

THE DISORIENTED TIMES

The Official Newsletter of the Guildhall Fun Flyers
AMA Chartered Club #3325

GFF Web Page: www.guildhallfunflyers.com

GFF Facebook Page: www.facebook.com/gffrc

May 2018

GFF: Go Float Flying

Issue #281

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CALENDAR OF EVENTS

(* = GFF Event ** = Non GFF Event)

*June 2nd, Saturday is our Spring Float Fly & Boat Float at Waterford, VT boat landing on Moore Dam Reservoir of the Connecticut River. Starts at 9am.

*June 23rd, Saturday. Airport Day at Mt. Washington Regional Airport and at Lyndonville, VT Airport.

*July 7, Saturday, GFF Family Pot Luck BBQ. Flying starts at 9:30am. Lunch at noon. Club will provide hot dogs, hamburgers, cheese burgers and soda. Please bring a favorite dish to share.

*Aug 11th & 12th, Saturday & Sunday, Fun Fly / North East Kingdom R/C Air Show. Flying starts at 9:30.

*Sep 8th, Saturday, Fall Float Fly & Boat Float at Waterford, VT boat landing on Moore Dam Reservoir of the Connecticut River. Starts at 9am. All AMA flyers / boaters and spectators are WELCOME to participate.

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JUNE BIRTHDAYS:

1st Mena Mitchell
7th John E. Brooks, Sr.
17th Phil Faucher
18th Ray Dubreuil
23rd Pete Forlenza
25th Coreen Irving

JULY BIRTHDAYS:

11th Brian Bigelow
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MAY MEETING REPORT:

10:02am - The GFF May 5th monthly meeting was called to order by President Neal Wells III at 10:02am with 12 members present.

10:03am - President Neal called for the Treasurer's report. The Treasurer's report was read by Treasurer Pete Forlenza. Neal called for any discussion on the report and none was made. A motion was made, seconded, and passed to accept the report as read.

10:04am - President Neal noted that Secretary, Paul Herman is not present due to

other commitments and asked Don Sanders to take notes for this meeting. The President called for the Secretary's report. A motion was made and seconded to dispense with the reading of the report and accept the report as published in the April newsletter. Neal called for any discussion and none was made. The vote passed to accept the report as published.

10:06am - President Neal called for the Field Marshal's report. Field Marshall Jim Avery informed the club members that the road to the field is now open. After this meeting we will be going to the club field to set up for r/c operations for the season. The John Deere mower has been serviced and is now at the field.

10:08am - President Neal called for the Safety Officer's report. Safety Officer Neal Jr. reminded the club members: 1) That he now has a supply of the new AMA labels for club members planes that desire them. 2) You need to have your plane inspected by another member prior to the first flight or after repairs have been made. 3) Please leave safety ropes up to discourage unauthorized spectators from entering the pit area. 4) Canopies and chairs are not to be used in the pit area.

10:13am - President Neal noted that the John Deere ignition key has been accidentally broken off in the lock. John Brooks said he has a spare key at his shop from Louie Cassidy when the mower was purchased.

10:14am - President Neal called for any old business.

-John Brooks gave an update about the GFF event at the Whitefield Airport . It is still a Go for the Fun Flyers. It has been requested to limit our flights to 200' altitude. There

will be a snow fence provided around the flying area as spectator safety line. A spotter with an "Airport Unicom Radio" will be present during r/c flying.

-Brian and Eldora Bigelow are back in the area again. Dave Presby has offered Brian his old job back so he will return to driving truck. Great to have them back as regulars again.

-President Neal announced that now there is a new computer program system to order Club Tee Shirts as needed and they will be shipped direct to the customer. This will save the club from having to buy several sizes in advance and having unsold inventory on hand. If you want a tee shirt or hoody sweatshirt, talk to Pres. Neal.

10:18am - President Neal called for any new business.

