



AMA #1256  
**2011 Club Officers**  
President: Chet Thayer  
VP: Steve Johnson  
Treasurer: John Gardiner  
Secretary: Mike Hunter  
Editor: Tim Mihalski  
District IV AVP: John Kirchstein  
**Volume 38 Issue 10**



Official Newsletter of the  
**FIRST STATE R/C CLUB**  
Established 1973 – An AMA Gold Leader Club  
<http://www.firststaterc.org>



**OCTOBER 2011**

## UNOFFICIAL SEPTEMBER MEETING MINUTES

**Members in Attendance:** John Gardiner, Mike Hunter, Elliot Smith, Frank Donnelly, Joe Berry, Dave McCluney, Jack Springer, Steve Johnson, Chet Thayer, Tim Mihalski, Ron Abel, Butch Newton, Mike Sobieski, Randy Weaver, Ron Becker

### **Show and Tells:**

There were no Show or tells.

### **MINUTES:**

#### **Call to Order:**

- President Chet Thayer called the meeting to order at 7:38 P.M.

#### **Reading of the Minutes:**

- Mike Hunter summarized the minutes from the June meeting. They were accepted as summarized by unanimous vote.

#### **COMMITTEE Reports:**

- **Treasury Report:** John Gardiner reported as of 8-31-2011, the club had cash in checking and savings account of \$xx.xx. This compares to a cash balance of \$xx.xx as of August 31, 2010 and \$xx.xx as of December 31, 2010.

Dues collected for 2011 total \$xx.xx. The Club currently has 21 regular and 16 senior members. Membership for 2010 was 23 regular and 18 senior members.

Total receipts for the eight month of 2011 total \$xx.xx. Receipts by category are: dues - \$xx.xx, membership application fees - \$40.00, sale of shirts and hats - \$60.00, raffles - \$40.00, fuel sales - \$xx.xx, special assessment - \$xx.xx, and interest earned - \$0.30.

Total disbursements for the eight month of 2011 total \$xx.xx. Disbursements by category are: field maintenance -\$xx.xx (rolling, stones, and lawn mower); gas and oil for mowing - \$176.80; postage, web and newsletter -\$51.48; corporation fees - \$25.00; fuel purchase - \$xx.xx; AMA fees - \$115.00; sanitation - \$xx.xx; training equipment - \$59.99; and gifts - \$200.00 (Friends of Bellanca).

All the fuel purchased earlier this year has been sold. All shirts and hats purchased several years ago have been sold. The special assessment request raised \$xx.xx. To date, the Club has used \$xx.xx of this

## MEETING MINUTES continued...

special assessment for the purchase of a used lawn mower. The recommendation is being made to earmark the remaining \$xx.xx for the purchase of a new lawn mower in five years and to add \$200.00 to this reserve each year.

The budget was based on 25 regular and 17 senior members. The Club is currently 5 members short of this projection. Since the budget had no surplus revenues over disbursements, the Club must recruit an additional 9 members or cut back on expenses.

- **Safety Report:** Ron Becker reported that an individual from the MX Track stopped by on Saturday after most of the flyers had left to request that we refrain from flying past the tree line at the south end of the field. The individual had noted one plane in particular flying over the MX course causing concern for the safety of the MX participants. The plane involved was practicing approaches and the pilot was informed of this request. All pilots need to respect the request not to fly over the MX course.

Chet Thayer reported that a pilot had lost control of his plane today with a resulting crash to the West side of the field. Initially, the pilot had thought the plane was between the field and the pond directly in front of the flight line. As it turned out, the plane was actually at the far side of the pond about two feet (in the water) from the edge of the far side of the pond. Approximately another 60 – 70 feet and the plane would have hit the construction trailer. While all pilots tend to lose perspective, we need to be aware of how far south and west we fly.

John Gardiner reported on two injuries at the field over the past two weeks. Names of the two individuals will not be disclosed as this is not intended to draw attention to the individuals but rather to raise the level of safety for other flyers.

