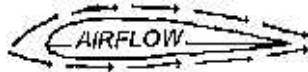


*November - December 2004*



*the official newsletter of the*

## **Radio Control Club of Rochester**

*AMA charter 465 since 1957*



101 Years of Flight



DEDICATED TO RESPONSIBLE R/C FUN  
SAFETY BY CHOICE NOT BY CHANCE

President Matt Kirsch 585-317-3752  
Secretary Dick Brook 585-746-5668  
Treasurer Jim DeTar 585-637-5163  
VP Membership Ed Britton 585-352-6463  
VP Programs Mike Rotherforth 585-321-1445  
Editor Dick and Judy Foster 585-533-9334



**DEDICATED TO RESPONSIBLE R/C FUN**  
**SAFETY BY CHOICE NOT BY CHANCE**

The purpose of the Radio Control Club of Rochester is to aid and encourage interest in the design, construction and safe operation of radio-controlled model aircraft, boats, and cars.

All visitors are always welcome at the Northampton Park Model Flying field and at regular meetings.

Meetings are scheduled for the second and fourth Wednesday of every month at 7:30 PM at the Salem Church, 60 Bittner Street, just east of the Inner Loop exit at St. Paul Street.

### **FOR THE LATEST INFO:**

RCCR WEB PAGE: <http://fly.to/rccr>

Email: [airflow@rochester.rr.com](mailto:airflow@rochester.rr.com)



Most people are waxing poetic about the end of flying season right about now. Who says it's the end of flying season? Nowadays, you've really got to try to find an excuse to NOT go flying. Both the RAMS and Aeroflakes hold indoor flying sessions throughout the colder, darker months. Electric park flyers allow you to literally step outside your back door to go flying, limiting the time you have to endure the cold while maximizing your enjoyment value.

Then there's always the "old fashioned" way, floats or skis on your favorite beater plane, Piper Cub, or old trainer. You don't even have to leave your own home to get some stick time in. Several R/C simulators are now on the market that allow you to fly right on your computer. Not real enough? Micro helicopter technology has gotten to the point that you can hover right in your living room or cruise around the house. If you've got the urge to fly, you no longer have any excuses. Make it a point to put the Xacto down and get out at least once this winter to keep your thumbs warm.



The annual "end-of-season" picnic was held at the Northampton Park Ski Lodge on October 10. An unseasonably cold breeze almost certainly kept many people at home, but those of us who did brave the weather had a great time eating, socializing, and flying park flyers on the ski slope. Nobody went home hungry, and we managed to use up nearly all of the perishable supplies. The cases of soda and water left over were donated to the food bank at Salem Church. Their reaction, "Who is the RCCR?" It even had Tom Forsythe's wife scratching her head... Regardless, the donation was much appreciated by those who work at and those who benefit from the kitchen. I know I've said this before about other club events, but if you haven't been to the annual picnic, you don't know what you're missing.

December 8 is our annual club business meeting, and it's an election year. The positions of Programs Director, Membership Director, Secretary, and Treasurer are all up this year. As most of you know, the position of President is elected on off years. If running for office isn't your cup of tea, come anyway, and have a cup of tea (or coffee). We're having our traditional show-n-tell drawing, and as always, donuts. After that, we get a refreshing 5-week break until the next meeting on January 12, 2005.

It seems much too early in the year to be thinking about the holiday season, but this is the last issue of the RCCR Newsletter before the New Year. Since this is the last newsletter, I would like to take this opportunity to wish all the RCCR members, families, and friends a happy holiday season.

Don't forget, our annual Chilly Chili Fuhn Fly (?!) is January 1<sup>st</sup>, 2005. Bring yourself, your plane, your best chili, and an empty stomach. You might want to bring some milk, too. Rumor has it that there's going to be another HOT pot of chili amongst the entrants this time around.

**Matt**

---

# REPORT

---

On Friday October 15th a conference was held at Strong Memorial Hospital entitled, "Lessons from the Cockpit".

There has been an increase in awareness over the past few years of the extent of medical error. According to the IOM (Institute of Medicine) there are in excess of 98,000 deaths a year attributable to medical mistakes. That is the equivalent in aviation of crashing a 747 every day.

According to Gene Benson, aviation training consultant and former airline instructor, "It appears that medicine is where aviation was twenty years ago regarding standardization, SOPs, etc."

The seminar described itself in the following way: "Stress, poor communication, and a culture of blame lead to decreased morale and increased risk of errors among medical professionals. The aviation community has dealt with similar issues and developed techniques to optimize team performance, reduce errors, and improve the workplace environment. In this unique interactive course, team members will actively participate in aviation style 'Crew Resource Management' training, leading to enhanced performance and professional satisfaction".

The seminar was presented by Dr. Harry Sax, Professor of Surgery at URM, and Patrick Brown, Corporate Director of MedSafety International (compare "FlightSafety International"), Houston, TX. In addition to giving the history of CRM, the agenda covered the following topics: The Error Chain and rationale for Crew Resource Management; Communication; Team building and Synergy; Briefings/ Debriefings and Checklists.

There are usually 7-9 factors linked together to form an "error chain". Six of these are operational and 5 human, for a total of 11 error chain links. 60-80% of errors are human. Operational links are: failure to meet targets; undocumented procedures; departure from SOPs; violating minimums or limitations; no one flying the aircraft (paying attention); and no one "looking out of the window". Human links are: poor communications; ambiguity; unresolved discrepancies; preoccupation or distraction; and confusion or "empty" feeling.

Several air disasters were examined, sometimes with the aid of video, to explore the error chain. The Pan Am/KLM Tenerife Canary Island disaster in 1977 was the most notable. 10 of the listed 11 links were identified, and these findings by the NTSB helped motivate the development of CRM. A major obstetrical disaster in medicine was enacted on video and explored for the causal links in the error chain and possible solutions.

The audience participated in an exercise designed to show that feedback in a non-judgmental environment is essential to good communication. The importance of development of a multidisciplinary team was explored, where input should be considered from everyone involved in the task.

Check lists are not very popular, but have been responsible for preventing disasters in both aviation and medicine.

The most moving video was a report of the "Blue Angels" briefing and debriefing procedure. One pilot made an error, which was potentially disastrous. He reported on the error, how he came to make it, and his corrective action. He ended by saying, "I'll fix that". The group said that they had never given a perfect performance, but the high standard they consistently achieve was due to these honest and thorough sessions which often take twice as long as the performance.

Shirley Hunter

---

## Hamlin Training



Leroy Oct Fly in



Don Phillips receives a Certificate of Achievement awarded for solo flight



## Chilly Chili Fuhn Fly January 1, 2005 9:00 a.m.



*Phil Evans photo*

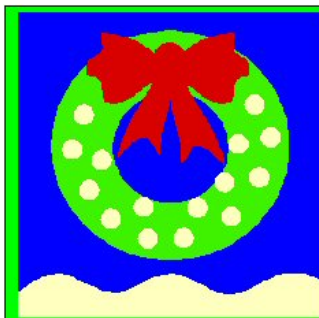
### *2004 Chilly Chili Fuhn Fly*

From L to R:

Back row: Hal Ulrickson, Jim Warner, Jerry Joseph, Bill Wegman, Trevor Ewell, Pete Chapman (partially hidden) & his Dad, Kevin Ward, John Floyd, Matt Kirsch, Dick Peterson

Second Row: Dick Brook, Greg Kesel, Don Steeb, Scott Miller, Len Britton, Pete Durante, Gerry Merz

Bottom Row: Phil Evans, Ed Britton, Mike Mance, Jack Butler, Joe Somers, Bob White



Wishing you all the best  
this holiday season