-A couple of visitors were introduced. Jeff Newman from Danville, VT came to the meeting to find more info about our club. He used to fly r/c aircraft and is eager to get back into the hobby. He is a current AMA Member. His partner, Heather Lytle, who is interested in photography, came with him.

-A booth at the Lancaster Fair is still in the process of gathering more information. From their web page it was stated that a 10' X 10' indoor display space is \$200, outside is \$300.

-Dennis Ullery confirmed that he will have a rescue boat on site for the Float Fly on Saturday, June 2nd.

10:25am - President Neal asked for any more business to come before the meeting and none was brought forth. A motion was made seconded and passed to adjourn the meeting.

-Thanks to John Brooks who brought in Dunkin Donuts for refreshments.

-All present were invited to immediately go to the club field to set up for the 2018 flying season.

From notes taken by Don Sanders

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THE SAFETY BRIEFING-

Neal Wells, Jr. GFF Safety Coordinator

We often think of the lighter electric foam planes as being safer than traditional glow powered heavier balsa aircraft but consider the following incident in the pilot's own words and reprinted with his permission. The plane involved was a Multiplex FunCub having a 55" wingspan, weighing only 40 oz. and designed for the beginning to intermediate flyer.

The accident

"Hey guys, I am typing this with one hand. The good news is the doctor says I should fully recover movement in my other hand, within a year or so.

So, Wednesday evening (July 17), I finally got my 12x4 prop, the last piece I needed to complete my Multiplex Funcub, I ream it to fit my prop adapter, install it, and my Funcub is finally complete... Now to test the motor. So I hook up my amp meter and slowly start running it up..... All looks good, until just as I reach full throttle, it starts to sound weird..."

"As I start to throttle down, the right side of the nose BREAKS, the motor swings left, and the prop hits me..... It cut my forearm to the bone, severing the tendons to all 4 fingers, two to my wrist, and the tendon for my thumb was 95% cut..... To get an idea how bad it was, at the emergency room the

nurses kept sending in other nurses/people to see it, all of them said "wow, that's a good one", or something similar.... My poor 4 year old daughter was standing there watching (I had her behind the plane) and was freaking out!"

"So after a 3+ hour surgery to stitch my arm and reattach tendons, I have my hand/arm in this funky cast/bandage, to hold my fingers and wrist bent back to keep strain off the tendons,, after 5 days I can start to move my fingers, and in 6 weeks I get the cast off and can go back to work"

"I have never heard of the nose breaking like this... I have not yet even decided if I am going to keep the plane, but I have 6 weeks to think about it."

"[In the pictures] you can see the chunk of prop that broke off on my bone.... we have not found it yet, I told the surgeon to be on the lookout, but he didn't see it either.... Luckily I am right handed and it hit my left..."

Now nearly five years since the accident, I asked the pilot if he thought there was something that he could have done differently to prevent the accident. He told me that he had been through it many times and couldn't pin down an exact cause. While the fracture began on the glue line, the glue had been applied properly and checked prior to the accident. Was there a way to secure it more safely? Maybe, but that presented other possibilities for injury. In his words:

"Well, yes Its easy to think holding it in a different spot would have prevented the accident. I sometimes think "man, If only It had had it facing the other way when I was

testing it...” But then of course, it could have broken on the other side, causing it to swing the other way, which would then be towards me. Then I think “well, I should have held it farther back, but, how far? Maybe where I was holding it played a roll, and If I had been holding 3 inches farther back, It might have broken 3 inches farther back. I don’t know.... I could have held it back by the tail, but then maybe the whole nose would have broken off and gone who knows where, my arm kind stopped it before it could go any further”.

“I have thought about making some sort of plane holding rig with the prop in some kind of cage, but in the nearly 5 years since the accident, I have not built or bought any other large planes to test, I’m mostly doing UMX stuff and am happy with that. I have a 130 size heli (blade 130s)... I bought a blade 300cfx about two years ago, but after spooling it up once, decided there is no way I could fly it, PTSD.... Anyway, If I were to ever need to test another large plane on the ground, I would NOT be holding the plane anywhere. I think I would probably build some kind of thing with and 2x4 that I could set the plane on and strap it to so it couldn't go anywhere and I wouldn't have to be within 5 feet or so of it. In the end, I think the only safe place to be would have been at least a few feet from the plane, and the only safe way to hold it would be to NOT hold it, but rather strap it down...”

