

# Mountaineer R/C Flying Club

February 2002

## In With A Bang!

Well, the New Year started out with a bang at the field. Actually like more of a dull thud as we had the first crash of the year on New Years Day supplied by your truly. Despite the crash, we all had a good time.

A lot of important issues were discussed at the last meeting. Club bylaws and rules are in the process of being revamped. If you've got an opinion concerning these matters, please take time to attend the meetings. The meeting notes on the following page outline most of what was discussed.

If you haven't paid your dues, this will be your last newsletter. The gate code will also be changed March 1st. If you are paid up, you should have found a card with the new gate code in the envelope. If you didn't get one and you are paid up, contact Barry Thaxton at 766-9180 or via email at [barry@mountaineer-rc.com](mailto:barry@mountaineer-rc.com).

*Barry*



Standing in the cold New Years Day freezing to death - Free  
One new Futaba 9C radio - \$350  
One new 1/5 scale Fokker DR-1 - \$700  
Slamming it into the side of Chunky's car **PRICELESS**  
(well almost)  
For everything else there is Mastercard

## Got Insurance?

A good question. My triplane's encounter with Chunky's car has been a learning experience when it comes to what insurance will cover. Your AMA is secondary to your homeowner or any other liability insurance you may have. It also carries a \$250 deductible.

After the dust settled, here is how it went for me. Most homeowner policies usually have liability for property

damage to others in the \$300K to \$500K range. Most policies also have an other property damage or misc. property damage which usually has a maximum coverage of about \$500. Because in my statement to the insurance company I indicated that I did not know what happened it was classified as other property damage. Had I told them that I was hotdogging or flying in an unsafe manner, thus being negligent the main liability would have kicked in. My guess is that if I told them I  
*(...continued on page 3)*

**Next Meeting - Tuesday, February 12th, 7:00PM at Wee  
Play Day Care located at 2134 Washington Ave. in St.  
Albans behind the high school.**

## January Club Meeting Report

Attending were:

JR Weekley, Bob Yates, Dave Gaines, Barry Thaxton, Tom & Tommy Buscher, Darren & Michael Gullion, Charles Jarvis, Stan Clark, John Clark and Denny Bostic

It was a busy meeting with a lot of new topics discussed. The meeting lasted nearly 2 hours.

Dave gave us the financial report first. Current balance was \$1481.45 with 18 renewed members. Dave felt like the member renewal would potentially be around 26 to 28 which would bring the balance up to around \$1800.00.

JR informed us that Bob Rowe had another heart attack and was released that day. While Bob was coming out Chunky was on his way in for a heart related procedure. *(To the best of my knowledge as of this writing, they both are doing well.)*

Some old business was brought up concerning enclosing the ends of the shelter. It was decided to do the work and the general consensus was that it would cost around \$100.00 in materials. The roof also suffered some wind damage late in December, which Denny temporarily fixed but requires additional attention. A work party is scheduled for April 13th at 10:00 AM. Along with work to the shelter, there was also discussion of clearing the scrub trees and brush out of the modified left hand approach at the shelter end of the field.

JR asked if we wanted to plan any picnics for this year. Two dates were decided upon. April 27th and September 28th.

A new rule was proposed by JR which was adopted by vote. It states that all flyers must have the appropriate frequency pin from the pin box in order to fly. This rule is in effect even if you are flying alone at the field. It was decided that a new lock for the pin box would be purchased, since the current lock is virtually unusable.

Other new business that was mentioned included installing gates in the fence for better separation from spectators. Posting a Low Flying Aircraft sign at the en-

trance to the field. Fencing around the shelter was brought back up and it was decided that it could be done during the work party in April.

Date for cutting off newsletters for members who have not renewed was discussed. It was decided that this issue would be the late issue sent for anyone who has not renewed.

There was extensive discussion about insurance and liability while flying at the field due to Barry's triplane having a slam dance with Chunky's car. Some other interesting insurance issues were brought up by Barry concerning new flyers at the field. See the article on the next page "Did You Know" for additional information.

There was discussion about appointing a Safety Officer at the field by nothing was decided.

The topic of getting a load of firewood for the field was brought up and it was generally decided against.

The designated AMA instructor program was brought up and Dave Gaines, Bob Yates volunteered. We volunteered Chunky who wasn't there to decline.

Stan Clark brought up the subject of By Laws informing us that by next year our By Laws would have to meet AMA's approval. Dave and Barry volunteered to rewrite the By Laws and make necessary revisions to the club rules.

The lawnmower subject came up again. We discussed whether we needed a new riding mower or a Gravely to cut along the road, in field, bank etc. After much discussion it was decided to purchase a Gravely from JR for \$750.00

Meeting was adjourned.