First incident, approximately one and a half weeks ago, an experienced pilot was tuning the high needle valve. The individual was located in a safe position behind the plane. However, when attempting to turn the needle value, the individuals knuckle was too close to the moving prop. The result, the prop sliced a layer of skin and flesh. Nothing major.

## MEETING MINUTES continued...

Second incident, last week, another experienced pilot was having trouble with maintaining low end running RPM's. After making adjustments, the engine was started. The individual could not stop the engine by lowering the trim setting on the transmitter. Standing in front of the plane, the individual reached over the moving prop in an attempt to pinch the fuel line to starve the engine. In this attempt, the prop caught the first knuckle of his index finger cutting it to the bone. No medical assistance needed but this could have been more serious.

My family refers to my planes as my toys. These planes are not toys. Proper respect must be given to these planes which are turning a moving prop in excess of nine thousand RPM's. If we do not show this respect, the engine will demand the respect with injury to the pilot.

- **Field Report:** We now have two operating mowers: a 42" Craftsman and a 46" Murray. The club purchased the used Murray mower this summer. It took one hour and 30 minutes to cut the entire complex this past Friday using the two mowers.

### **OLD Business**

**New Security:** The club installed a locking mechanism on the storage shed this summer that should prevent another easy break in like we had earlier in the year. The new mechanism is very robust and requires only one lock. A big thanks goes to Pat McCauley for building it and supervising its installation.

**New Mower:** The club purchased a used mower to replace the one stolen in June. It is a 46" Murray. A thank you goes out to Dave McCluney for finding it and getting it into operational condition. The mower is now stored in the shed.

**New Combination Lock:** A new combination lock was installed on the gate at the entrance to the field. The old key lock is still in place and can be used. However, the key lock will be removed sometime in the future. Please note that after opening the combination lock immediately roll the tumblers so that the combination is not available to passer-bys. Also, when locking the gate please make sure the key lock and combination lock are coupled so that either one can be used to open the gate.

**Picnic:** The club picnic took place this past Saturday. There was plenty of good food and interesting fun flying events. The top flyers in the fun fly were Buck, Ron Becker and Zach. A special thanks goes to Steve Johnson, Ron Becker, John Gardiner and Mike Poore for assisting with putting together the fun fly events. Also a big thanks goes out to G-Force Hobbies for donating two \$50 gift certificates.

### **New Business**

**Proposed Financial Changes:** John Gardiner made the following proposals:

I have four financial issues to present to the members. Each issue will be present, discusses, and voted upon prior to the next issue. Over the past five years, the Club has maintained a Savings Account at Wilmington Trust (now M^T Bank) with a balance of

## MEETING MINUTES continued...

slightly more than \$xx.xx. The only changes in this account have been added interest earned. Over this same period of time, the Club has maintained an average balance of approximately \$xx.xx in the checking account.

**First issue,** the Club has two used lawn mowers. The Craftsman was purchased used in 2005 with a manufactured date is April 3, 2002. The Murray was purchased this year with a manufactured date of April 27, 2004. There will be a need in five to eight years that one or both of these lawn mowers will need to be replaced. The Club's savings account current has a balance of \$xx.xx. Resolve that these funds be earmarked for a replacement lawn mower and consideration be given for increases in future years. The motion was seconded. The question was raise if the funds could earn a better rate in a CD. The club does not want to lock in the funds as it is not known when the money would be needed. There being no further discussion, a vote was taken and the motion passed.

**Second issue,** the Club raised \$xx.xx with the request for a voluntary special assessment for the purchase of a replacement lawn mower. \$xx.xx of the amount collected has been used to purchase a used lawn mower. Resolve that the balance of xx.xx be transferred to the Club savings account earmarked for the future purchase of a club mower. The motion was seconded. Having no discussion from the floor, a vote was taken and the motion passed.