“As for lasting effects, I think I have more mental than physical. For physical, I have probably 90% movement back in my hand, really only being limited at the extremes, though its slower than it used to be. Doing things that rely on muscle memory, like tying shoes, I have to slow down or my left hand

falls behind my right hand, it’s kinda weird. I still have a wicked scar and no feeling on either side of the cut... For mental, I definitely have ptsd. Any time I hear a large electric plane spool up, I kinda freeze and/or duck. As I said, I haven't bought any more large planes, and I have only flown the FunCub a few times, less than 10, and the last time I flew it, I crashed it, and have had no desire to fix it, so It just sits...”

*“I don't believe that there was a flaw in the foam visible before the accident. I admit that I did not inspect it looking for flaws, but since my accident, I have seen plenty of other people post about the nose on their FunCub breaking, some after years of flying, though most broke WHILE flying from what I have seen.... I DO remember going around my glue joint checking to make sure it was good, and looking at the pic's, it looks like the top of the fuse separated along the glue joint, a spot where I definitely should have noticed if it didn't bond right. *shrug*”*

If there is a lesson to be learned from Kirk's experience it's that we should never be complacent or take safety for granted around model airplanes, large or small, balsa or foam, electric or glow. They are all dangerous and need to be handled as though they were a rattlesnake ready to strike at any moment. Accidents usually happen when they are least expected. Thanks to Kirk for allowing us to share his story and best of luck for his continued recovery.

Photos of the plane and cast with descriptions can be seen at the following link:

<https://www.rcgroups.com/forums/showthread.php?1961165-Funcub-prop-accident>

Photos of the injury can be found at:

WARNING-VERY GRAPHIC IMAGES ANT
NOR FOR THE FAINT OF HEART:

<http://www.dacaur.com/plane/funcub/prop%20accident/arm1.jpg>

<http://www.dacaur.com/plane/funcub/prop%20accident/arm2.jpg>

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GFF FLOAT FLY / BOAT FLOAT:

The ever popular GFF Spring Float Fly and Boat Float will be held on Saturday, June 2nd starting at 9am at the Waterford, VT boat launch on the Moore Dam Reservoir of the Connecticut River. John Brooks has made arrangements for pizza and soda for lunch. Dennis Ullery will provide the rescue boat this time. There will be a brief club meeting around noon time. Bring a float plane or a r/c boat for a great time, or join us as a spectator.

Directions: Take Exit 44 (Moore Dam) off interstate I-93. At the bottom of the exit ramp turn left on to Rtes. NH 135 & 18 west. In 1/2 mile bear right on Rte. 18 and cross the Connecticut River into VT. Just over the bridge turn right onto the dirt road and go past the Riverside Cemetery. Continue about 2mi and make a right on Old County Road at sign for Boat Launch/Picnic Area and continue 1/3 mile to water front.

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WHITEFIELD AIRPORT EVENT:

Come help us promote our r/c model airplane hobby. We will have an information booth, with a r/c flight simulator, be doing r/c flight demonstrations, and promoting our GFF Club as part of the Airport Open House

Event. We will be operating on the field just opposite the entrance to the airport terminal building.

Other activities include, Presby Open Hangar, Antique Tractor Show, Full Scale Airplane Fly-Ins and Rides, Food, and Ice Cream. Come and enjoy the day.

A similar Airport Open House is planned for the same day at Lyndonville, VT Airport. Pete Forlenza will be representing the GFF Club at that event.

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JUNE MEETING REMINDER:

There will be a brief meeting at the June 2nd Float Fly at the Waterford, VT boat landing around noon-time.

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Editor: Don Sanders dons@together.net