

## Winter 2025 – Glitch Busters

Welcome to the Winter edition of the Delaware RC Newsletter. If you have any suggestion or would like to supply content for future editions please contact Ron Becker.



*Photos by Sam Wilder*



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### Coming Events

- Freeze Fly January 1, 2026 10am
- Annual Open Hanger Party – Sunday Dec 7, 2025  
10Am -2pm Massey Aerodrome
-

## **General Membership Meeting – November 9, 2025**

The Fall General Membership Meeting was held at the Flying Field on Sunday November 9, 2025 and called to order by President Freddie Butts at 10:45AM

A report was provided for the Annual Club Swap meet which was held on Saturday November 1, 2025.

Freddie Butts provided a current Treasury Report

Annual Freeze Fly - Thursday January 1, 2026

The Club will hold our Annual Freeze Fly at the Flying Field on January 1, 2026 starting at 10:00AM. Hot dogs, hot soup and drinks will be provided by the Club. Feel free to bring your favorite covered dish to share!

A report on the quotes received for purchasing material for a fabric runway to be laid 30'x300' on the main runway.

- 2 ea. Rolls of 15' X 300' US 230 Fabric \$2000.00 total

- Staples \$65.00 We won't need these, I have plenty left over from the last install.

- Shipping \$468.00 Shipped to the ESTES freight terminal in Elkton, MD.

A proposal was made and voted on by the membership which passed.

Pete Malchione made a call out for additional volunteers that will be needed for Warbirds Over Delaware 2026.

Rick Rongo proposed that the Club host an "Opening Day" Fun Fly event in the Spring to official open the field for the start of the flying season. Rick will be organizing the event and additional details will be posted soon.

Wayne Marston reported that the family of Rick Scott, who passed away in September, has donated an unused 10'x20' canopy to the Club which is currently in the shed.

Ron Becker proposed a 'Fly Delaware Day' where all AMA Chartered Clubs in the State of Delaware will be invited to participate. AMA Club members from each club will be invited to travel to each flying site and fly. The event will wrap up with a picnic to be hosted at one Club location to be determined. More details will be posted soon.

Dave Moyer reported that DNREC will be installing an antenna tower out at the entrance of the Flying Field near the Air Monitoring Station. This receiving antenna will track the migration of native birds. Being a receiving antenna, this will not have any impact on our R/C flying frequencies.  
Adjournment: The meeting was adjourned at 11:19AM

*Respectfully submitted,  
Brian Pasternak, Secretary*

## **Volunteer Opportunities available**

### **Club Treasurer Needed**

The Club is in need of a Club Member to volunteer for Club Treasurer. If you can assist, please contact a Board Member or send email to [info@delawarerc.org](mailto:info@delawarerc.org)

### **War Birds 2026**

It is never too early to start thinking about Warbirds additional volunteers will be needed for 2026. If you have any questions or would like to help out please contact Pete Malchione

### **Field Maintenance**

There is a need for additional folks to help with the grass cutting that will start up in the Spring of 2026. It doesn't take too long to cut the field - about 90 minutes or so with the two mowers doing most of the work. It is an easy and surprisingly satisfying way to volunteer. Contact Wayne Marston with any questions



*Figure 1: Photo By Sam Wilder*

# Pond Fest 2025 Review

The Delaware R/C Club participated in Pond Fest 2025 hosted by The Friends Of Lums Pond ( <https://friendsoflumspond.org> ) on Saturday, October 4, 2025. Club members displayed models as a static display, as well as flew small electric aircraft in a designated area, and hosted the R/C Flight Simulator. The event was well attended by the public and many visited our displays to obtain information on the hobby. The Club also made a \$300.00 donation to the Friends Of Lums Pond



	WINGSPAN	NEST BOX	MONARCH
<b>11 AM</b>	11:00 - 12:00 Big Izzy and Bullfrog	 <b>OPEN MIC</b> <small>OPEN TO PUBLIC SIGN UP IN PERSON STARTING AT 5:00</small>	11:00 - 12:00 Adam Molden
<b>12 PM</b>			12:00 - 1:00 Uic Kozar
<b>1 PM</b>	12:30 - 1:30 FINN		
<b>2 PM</b>	2:00 - 3:00 Secondhand Stray		1:15 - 2:15 Acoustic SinZ
<b>3 PM</b>			2:30 - 3:00 Ballet Folklorico <small>BEHOLDING LEGENDARY</small>
<b>4 PM</b>	3:30 - 4:30 The Mad Dabbers		3:15 - 4:00 Alyssa Compton
<b>5 PM</b>	5:00 - 6:00 Stealing Society		4:30 - 5:45 Pet Project
<b>6 PM</b>			

All times subject to change. Check website for latest.  
**MORE INFO @ FRIENDSOFLUMSPOND.ORG**



# ANNUAL

## Open Hangar Party

**Massey Aerodrome (MD1) 1.5 miles east of Massey Maryland**  
**Sunday, December 7, 2025, 10 am – 2 pm RAIN OR SHINE!**

Join us at Massey Air Museum for our annual holiday Open House.  
Bring your favorite dish to help feed the masses. Check out our progress on new projects.

