

# Channel Islands Condors September, 2011

AMA # 1343 - 1MAA # 89 - EST. 1984

Next meeting: Wednesday, September 7th @ Condor Field



Mike Pontelle with his F4U Corsair

**Channel Islands Condors  
P.O. Box 1993  
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Field Phone: (805) 482-3034  
Web Site: www.cicondors.com**

*Elected Officers*

President - - - - - Bill Schatz 818-340-2180  
Vice President - - - Jeff Maxwell 805-658-8897  
Treas & Membership - John O'Brien  
818-991-2139  
Secretary - - - - Don McDonald- 805-647-3131  
Safety Officer - Jose Martinez --805-482-6055  
Field maintenance  
John Gonzales -----805-981-3020  
Jack Lapraik -----805-985-1185  
*Appointed Officers*  
Newsletter Editor/  
Webmaster . . . Ken Osborne--- 805-485-7353  
Membership & Data Base Manager  
John O'Brien-----818-991-2139  
*Flight Instructors*  
Chris Spangenberg . . . . . 805-987-9859  
Ron Scott . . . . . 805-522-5455

Articles, upcoming events, or For Sale items should be mailed or E-Mailed to Ken Osborne at cicondorsnewsletter@gmail.com Newsletter articles or pictures should be sent in by the 20th of each month. "For Sale" ads will run for one month unless you ask to have it extended. For membership info call John O'Brien 818-991-2139 Regular Meetings are held the first Wednesday of the month at 7:00 pm at Rio Mesa High School in the wood shop. The July, August and Sept. meetings are held at the Condors field where we usually have fun-fly's and night flying.

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**\*\*\* President's Report \*\*\***

**President's Report - Sept 2011**

**Hi All.**

**I was hoping to have some news to report about our Facility Use Agreement from the University by now, but with things at the University still in transition from the summer time to the fall school year I still haven't anything new.**

**In the list of club our members who had helped with the Camarillo IMAC event I noticed that there was a member who was skipped, and I wanted to make sure that Dan Hempy got his 5 minutes of fame with the rest of us.**

**I was informed of a mid-air that happened at the field a week or so ago and based on the details I was given it was an accident that shouldn't have happened. We moved the pilot station closer so the pilots could communicate with each other, and when a pilot calls LANDING the other pilots MUST stay out of the way of the aircraft that is landing! Running up the tail and hitting the rudder of a plane on approach after the pilot called LANDING is plain and simple just mean. I know I have been VERY lax about enforcing all the flight rules (hey who doesn't like to make low passes OVER the runway <VBG>), but when you're not the only plane in the air you need to be extra careful and announce**

**your intentions to the other pilots! Flight Rule #17 is there to help prevent this type of mid-air, “All low level passes are to be preformed beyond the far side of the runway.”, and if the 2<sup>nd</sup> plane in this mid-air was positioned over the grass area North of the runway this mid-air would not have happened!**

**Our next club meeting will be at the field on Sept. 7<sup>th</sup>, bring an aircraft and remember if the weather is nice there will be a night fly. I noticed on our list of fun things to do at the field we have a couple of Night flies schedule for September, Saturday the 3<sup>rd</sup>, and Friday the 16<sup>th</sup>, and there is a Swap meet according to Ron Scott’s calendar so come early and break your checkbook.**

**See you at the field.**

**– Bill –**

### **\*\*\* Vice President’s Report \*\*\***

**Lots of nice flying days now that the fog has lifted. Pretty strange August this year visibility wise. The field is looking very nice thanks to all our volunteer maintenance folks. One of our new members has donated a really nice, large, generator to the club. This kind of generosity really helps us keep our events easy to run and improve. If you have equipment that is not being used, donating it to the club can be a tax write-off, so keep us in mind. Some interesting new airframes showing up all the time both in the gas and electric fields and the occasional quad copter. Great to see so much creativity and interest. Just wanted to remind all that if you have old and interesting aircraft related books sitting on a shelf at home, bring them out to add to the library in the members shed. I will be up-dating the on-line list soon and would like to have some more titles to add. I learn new things every time I crack open one of these old gems. We have a number of new members that are learning to fly, so give them a hand and help them be successful safe fliers. Many of the things we do at the field are old habits to us and may not be listed in the flight rules. Lets keep the fun level up by being safe and courteous.**

**We have the winter elections coming up soon, so if you are thinking of getting involved with moving the club forward, this is a great way to participate in the process. See you all at the next meeting at the field.  
MAX**

### **\*\*\* Treasurer’s Report \*\*\***

**Treasurer’s Report September:**

**Please welcome the following new members to the Condors: Julien Hurault and Luke Reed.**

**Expenses since Last Month:**

<b>\$ 130.00</b>	<b>Fence Factory (toilets)</b>
<b>\$ 39.20</b>	<b>Verizon</b>
<b>\$ 148.46</b>	<b>Camarosa Water</b>
<b>\$ 65.97</b>	<b>E.J. Harrison (trash)</b>

**Total Expenses \$ 383.63**

**Income since Last Month:**

\$ 217.50    Membership Renewal  
\$ 1015.00    IMAC Profit  
\$ 204.14    IMAC Food Profit

Total Income \$ 1436.64

Net \$ 1053.01

Regards,

-John

This month's Meeting will be at Condors' Field....

