



Thrustline

The Newsletter by and for the Springfield Model Airplane Club

Website - <http://www.smacoh.org>

Volume 8

August 2004

Officers 2004

President
Bob McWilliams

Vice-President
Jeff Traub

Secretary
Joe Ferrara

Treasurer
Tom Minnich

Board Members

Jim Miller
Neil Perkins
Bob Riffle
Chad South

Past President/
Safety Officer
Clem Schmid

Field Marshal
Don Barns

Assistants 2004

Mower Maintenance
Harold Dickerson

Work Liaison
Neil Perkins

Newsletter Editor
Clem Schmid

Night Fly

3 August 2004



The "Night Fly" will follow the regular Club business meeting. Bring your BUG spray and enjoy the evening.

All RC aircraft decorated in lights for orientation are welcomed. The lights may also help recover the aircraft from this year's tall corn.

Minutes of SMAC meeting, July 6th, 2004

The meeting was held at the Club flying field and was called to order at 7:10 PM by Club President Bob McWilliams. There were approximately 36 members in attendance.

Secretary's Report

The report was read by Club Secretary Joe Ferrara. The report was then accepted as read.

Treasurer's Report

The report was read by Club Treasurer Tom Minnich. The report was then accepted as read. Additionally, Tom stated the Club currently has 86 paid members and the raffle fund stands at \$144.50 as of this date.

Old Business

Paint Ball Event: The event was held at 12 noon on June 19th and went well, although Jim Miller was the only participant who managed to hit the plane. The plane was not damaged.

Picnic: The Club annual picnic is tentatively scheduled for the 12th of September.

Control Line Event: The U-control event is scheduled for October 9th with a rain date of the 10th. Anyone interested in participating should contact the event directors, Ted Teach and Clem Schmid.

Introduction Packet: The packet is currently being assembled and should be ready by the next Board meeting. The matter is still open.

Changes to the Club's constitution and safety rules: A discussion followed on the various proposals made to the Club constitution and safety rules, particularly on the issue of maintaining a 125' flying distance and not performing aerobatics over the runway. Neil Perkins suggested that in lieu of placing fixed distance limits on who should fly where, the wording be changed to "no flying over or near the buildings." Additionally, there is to be no flying south of the runway except for helicopters over the designated hover areas and small electric powered airplanes.

Bob Braun brought up the issue of flying from the taxi gates and flying too near the flight line which was addressed in the AMA suggestion to field layout.

Following the discussion, the issue was then put to a vote. The vote for accepting the new field rules as written and disseminated in the newsletter was: **NO: 25 YES 0.**

Additionally, the matter of rewording the field rules for the proposed changes will be brought up at the next scheduled Board meeting.

New Business

Tractor Maintenance: Harold Dickerson stated that this will be his last year for performing maintenance on the Club's lawn cutting equipment. If anyone is interested in picking up this vital job, please contact one of the officers or Board members.

Board Meeting: The next scheduled Board meeting is July 20th at Castle's Country Restaurant in New Carlisle at 6:30 PM. All Club members are invited to attend.

Party: Bill Cline invited all Club members to a party at his house on Saturday, July 17th at 3:00 PM.

At the conclusion of the meeting, the 50/50 raffle was held and Chad South was the winner of the \$15 prize.

There being no further business, a motion to close the meeting was made. The meeting was closed at 7:46 PM.

Respectfully submitted,
By Club Secretary
Joe Ferrara

Minutes of SMAC Board meeting, July 20th, 2004

Tonight's meeting was held at Castle's Country Restaurant in New Carlisle. The meeting was called to order by Club President Bob McWilliams at 6:30 PM.

Secretary's Report: The report was read by Club Secretary Joe Ferrara. The report was then accepted as read.

Treasurer's Report: Due to the absence of Club Treasurer Tom Minnich, there was no treasurer's report.

Old Business

There was no old business discussed.

New Business

Taxi Area: Bob Braun attended tonight's meeting and addressed the Board as to the advisability of setting up a designated taxi area. He stated there have been several incidents of model aircraft coming too close to other flyers while taxiing out. Bob also suggested that we look into the possibility of setting up designated pilot stations. A discussion followed on the issue and the matter is still open.

Board continuation: A discussion was held on the function of the Board and it's possible discontinuation. Addressing flying safety concerns seemed to be the main purpose of the Board along with potential Club liability. After recent Club votes to reject Board safety regulation recommendations, the question of discontinuing the Board was raised. Bob Riffle

Board continuation: (Cont.) proposed a measure to grant the Board full authority in safety related matters, or to abolish the Board entirely. The matter will be brought up to the general membership for further discussion.

There being no further business, a motion to close the meeting was made. The meeting was closed by President Bob McWilliams at 8:10 PM.

Respectfully submitted,
By Club Secretary
Joe Ferrara

10. Presentations to club at open meetings on problems
11. Ability to handle non-fliers who may disrupt operations
12. Personal Knowledge of public officials to contact if needed (if field is a public property) to handle problems

PLEASE NOTE:

Both positions require the full and sincere support of the club's elected officers if the job and the person are to be effective.

CLUB SAFETY OFFICER

This should be an appointed position, within a club. The appointment should be made by the club's elected officers.

The person chosen needs to be mature, knowledgeable, and able to express himself/herself before an audience as well as on a one-to-one basis.