Questions? Call the airport at (410) 928-5270.

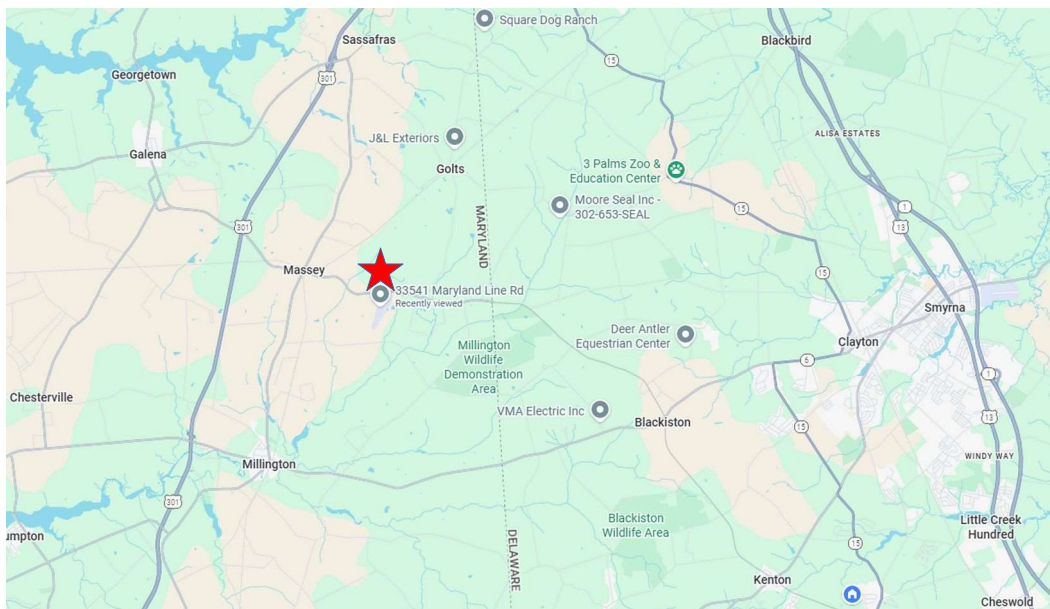
We can always use a few more Open House Volunteers in the hangar and on the field that day!

If you'd like to help, contact us at [volunteers@masseyaero.org](mailto:volunteers@masseyaero.org)

or call Bill "Doc" Dougherty at (610) 745-4569. Let's talk!



**ATTENTION PILOTS**  
Position reporting on **122.9**  
**See & avoid is the rule!**  
Check for TFRs



## Swap Meet Recap

The annual Swap Meet was held at the Delaware City Fire Department on November 1, 2025. We had a good turn out and everyone enjoyed themselves. Hope you were able to sell high and buy low. We look forward to seeing some new-to-you planes in the air !!

More photos at <https://www.smugmug.com/gallery/n-hmcrG8>



# Blasts from the Past

## Fighter Aircraft or WWII

This newsletter I asked ChatGPT to delve into fighter aircraft of WW II. There is so much information that is easily obtainable about a multitude of subjects it is easy to get lost in the information. I started the journey with a simple question ***“What fighter aircraft were used the most in WW II?”*** Below is an overview of the information received.

There were 6 aircraft that dominated the skies during WWII. The list is ranked by production

- 1) **Messerschmidt Bf109** ( Germany) production 34,000
  - flew from Spanish civil war through 1945
- 2) **Yakvlev Yak Series** ( USSR) Yak 1, 3, 7, 9 combined production 37,000
  - Yak -9 was the most produced
- 3) **Supermarine Spitfire** (UK) production 20,300
  - flew from Battle of Britain to the end of the war
- 4) **Republic P-47 Thunderbolt** (USA) Production 15,600
  - Used heavily in Europe for escort and ground attack
- 5) **North American P-51 Mustang** (USA) Production 15,800
  - Played a large role in gaining air superiority in 1944-45
- 6) **Hawker Hurricane (UK)** Production 14,500
  - More kills than the Spitfire during the battle of Britain

Of these six aircraft one was deemed the most effective fighter of WWII. Effectiveness of these aircraft was a combination of combat efficacy, kill ratios and overall impact on the war.