## ***(Got Insurance continued...)***

was intentionally being negligent, they would have covered none of it. So Chunky gets \$500 and I get to pay the rest. Since the damage was not over \$750 the AMA insurance is not a factor because of the \$250 deductible.

Fortunately, this only involved a car. Injury to people could be real liability problem. Homeowner policies are only going to cover up to the maximum liability coverage which is the \$300K to \$500K range and is pocket change in a law suit. The rest would have to be handled by the AMA insurance. The real question is what can you expect from the AMA. There is very little information about their insurance policies' detail. Nearly every document the AMA has, is available online on their web site except the insurance policy. If you want that, you have to pay for it. The details that are available state that in order for the pilot to be insured he/she must be in compliance with the published AMA safety rules and it hints that the field you fly in must be compliant with AMA guide lines.

If anyone out there has further information about our AMA insurance, please share it with the club. One other note. Most homeowner policies will not insure your airplanes in case of theft or fire. AMA's insurance only covers up to \$1000 for theft and there must be documented forced entry into your home. In all cases, the aircraft in never insured during flight.

## ***Did You Know?***

Since my New Years Day incident, I've dug into many of the AMA's documents regarding insurance and safety regulations. Some of the insurance requirements involving new flyers have not been followed by the club. This certainly wasn't intentional, just no one knew. So here are the rules to be aware of regarding new flyers in plain english.

*1) A non-AMA member can only be allowed to fly one time with a buddy cord and not with his/her equipment. The AMA member conducting this flight is solely responsible for the flight and would be required to file an insurance claim should an accident occur.*

*2) A non-AMA member can be trained with his/her equipment for a period of 30 days with an AMA designated instructor. AMA insurance allows this 30 grace period and the new flyer is covered just as he/she would be if they were a full member.*

*3) If a new flyer has AMA then anyone can train him/her with the new flyer's equipment.*

So if you are not one of our 3 designated instructors, make sure a new flyer has their AMA before taking them up.

## ***How Hard Did It Hit?***

Most of us have probably seen a plane crash once or twice at the field. I'm always amazed at how far they bury into ground on those lawn dart crashes. I started doing some research on how much energy a plane is actually carrying when it hits. Here is what I found.

Kinetic Energy is that energy stored in an object or mass due to motion of that object or mass. Kinetic Energy is defined in units called foot-pounds. One foot-pound is that energy required to raise one pound one foot. The formula for calculating Kinetic Energy is:

$$E_{kt} = 1/2 mV^2 \text{ or } WV^2/Zg$$

*Where:*

**E<sub>kt</sub> = Kinetic Energy**

**V = Velocity of C.G. of Body in Ft./Sec.**

**W = Weight of Body in lbs.**

**M = Mass of Body of W/g**

**g = Acceleration due to gravity or 32.16 Ft./Sec./Sec. Ft.**

**lb. = Energy to lift 1 lb. 1 ft.**

Here is the calculation for a 7 lb. plane traveling at 75 mph.

$$V = \frac{75 \text{ mph} \times 5280 \text{ ft.}}{60 \text{ min.} \times 60 \text{ sec.}} = 110 \text{ ft./sec.}$$

$$E_{kt} = \frac{7 \text{ lbs.} \times 110^2 \text{ ft./sec.}}{2 \times 32.16 \text{ ft./sec./sec.}}$$

$$E_{kt} = 1316.85 \text{ Ft. Lbs.}$$

Naturally, the energy won't be constant as the airplane crushes with the impact, but imagine the damage that could be inflicted if a person was struck by this airplane. A 120 grain bullet fired from a high powered rifle at a muzzle velocity of 2244 ft./sec. produces only 1625 ft. lbs. of Kinetic Energy. Be careful out there!

## From Around The Field

Not much to report from the field. There hasn't been a lot of good flying weather. The winds have been terrible. I've been out flying anyway in the wind, mud and the snow, but I nuts.

Bob Yates's is working on his Mr. Mulligan, Dave is just about done with his Mystery Ship, I just finished my Ford Flivver and believe it or not, I actually witnessed Chunky working on the firewall of his Spacewalker.

We had good turn out at the field the last weekend of Jan. Saw some faces we hadn't seen in a while.

If anyone has ideas for the newsletter, working on an airplane project or whatever, please let me know so I can include it.

*Barry*

## Club Contacts

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*Bob Rowe's new dressed up Somthin' Extra ARF*



**THE FOUNTAIN HOBBY CENTER**

200 W. Washinaton Street  
Charleston, WV 25302

344-1441



*Ah! The Joys of R/C Flying!*



*Barry's new Dymond Models Ford Flivver ARF*

**NOTE: The newsletter banner this month features Ted Goad's Cub on Skis. Photo by Chunky.**