



AMA Charter #3470  
Club Newsletter January 2007

### Club Information

**President:** *Chuck Wilkerson*  
**Vice President:** *Brett Springall*  
**Secretary/Treasurer:** *Shirley Teague*  
**Safety Officer:** *Richard Haas*  
**Field Marshall:** *Jack Adams*, **Assistant** *Larry Smith*  
**Intro Pilots:** *Seth Nagy, Ron Miller, & Brett Springall*  
**Contest Committee Chairman:** *Mearle Hickman*

### A Note From The President

I would like to thank everyone for giving me this opportunity to lead this club this coming year, I'm sure C.A.M. will only get stronger as we continue to grow. We had a great turnout at the last meeting and everyone made it easy for me running my first meeting as your President. Just a note on a few things on the agenda. We need to finish details on the June Fly-in, also we need to start getting a plan together on the field layout so when the weather breaks we can schedule some work days to improve our site. As I said before I feel privileged to lead such a great group in 2007.

Sincerely

Chuck Wilkerson

### Next Meeting

Next meeting is Tuesday, **February 20, 7:00** at the Lenoir Library.

### Notes From The Last Meeting

Chuck Wilkerson presided over our meeting at Lenoir Library with 18 members and 1 guest present. ( Good group keep up the attendance)

### New Members

Vic Welland

Edwin Smith Jr.

### From The Secretary

The club currently has 33 members.

Seth presented a plaque to Gary Pearson for his service during his year as President. And Chuck on behalf of CAM members presented a plaque to our out going President Seth Nagy for his devotion and service to the hobby and to our Club. We also presented him with an AMA shirt.

**Field report:** Repaired some tears in runway.

Seth said we needed some gravel on parts of the road as it is slick to drive in when has been wet. After discussion we voted to let the committee see that it gets fixed.

**Inro-pilot report:** Seth is working with Chuck Byrd's brother.

I have just received the Club Recharter Kit. We have a few showing not paid to AMA yet. Need both Club and AMA in order to fly at our field. You would not be covered with Insurance if something happened. ( need to check cards for both when they are flying)

Hope to see you at the 2-20 meeting .

## What Really Happened?

*by Jim Rice, District VIII Vice President and former Safety Coordinator*

Safety is mostly about crashes and avoiding them or ensuring they occur in safe places. There is a lot more about safety but for this safety note, I want to talk about crashes.

When it comes to safety, it is always you first and your airplane is a long way back in second. Try your best to save the airplane and keep it in a safe area but put it in the ground, trees, or water before you endanger someone—including yourself—or someone's property.

As I have said before, there are roughly 1,000 things that can kill an airplane and I have 750 covered, but that doesn't mean that I am rolling over and letting it happen to me. Every time I crash or am present when a crash occurs, I try to do a thorough accident investigation (postmortem if you will) to find out what happened so I (we) can avoid recurrence.

I would say in my experience and observation, well more than 70% of all RC aircraft crashes are caused by the pilot, not the airplane or the radio failing. On the other hand, less than 50% of the crashes are acknowledged to be dumb thumbs (careful investigation shows that 43.2% of all statistics are made up ... LOL).

The first thing you have to do in your investigation is determine if it was you or not. You don't have to tell me or anyone else the truth but if you want to stop the next crash, be honest with yourself about this one. You can tell me you don't know what happened when you know you pulled when you should have pushed.

I may know the truth but I am not the one who has to stop your next crash—you are! So if you are the culprit, relive the incident and determine what exactly was going on and what you did to get into trouble or to make trouble worse. Once you figure out what you did, get on a simulator and try to recreate the same scenario

and do it until you survive repeatedly. If you don't have a simulator, find a friend with one or go to the field and get to a safe altitude then go higher before you try to recreate.

Now if you have been honest and it really wasn't you, then gather all of the pieces you can and see what or who the real culprit is. You will want to inspect glue joints, wires, and connectors, switches, batteries, receivers etc.

If you can put it all together at the field and try it, other people will help you troubleshoot and think through it and it will be fresh on your mind. Careful, it might be too fresh (that is why I don't wear a neck strap with my radio. When I get mad I can't throw it as far ... LOL).

The last crash I helped investigate was a result of a previous crash that had not been completely repaired. In flight, the wing suffered a failure at an old fracture that had not been noticed or repaired. If anything was observed departing the aircraft before the crash, try to figure out what it was and locate it if you can. It may well be the cause and it would be good to inspect it to discover the reason for its failure.

Stay on the case until you know what happened or you just can't explain it. If you figure out what caused it, your number of covered items may go above my 750. If you share the information, everyone's number of covered items will improve. Fly safely and have fun!