**Third issue,** in reviewing Club dues for five surrounding clubs, the average annual dues is \$64.40. This compares to First State Club dues of \$60. The amount collected from dues equals the annual spending and does not allow for discretionary spending on club needs (trainers that would allow buddy boxing potential new members, flyers for advertising the Club, adding to the designated fund for major equipment purchases, etc.) other than operational items. Resolve that Club dues be increased by \$5 effective with the 2012 dues year. Point of issue was raised by Tim Mihalski. This change would require a change in the Club bylaws and must follow Article 10: Amendments – *Amendments may be made to the Constitution and these by-laws at any general meeting of the Club membership, provided the members shall have been notified in writing at least five (5) days in advance that the amendments are to be considered. Copies of the proposed amendments shall be provided to all members as part of the notification. Amendment shall be approved by no less than a two-third (2/#) majority vote of the members present, at the regular monthly meeting. Mail-in ballots will be made available for those Full members who cannot attend the meeting. Those ballots, returned by mail before the meeting, will be counted as if those persons were present at the meeting.* The resolution was changed to a proposal that a dues increase of \$5.00 for regular membership starting in 2012 (\$60.00 to \$65.00) be presented to the members for a change in by-laws. The



**Proposed By-Laws Change**

Following are the proposed changes (items in red) to our Club By-Laws. These changes will be voted on at the October meeting, so please plan to attend to voice your vote on these changes. For your convenience, a ballot for mail in voting is attached if you are unable to attend and vote in person...

**ARTICLE 8: DUES**

1. The annual dues to be paid to the Club shall be determined by the Club officers with the approval of a simple majority vote. Dues are non-refundable, except under extraordinary circumstances, which will be determined by the Board of Directors on a case-by case basis. Dues are to be paid no later than the January Club meeting.
2. All new members are to be assessed a \$10.00 initiation fee upon their acceptance. The initiation fee is not refundable. A.M.A. Youth members (those not 19 by July 1) are exempt from this fee.
3. Dues are \$65.00 per year for A.M.A. Open members and \$25.00 for A.M.A. Youth members (those not 19 by July 1). Members age 65 or older by July 1 will be assessed \$50.00. No dues are assessed for Youth members when a parent or guardian holds an Open Club membership.
4. All dues are payable in advance by November 30 of each year. Members who do not pay their dues by December 31 will be listed in the January newsletter. Any members who do not pay their dues by January 31 will be dropped from the Club membership.
5. 5 Dues for new members joining prior to September 1 will be for the full year amount. Dues for members joining after September 1 will be prorated at \$6.00 per month for each month remaining in that year.
6. Members dropped from the Club for non-payment of dues may be reinstated after paying the annual dues plus the \$10.00 late fee.
7. The Club can secure an A.M.A. membership for new members if they wish for the additional A.M.A. membership cost.
8. No special assessment shall be levied upon the Club membership, unless it is approved by a vote of two-thirds (2/3) majority of the members present at the regular monthly meeting, and the members have been given five (5) days prior notice along with an explanation of the assessment.

**Editor's Note: An explanation of what changed follows:**

2. All new members are to be assessed a \$10.00 initiation fee upon their acceptance. The initiation fee is not refundable. A.M.A. Junior members (age 15 or younger) are exempt from this fee.

Replaced Junior with Youth as AMA does not have a Junior membership. AMA Youth membership is broken down into Junior and Senior for competition purposes.

Replaced age 15 or younger with those not 19 by July 1 as this agrees with AMA Youth membership requirements.

3. Dues are \$60.00 per year for A.M.A. Open members and \$25.00 for A.M.A. Youth members (those not 19 by July 1). Members age 65 or older by July 1 will be assessed \$35.00. No dues are assessed

**Proposed By-Laws Change continued...**

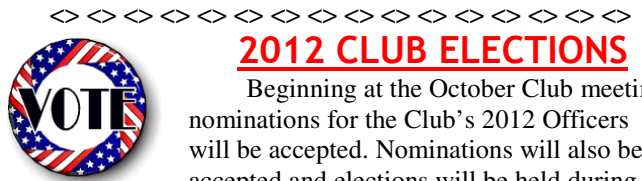
for Junior members when a parent or guardian holds an Open Club membership.