**\*\*\* Minutes from last General meeting \*\*\***  
Nothing at time of printing.

**Bill sent this article from another club but it is something to think about for club safety**

**SAFETY - A Hard Lesson To Learn**

I was at the field today when our club had an unfortunate safety event occur. Prior to today, the term "RC Safety" brought thoughts to my head about safe flying and being smart about what we do. After today, it means something more. We always try to act safely and be smart about what we do, no one wants to be hurt or see anyone else get hurt. However, Safety also includes the process we follow and the things we do AFTER an accident occurs.

Although it was a hard lesson to learn, it is one I will never forget.

I was taking pictures of one of our younger, and much better, IMAC flyers when a .90 size glow plane was taxiing to one of the stations. I noticed the plane was taxiing a little fast as the pilot took action to stop the plane from rolling to the fence, or worse yet, pits. As it usually occurs in accidents, the following events happened extremely fast.

Excuse any inaccuracies in this story, this is just what I remember of the events as they happened. It seemed that as the pilot reached down to grab the wing the throttle increased. This caused the plane to spin around and strike the pilot in the leg. The above events are not a common occurrence, but this is not the first time I have seen it either and although I am sure the pilot would have done things differently if he had them to do over, no real major unsafe actions were taken - it was simply an accident. What followed the accident, however, is what will change the way I think, and act, following an accident not only in our hobby that I love, but in any accident situation.

I saw the pilot limping away from the plane, and I could see some blood on his leg, but at a quick glance it did not look bad and I was relieved that what could have been a very bad injury was not. At this point, I slid a chair over for him to sit on. The gentleman's spotter had called for someone to bring something to put on the wound and a few individuals were walking toward the station with paper towels in hand. At this point it seemed everything was being taken care of and I went back to my photo taking. Almost immediately as I returned to taking pictures, Mike Smith, another IMAC pilot, was sprinting towards the station with a First Aid Kit. Almost immediately upon his arrival he very firmly announced that someone needs to call "911" immediately. At this point, based on my quick glance and my assessment of the situation I thought this was an over-reaction. As Mike feverishly applied a bandage to the gentleman's leg, he asked multiple times if someone had called 911. After his 3rd of 4th request someone responded that they were calling. Again, at this point I thought "I guess it won't hurt, but seems drastic to me". Mike also made sure to make sure the gentleman was asked who they can call to let them know of the

situation. Only after the gentleman's wife showed up in obvious distress did I realize what an important step that was and again was glad Mike was taking, in my opinion at the time, "drastic" response actions.

After thinking a lot about this event and my reaction to it, I realized that up until today I based my response and actions on the injured individuals' reactions. If the gentleman has asked for someone to call 911, or asked for HELP I would not have thought twice and would have complied. However, the injured gentleman was very calm and after a quick discussion with the paramedics, was indicative a an individual in shock. Other than Mike Smith, everyone in the area and aware of the incident seemed to share my level of concern. This is the thing that will bother me for some time and has changed the way I will respond to any future accidents. If it was up to myself or anyone else involved other than Mike, this gentleman may have, and probably surely would have worsened and in the worst case this delay in understanding and reacting to the emergency may have put the injured gentleman in risk of major complications or even death.

The major learning's I will forever take away from this event are:

You can NEVER overreact to an injury situation. **BETTER SAFE THAN SORRY.** Heaven forbid Mike was not there and we all waited too long to understand the gravity of the situation and the gentleman had major issues or died - would I have been able to live with myself knowing I didn't react? If you feel someone is overreacting to an injury situation; don't assume they are overreacting -assume they know something more about the situation than you do and jump into action to assist.

Minimize injury and risk in the event of a Safety incident. After the incident occurred and the medical personnel were on site, the field came back to life as though nothing was wrong. As the paramedics (non-AMA, etc etc) were at the deadline in the pilot station rendering first aid, others were flying away as normal. It was just after the paramedics were left the flight line when I got a feeling this was not the safest conditions. It was only later than I truly realized what a risk this was. Just that day, on top the PROP STRIKE incident there were 2 other planes that flew into the netting. Flights should have been suspended until all the individuals involved in treating the man were clear from the area. How horrible would it have been to have someone lose control of their plane and fly into the paramedics causing more damage/injuries. A 1/2 hour suspension of flying would not have ruined anyone's day, but the risk of continuing flights could have.

Small planes can cause life threatening injuries. When lacerations, blood loss and shock can occur – death can occur and it needs to be taken care of appropriately, professionally, and immediately.

