

KCRC NEWSLETTER APRIL 2008

April Meeting; Tuesday,
8-Apr-2008, 7:00 pm,
at Fellowship Church,
8000 Middlebrook Pike



PROPWASH



PHIL SPELT KCRC PRESIDENT

April is the meeting wherein we will vote on the Revised By-Laws as proposed by the ByLaws Committee appointed at the February meeting. The Committee, chaired by Scott Anderson, comprised Don Watkins, Jerel Zarestky and Phil Spelt. Some of the Bylaws revisions, with changes coded in red, as shown below. The full revised document is on the KCRC web site, with changes coded mostly in yellow, and things we have not been doing but must start coded in green. We will be voting on these changes at the April meeting, in person, by mail, and via an on-line form. **PLEASE READ AND VOTE!!**

1. The officers of the Club shall consist of:
President, Vice President, Secretary, Treasurer,
Safety Coordinator- (appointed), and Sergeant at Arms

The Sergeant at Arms shall maintain order at all meetings using Robert's Rules. **And in addition she/he shall be chair person for the Field Committee and appoint deputies for the maintenance at the field.**

Safety Coordinator- APPOINTED POSITION

To promote increased safety awareness on the part of all members, improve the public perception of modeling as a safe and desirable sport, and provide a means by which important safety information can be shared between clubs, This person will act as a communications liaison between the club and AMA Headquarters to ensure timely distribution of safety related material. The Club Safety Coordinator must have E-mail access.

Safety Coordinator Duties:

- 1) Provide a communications link between AMA and clubs in matters related to safety.
- 2) Act as a safety advisor and resource manager for the club and its members.
- 3) Assist AMA in the establishment of a national safety program to reduce Accidents/incidents.
- 4) Develop, promote and encourage a climate of safety awareness within AMA clubs.

Safety Coordinator activities include the following:

- Inspect operational areas for proper signage and safety equipment as applicable.
- Distribute AMA Accident/Incident Report Forms and assure they are properly used.
- Conduct safety awareness training and related programs during club meetings.

- Conduct, at least annually, a safety audit of club facilities, equipment, and grounds to ensure everything is in good working order and safe for normal use by members and the public.
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 - Act as a liaison with the local EMS/Fire Department.
 - Establish a club emergency action plan to handle serious accidents/incidents.
 - Coordinate appropriate first aid training for members using qualified instructors.
 - Develop an appropriate communications plan to assist club officers and members.
 - Review emergency procedures (fire and rescue) with club members on an annual basis.
 - Immediately report to AMA Headquarters any incidents at the club field. During normal Business hours, call (765) 287-1256; after hours call (765) 749-9210 or (765) 212-0793.
- Committees:

1. The Club's Standing Committees shall be:
Executive Committee (Elected)
Safety Committee (Appointed)
Field Committee (Appointed)
Program Committee (Appointed)
Bylaws Committee (Appointed)

3 The Safety Committee shall meet at least quarterly for discussion of potential safety hazards and to recommend to the Executive Committee any suggestions, and/or proposals for discussion in open meetings. The Safety Committee shall have the authority to restrict flying of any aircraft deemed to be flying in a hazardous fashion until such time as the incident may be discussed with the Executive Committee. The committee shall be made up of the safety coordinator and 2 members in good standing appointed by President. This committee shall also be responsible for enforcing sound level requirements as per KCRC rules and regulations.

4. The Field Committee shall be chaired by Sergeant at Arms. The committee will meet as often as necessary to assure that the Club flying field and improvements are always kept clean, sanitary, and in usable condition for use by all members and guests.

MINUTES: MARCH MEETING

11-Mar-2008.

old business

- The sanction is in hand for the AMA contest.
- The sanction for the SPA contest is pending.

- The float fly will not be sanctioned, as it will be held at the dock below our field, and our regular insurance will cover it.
- new business**
- Our new members were welcomed.
 - We had a presentation by Scott Anderson of the partially created changes to the bylaws. We must change the bylaws to be in compliance with AMA requirements. The bylaw changes will be completed very soon and the results posted on the web site. We will vote for approval, either on line or at the April meeting. Please be sure and vote.

We had no *Model of the month*. The *Crash of the Month* was won by Phil Cope for his mishap with his Cessna 310.