Changed \$60.00 to \$65.00

Changed \$35.00 to \$50.00

Changed Junior to Youth to agree with AMA classifications and our article two.

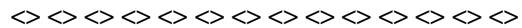
Note: first reference in this section referred to Youth



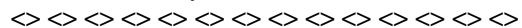
Beginning at the October Club meeting, nominations for the Club's 2012 Officers will be accepted. Nominations will also be accepted and elections will be held during November's Club meeting. So if you want to nominate someone, please clear it with the person first before submitting his/her name and get it to one of the Officers or other Club members if you can't attend the October meeting. For those Club Members not able to attend this November's meeting, a ballot for mail-in votes will be included in the November issue of Contact. excerpt from the Club by-laws....

**ARTICLE 3: ELECTIONS AND TERMS OF OFFICE**

1. All elected officers of the Club shall serve for one (1) year from date of election. Officers are to be elected by a vote of simple majority of those present at the regular meeting in the month of November. Mail-in ballots will be made available for those members who have voting rights but cannot attend the meeting. Those ballots, returned by mail before the November meeting, will be counted as if those persons were present at the meeting. New officers will take office immediately after the November meeting. Personnel will be appointed by the elected officers and confirmed by a simple majority vote of those members present during a regular meeting: i.e. Newsletter Editor, Contest Director, etc.
2. Nomination of Club officers shall be made at the general membership meeting during the month of October. Nominations for office may be made by any active Club member holding voting rights, either in person or by submitting a proxy nomination to an existing officer. All known nominations for office will be published in the newsletter prior to the election.
3. A secret ballot is required for elections, for removal of a Club officer, a member of the Board of Directors, and for expulsion of a member from the Club unless waived by a simple majority vote of the members present at the meeting.



George Shertenlieb	10/02
John Kirchstein	10/10
Buckley Brown	10/31



# JULY, AUGUST & SEPTEMBER'S MYSTERY AIRCRAFT

## Handley Page H.P.42/45



### Design and development

The H.P.42 was designed for the long-range, Eastern routes and the similar H.P.45 was built for the European routes. In Imperial Airways service, the H.P.42 was designated the **H.P.42E** (E for "Eastern" routes - India and South Africa), while the H.P.45 was called the **H.P.42W** (W for "Western" i.e. European routes). The H.P.42 and H.P.45 designations were Handley Page's identifiers but this was not commonly known at the time. The H.P.42 was a large unequal-span biplane of all-metal construction except for the fabric coverings of the wings, tail surfaces and rear fuselage. The wings were braced by [Warren girders](#). The [tailplane](#) was of biplane configuration with three fins. The H.P.42 was powered by four [Bristol Jupiter XIFs](#) of 490 hp (370 kW) each, while the H.P.45 used four Bristol Jupiter XFBM [supercharged](#) engines of 555 hp (414 kW), greater fuel consumption being traded for more power. In both cases, two engines were mounted on the upper wing and one on each side of the fuselage on the lower wing.

The **Handley Page H.P.42** and **H.P.45** were British four-engine long-range [biplane airliners](#) designed to a 1928 [Imperial Airways](#) specification by [Handley Page](#) of [Radlett](#) in [Hertfordshire](#).

The H.P.42/45 were the land-based airliners of Imperial Airways and along with the airline's later flying boats are well remembered. Eight aircraft were built, four of each type; all were named, with names beginning with the letter "H". One was destroyed in an [airship hangar](#) fire in 1937 but the remainder survived to be impressed into [Royal Air Force](#) service at the outbreak of the Second World War. No lives were lost in civilian service (a record thought to be unique for contemporary aircraft) but by 1940, all had been destroyed.