The **P-51 Mustang** is considered the most effective aircraft during WWII. It was given this honor for a combination of factors

- Best long range escort fighter
  - Allowed US bombers to reach Berlin and back with fighter protection
- Excellent kill ratio of 11 to 1 against the Luftwaffe
- Outstanding combination of speed, Range and high altitude performance
- Outstanding armament
- it had six .50 caliber machine guns with a large ammo load

The P-51 D with the Packard Merlin V-1650 engine was the best high altitude fighter in the world, it's long range provided superior escort protection to US bombers with enabled accurate day time bombing of Germany which in turn hastened the end of WWII.

The popularity of the Mustang in the world of RC modeling is well deserved. If you fly a RC mustang, regardless of the size know that you are flying the greatest aircraft of WWII.

More info on the P51 at Wikipedia: [https://en.wikipedia.org/wiki/North\\_American\\_P-51\\_Mustang](https://en.wikipedia.org/wiki/North_American_P-51_Mustang)

## A Safety Reflection

Ron Becker

The one thing that just about every one who flies RC has in Common is that we have crashed an aircraft. There are a lot of sayings that commemorate these events:

- If you aren't crashing you aren't flying
- There are two types of pilots, those who haven't crashed and those that have

I am sure that everyone has there favorite sayomg!

I have crashed my fair share of planes over the 25 years that I have flown RC. The one thing that they all have in common is the crashes were all caused by something I did or didn't do. I have never had a crash that was caused by a radio failure on its own accord. When ever I crash I always will come back and think about what happened and how I may have prevented the re-kitting of my plane. What prompts me to write this missive is my most recent crash.

I was maidenning my ¼ scale Goldberg Cub that was finally completed after about 8 years of on again off again construction. The plane was special to me as it was a cooperative effort between my friend Joe Berry and me. Joe framed the build up and I did the covering, paint and most of the completion. Joe passed away before it was finished so I felt that the flight was going to be a tribute to him.. Here I have to give kudos to Ralph McCafferty for doing the final bit of work that I didn't have the patience for.

The day finally arrived where the weather was good, I was good and the plane was good. I fueled the plane, started it up and taxied out. The plane was powered with a OS 120 four stroke with an integral fuel pump -plenty of power for the clipped wing Cub.

I taxied out and started the take off run- It went straight down the middle of runway the tail came up and I lifted the plane gently off the runway. When I was 8 feet or so off the runway the engine faltered and lost power. The one thing I neglected to mention was that I started the takeoff run about mid field headed towards the North. But the time I lost power I was near the end of the runway with corn stalks staring me down. I was thinking fast- I did not want to crash into the corn as I knew this would tear up the plane – my split second decision had me trying to turn to the left to land on the end of the runway. Unfortunately the lack of altitude and airspeed led to a stall and the plane came down hard on the front of the fuselage.

I thought about the crash for a bit and I know I could have avoided the crash by starting my take off roll further down the runway which would have allowed me simply land on the field without the impending doom of the corn field. I don't know what happened with the engine – I haven't run it since the crash. But I will think through my maiden flights with a bit more forethought than I gave this one.

The good news is that Ralph McCafferty worked his magic on the plane and it is repaired – I need to recover the fuselage – the wing was undamaged - and try the maiden again in the spring. Wish me luck.

## Useful Links

Club Website: <http://delawarerc.org>

Academy of Model Aeronautics: <http://www.modelaircraft.org>

AMA National Model Aircraft Safety Code

<http://www.modelaircraft.org/files/105.pdf>

AMA Media Room:

<http://www.modelaircraft.org/aboutama/mediaroom.aspx/>

FAA Registration: <https://faadronezone.faa.gov/#/>

FAA TRUST Test: <https://www.modelaircraft.org/trust>

FAA NOTAMS/TFRs:

<http://www.modelaircraft.org/membership/clubs/notams.aspx>

Aloft Air Aware Mobile App: <https://www.aloft.ai/air-aware>

Air Aware by Aloft Desktop App: Current Flight Status of our Flying Field: - <https://tinyurl.com/yw3hy3v2>

Photos by Sam Winder: <https://winder.smugmug.com/Sports>

**Glitch Busters** is a publication of the Delaware R/C Club  
[www.delawarerc.org](http://www.delawarerc.org)

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