I am sure this event will stay with me for a long time, and will forever change how I react to safety situations. I am sharing this story and my thoughts and suggestions for 2 reasons:

1. For the hope that others will learn the same lesson that I did and will react appropriately the first time they are in a similar situation. I would much rather have read this and reacted appropriately than having to learn this myself and live with the thoughts that I did not provide assistance as I should have.

2. To say **THANK YOU** to Mike Smith for his reaction and his diligence in making sure this man received the attention he needed as fast as possible. I can only hope Mike is around if and/or when I may need medical assistance.

John Wolcott  
SVF Member

**Ron Scott sent this about some of the recent crashes.**

## **BANK ANGLE versus STALL SPEED**

**This is a safety issue rarely addressed or understood by the majority of pilots.**

**Over the years I've watched pilots crash because they don't understand the relationship between bank angles and stall speed. Their normal reaction is "I got hit" or "I have a radio problem". The majority of the time a radio gets blamed for any flying phenomenon the pilot doesn't understand.**

**Lately at our field, pilots have had some crashes they have blamed on the new 2.4 GHz radio malfunctioning or the location around the field where the airplane was flying during the time of the crash. I'm sure some are real radio problems, but if the truth was known, I'm certain that many of the crash problems are related to the airplanes' bank angle vs. Airplane stall speed.**

**The most common mistake I see is the pilot allowing airspeed to fall off too close to stall speed and then banking at a very steep angle, this maneuver will always spell disaster for the majority of pilots.**

**It is extremely important to realize that at any time the airplanes' flying speed drops below the airplanes stall speed the airplane will quit flying immediately. In a steep bank if the airplane speed drops below its' stall speed, the high wing loses lift first, when this happens, the airplane snaps in the opposite direction of it's attempted turn, and unless you have plenty of altitude you are going to re-kit your airplane. Almost always it is not a radio problem, but a banking too steeply problem for the airplanes' air speed. By keeping your bank angle at 40 degrees or less you should never have problems dropping below the airplanes stall speed.**

**When I turn, I normally bank my airplane between a 30 to 40 degree angle, I release aileron and keep the airplane tracking level using the elevator only. When taking off, I use rudder instead of aileron to achieve the correct bank angle and hold enough elevator to keep gaining altitude smoothly. When landing I use rudder again to achieve the correct bank angle, then I use the elevator as required to stay level until its time to loose altitude for the correct approach angle. On the approach, I correct with both ailerons and rudder keeping the wings level (by cross-controlling as required) all the way to touch down using throttle management. When racing a much steeper bank angle is acceptable because your air speed is always at a greater magnitude than the airplanes' stall speed. During normal flying, bank shallow and turn slow and smoothly as if you were following a race track oval. As a pilot you need to understand that if your airplane has a stall speed of 20MPH and you bank the airplane to a**

**50 degree angle, the airplanes' stall speed just went up to 25MPH. At a 70 degree bank angle, the airplanes' new stall speed is 34MPH. At a 75 degree bank angle the airplanes' new stall speed is 40MPH. At an 80 degree bank angle, the airplanes' new stall speed is 48MPH. And at a 90 degree bank angle the airplanes' stall speed goes off the chart.**

**This is a safety issue with dire consequences pilots need to be aware of. Previously, before we had 2.4GHz radios, when pilots would claim they had a radio problem on a specific frequency, I would program my multi-channel 72 MHz PCM radio to their frequency and fly on that frequency over the so called trouble spots and never find any problems because the real problem was the pilot stalled his airplane.**

**From the Hemet Model Masters August 2011 Newsletter. Submitted by Ron Scott**

**\*\*\* Notes from the Editor \*\*\***

**First sorry I missed you in the list of helpers for the IMAC Dan. I know there was most likely others that helped with that event and I tried to get everyone but there is always people who get missed.**

**If you have a picture, joke, story or article you think should go in the newsletter please send it to me by the 20<sup>th</sup> of the month at [galvyn1@verison.net](mailto:galvyn1@verison.net) and I will get it in the newsletter.**

**I hope everyone has been enjoying the good weather at the field.**

**Also I would still like to have a list of the club trainers and what they require to train people to fly. I want to get the list on the website soon so people can find the information they need there. So if you are an active trainer pilot or would be willing to teach please let me know so I can update the list.**

**Thanks**

**Ken**

## **\*\*\* UPCOMING EVENTS AT CONDOR FIELD \*\*\***

I have heard that the night fly on Friday was a success and Dan Hempy would like to schedule some more, following are the dates Dan would like to have additional night flies (I noticed that he didn't include the Wed night meeting in the list). So if I don't hear there is a problem the following will be included in the NW:

### Night Flying Schedule

Saturday Sep 3

Friday Sep 16

Saturday Oct 1

**DEC 3 – WAR BIRD DAY AND TOY DONATION FUN FLY.**

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