Duties include:

1. Pre-flight inspection of new aircraft
2. Pre-flight inspection of repaired aircraft
3. Analysis of causes for any crash, pilot error included
4. Preparation of Club field rules
5. Enforcement of AMA Safety Code
6. Right to prevent individual flyers from flying if their conduct or aircraft not suitable.
7. Supervision of spectator areas
8. Supervision of flight line and frequency control
9. Know address and shortest route to hospital, police, and fire department.
10. Location of field fire extinguisher
11. Names of persons qualified in first aid, CPR, etc.
12. Conduct safety classes as part of regular club meetings

CLUB FIELD MARSHAL

This should be an appointed position within the club. The appointment should be made by the club's elected officers.

The person needs to be mature, not given to loss of temper, able to communicate with others in a calm, reasonable manner.

Duties should include:

1. Supervision of field layout; parking, flight line, etc.
2. Greeting of new faces at the field and explanation of the sport and how to become involved
3. Location of nearest hospital and police department
4. Location of field fire extinguisher
5. Supervision of transmitter impound area
6. Field maintenance crew supervision
7. Knowledge of first aid and location of first aid kit
8. Erection of temporary signs during flying sessions
9. Field clean up (litter, etc.)

MODEL FLIERS AND THEIR NEIGHBORS

This article addresses issues concerning overflying the property of other people by AMA members and the possible consequences of such overflying with respect to trespass.

It's important to note in all actual legal cases that a LOCAL attorney needs to be consulted. This is necessary because local attorneys have knowledge of local laws and precedents.

The law prohibiting trespass to land extends beyond uninvited entry onto another's land on foot or in a vehicle. Trespass also occurs when there is an uninvited entry into the airspace above the property of another or by burrowing beneath the property of another. This follows the old common law rule that land ownership allows the owner the right to use and enjoy the extent of his real property "up to the heavens and down to perdition." Therefore, the flying of a model aircraft into the airspace owned by another without the landowner's prior permission is a violation of the landowner's right to the quiet use and enjoyment of his property and does constitute a trespass. Prosser on Torts (4th Ed. 1971).

There are currently three theories of recovery available to landowners seeking redress for trespass to their land. The applicability of these theories varies from state to state.

None of these theories makes any distinction between the intentional versus the negligent entry into the landowner's airspace. The tort of trespass does not need to be intentional to be actionable. Any violation of the rights arising out of the ownership of real property resulting in an entry onto, over, or under the land of another without invitation is a trespass and is therefore actionable.

If flying into the airspace controlled by another is a trespass, then it follows that the uninvited landing or crashing of planes onto the surface of the land without invitation is also a trespass. In this connection, you have asked, "What happens to the plane after the landing has occurred?" According to 75 Am. Jur. 2nd *Trespass* Section 44, the owner of the plane may not enter to recapture his plane if the plane was deposited on the land of another due to the fault or negligence of another without permission then he is committing a second act of trespass. Therefore, the owner of the plane must gain the permission of the landowner to enter and secure his plane.



Aircraft of the Month

Canadian Snow Birds over a Blue Angel

What is an Accident?

Jimmy Doolittle ground looped a P-51 up at Cleveland on an icy runway. He filled out the Accident/Incident report. To the question: Cause of Accident — He wrote: "Ran out of Experience".

The Crops are collecting RC aircraft a great distance from the runway. A certain amount of maintenance is required to keep RC aircraft in a flight ready condition. Just recharging the batteries is not sufficient.

One of the most deteriorating forces acting on the RC aircraft is the transmission of engine vibration into the airframe. This vibration leads to the premature failure of the airframe, batteries, servos and receivers. An engine "soft mount" is helpful here.

Calendar of Events

- 3 August 2004 SMAC Club Meeting — 7:00 PM
Location: Club Field
Spence Road, North Hampton, Ohio
Night Fly after Club Meeting
- 17 August 2004 SMAC Board Meeting — 6:30 PM
Location: Club Field
Spence Road, North Hampton, Ohio
- 7 September 2004 SMAC Club Meeting — 7:00 PM
Location: Club Field
Spence Road, North Hampton, Ohio
- 12 September 2004 **Family Picnic Covered Dish Affair**
Location: Club Field — 1:00 PM (**Rain date 19 Sep**)
Spence Road, North Hampton, Ohio
- 21 September 2004 SMAC Board Meeting — 6:30 PM
Location: To be announced
- 5 October 2004 SMAC Club Meeting — 6:30 PM
Location: Club Field
Spence Road, North Hampton, Ohio
- 9 October 2004 12:00 noon (Rain date 10 Oct. 1:00 PM)
SMAC U-Control Event
Location: Club Field
Spence Road, North Hampton, Ohio
- 19 October 2004 SMAC Board Meeting — 6:30 PM
Location: To be announced
- 2 November 2004 SMAC Club Meeting — 6:30 PM
Location: Asbury United Methodist Church, 104 E. Clark St (Rte # 41)
North Hampton, Ohio.
- 16 November 2004 SMAC Board Meeting — 6:30 PM
Location: To be announced
- 26 November 2004 **SMAC SWAP MEET**
Location: VFW Auditorium
1237 E. Main Street
Springfield, Ohio

REWARD REWARD REWARD

**Phil Hemry's LT-40 is in the CORN
He said it went down west of the RED
BARN and Farm House northeast of
SMAC Field. He is offering \$25.00 to
Recover his Engine & Electronics.
Give him a hand and get some exercise
and fresh air.**