Ed Hartley, KCRC secretary

AT THE FIELD

Good Friday at the field found some KCRC'ers holding an impromptu cookout. (photos by Gary Lindner)



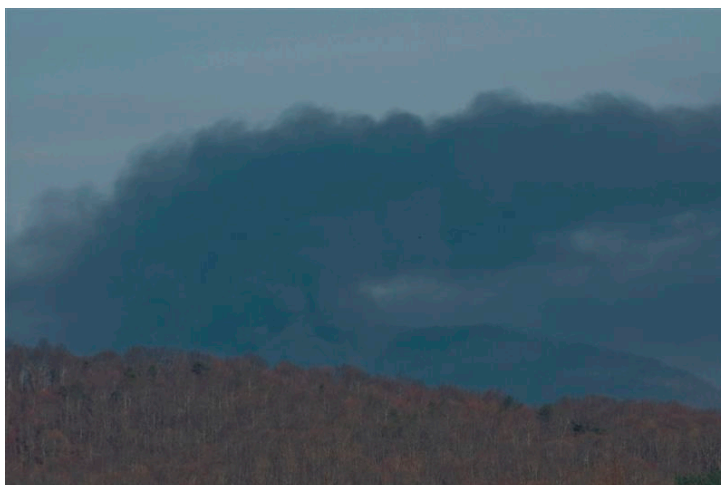
Mike is pilot in command with Carl giving directions.



Mike must have performed the perfect "10" on the grill!



Activities in the pit area.



The Oliver Springs gas well fire was quite visible at KCRC.



The fire from a little closer up.

CALENDAR OF EVENTS

- 29-Mar-2008.....House Mountain R/C Inaugural Fly-In, 9:00 am.
- 17-18 May-2008....SPA contest at KCRC
- 23-24 Aug-2008....KCRC AMA contest (location to be determined)



Here's the flight line when the wind is up.



And here's where everyone goes when they're not on the flight line.

FLY-IN AT HMRC SATURDAY!

Just a quick reminder. House Mountain R/C is having its inaugural fly-in this Saturday the 29. Everyone is welcome to come and fly. We will be flying off a 60' x 600' temporary runway until construction is complete on the new model runway. Our new driveway was completed today, and the gate installation will be complete by Friday. Coffee and doughnuts will be served at 9:00. Lunch will be served after 11:00. I hear that smoked BBQ is on the menu for lunch!!!

There will be open flying all day. We are only 10 minutes from Knoxville Center Mall (9 miles on Washington Pike from I640 exit 8).

Come join us! Paul

(email newsletter editor for a map and directions)

ON THE SAFE SIDE SAFETY REMINDERS FOR THE NEW SEASON BY AMA STAFF

AMA would like everyone to have a safe flying year with no accidents. Here are some items that might help in that regard.

The first is the use of Li-Poly batteries in our models. If you are flying electric airplanes with Li-Poly batteries, it is highly recommended that a fire extinguisher be kept in your car. Fire caused by Li-Poly batteries can happen through a shortage, improper charging, or crash damage. Standard household extinguishers (Class A, B, C or a combination of these) will not put out a lithium fire. Rather, it can increase the blaze. Class D extinguishers (metal/sand) are the only type capable of putting out flammable metal.

If a class D fire extinguisher cannot be obtained for your vehicle or flying site, at the least, keep buckets of sand ready and available should a fire start. (The sand must be dry because water reacts with lithium fires to make them worse.)

Second, remember to cycle the batteries in transmitters and airplanes to ensure they are up to par. Airplanes can go down because either the transmitter or the flight pack batteries have failed. If you should by chance get your airplane to respond long enough to land, do not taxi back toward the pits. Get it down and kill the engine. A running airplane with dying batteries is little more than a loaded gun waiting to go off and injure someone.

Most folks have a winter project that is now ready for a test flight. New airplanes mean new additions to the transmitter. Remember to always check to ensure it is the correct one for the airplane. Always look to see that the control surfaces are moving in the correct direction when you are ready to taxi out. Also, as a new project, make sure it has been finished with your name and address or AMA number.

Lightning produced by electrical storms can travel amazing distances. If you are flying and should see lightning in the distance, just think of that radio antenna as a lightning rod. Lightning has been known to come 10-20 miles across the sky and strike a person just standing there—and that is without a 3-foot lightning rod in his or her hand.

Engine failure on takeoff is a common occurrence. Every time, when you taxi out, always think, "What am I going to do if the engine quits?" Remember that the best way to land is into the wind and with the wings level. If that means a walk out in the weeds a couple of hundred yards to get your airplane in one piece, that's much better than taking a broom or shovel out to the middle of the runway to scoop up the

pieces.

Lastly, it is strongly recommended that members do not fly alone. In a hobby where things can go out of control with the slightest of error, potential dangers are not far behind. It's helpful to have an extra set of eyes to watch for any interferences or problems the pilot may not be able to see while following his or her model. Better to be overly prepared than under prepared. At the very least, you have a buddy to talk to and show off for! Q.

AMA Chapter 594 Knoxville Tennessee

2008 KCRC Officers

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/Ed Hartley, 966-244, roho3@rcpattern.com

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Safety;B.Walters,

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Board of Directors

Jeff Proise, 675-7220, jeffpro@wintellect.com

Gene Waters, 483-9698, ehwaters.1@juno.com

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other club positions

Historian; June Cope, 694-8687

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