The crew compartment was enclosed—a new development—and there were two passenger cabins, one forward and one aft of the wings. The H.P.42 carried six (later 12) in the forward compartment and twelve in the aft. There was substantial baggage room. The H.P.45 seated 18 forward and 20 aft, with reduced baggage capacity.

### Specifications (H.P.42E)

Data from *Handley Page Aircraft since 1907*<sup>[12]</sup>

#### General characteristics

- **Crew:** 4
- **Capacity:** 24 passengers
- **Length:** 92 ft 2 in (28.09 m)
- **Wingspan:** 130 ft (39.62 m)

## MYSTERY AIRCRAFT continued...

- **Height:** 27 ft<sup>[13]</sup> (8.23 m)
- **Wing area:** 2,989 sq ft (278 m<sup>2</sup>)
- **Airfoil:** RAF 28<sup>[14]</sup>
- **Empty weight:** 17,740 lb (8,047 kg)
- **Max takeoff weight:** 28,000 lb (12,700 kg)
- **Powerplant:** 4 × Bristol Jupiter XIF [radial engine](#), 490 hp (365 kW) each

#### Performance

- **Maximum speed:** 120 mph (104 knots, 193 km/h)
- **Cruise speed:** 100 mph<sup>[13]</sup> (87 knots, 161 km/h)
- **Range:** 500 mi (435 [nmi](#), 805 km)
- **Rate of climb:** 790 ft/min<sup>[13]</sup> (4 m/s)



#### Operational history

The first flight was on 14 November 1930, by G-AAGX later to be named *Hannibal*, with Squadron Leader Thomas Harold England at the controls.<sup>[1]</sup> The certificate of airworthiness was granted in May 1931, permitting commercial service; the first flight with fare-paying passengers was to Paris on 11 June of that year.

When the H.P.42s were finally withdrawn from civil service on 1 September 1939, they had recorded almost a decade of service without causing any major accidents.

Four H.P.42 and another four H.P.45 aircraft were delivered, two HP45s being later converted to HP42s.



Refuelling *Hanno*, showing more detail.



Before you know it, the Holidays will be upon us! Better get that Santa's List ready so you'll find that special RC item under your tree Christmas morning!

Until next month,

Tim Mihalski, Editor

My E-Mail Address:

[MIHALSKI@COMCAST.NET](mailto:MIHALSKI@COMCAST.NET)



## 2011 First State R/C Club By-Law Revisions Ballot

Club Member Name (Please Print): \_\_\_\_\_

Club Member Signature: \_\_\_\_\_

YES

NO

**Circle your voting preference and sign your ballot! Unsigned ballots will not be counted for obvious reasons!**

### 2011 PROXY BALLOT

Some Club Members may not have the opportunity to attend the October Club meeting and therefore miss out on the voting process. This proxy ballot is provided so that you can indicate your absentee vote for the 2011 Club By-Law changes. A simple signature on your part and a method to get the proxy ballot in the hands of the Executive Committee (US Mail or get it to someone who will be attending the meeting) prior to the October meeting vote is all you need do to express your wishes.

----- FOLD HERE, STAPLE OR TAPE AND ADD STAMP -----

John Gardiner  
108 Weldin Park Drive  
Wilmington, DE 19803

## OCTOBER'S MYSTERY AIRCRAFT



A mystery aircraft for you to ponder... you can read all about this mystery ship in November's issue of Contact...

### **IMPORTANT REMINDERS...**

**Monday 07:30 P.M. 10/17/11 Club Meeting @ Stahl American Legion Post  
By-Law Change Vote  
Nominations of 2012 Club Officers**

**Monday 07:30 P.M. 11/21/11 Club Meeting @ Stahl American Legion Post  
Election of 2012 Club Officers  
11/30/11 Club 2012 Membership Dues Deadline**

**Monday 07:30 P.M. 12/19/11 Club Meeting @ Stahl American Legion Post  
Induction of 2012 Club Officers**

**Sunday 10:00 A.M. 01/01/12 Freeze Fly 2012**



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