew along with some old equipment. Would you believe a single stick Kraft Gold transmitter was on display?

A special thanks to Chef Rizza who makes a burger taste like a filet.

Your comments are appreciated, what can be done to make your time at our club events more enjoyable?

Thank you for your time and remember to volunteer early for our premier event The Old Rhinebeck Jamboree coming to your local aerodrome September 7 - 9.

J e r



Jer giving an overview of the day.



Some things bring back memories



Jim Wood a man who is always outstanding in his field demonstrating a hand launch balsa plane