



Newsletter

Knoxville TN April 2014 AMA #594

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Inner strength

- If you can start the day without caffeine ...
- If you can be cheerful, ignoring aches and pains ...
- If you can resist complaining and boring people with your troubles ...
- If you can eat the same food everyday and be grateful for it ...
- If you can understand when loved ones are too busy to give you time ...
- If you can overlook it when people take things out on you.
- If you can take criticism and blame without resentment ...
- If you can face the world without lies and deceit ...
- If you can conquer tension without medical help ...
- If you can relax without liquor ...
- If you can sleep soundly every night ...

Then you are probably the family dog.

from *Hangar Talk*
Orange Coast RC Club
Betty Bliss, editor
Whittier CA

INDOOR FLY IN

On March 4th, KCRC hosted a get together in the TAC hangar at McGhee-Tyson airport for electric flyers from around the area..It was a success as almost forty flyers showed up. John Bobrek posted some links to some videos made from a model mounted camera that showed the size of the hangar. The videos can be found on the westknoxrc.com website, as well as some other interesting stuff. Bill Leonard sent me some pictures for the newsletter and they pretty well illustrate the crowd and the fun being enjoyed by the guys who came. Especially one showing young Evan Turner hovering his 3D foamy. The expression on his face says it all and that's what RC is all about.. Here are a couple of the pictures.

2014 Elected officers

Pres.....Andy Keeley.....1fatdaddy@gmail.com
V Pres....Phil Cope.....philipcope@bellsouth.net
Secretary..Phil Spelt.....chuenkan@comcast.net
Treasurer...Joel Hebert.....hebertjj@gmail.com

EXECUTIVE BOARD

Bill Leonard.....bill283@Gmail.com
Jeff Prosis.....jeffpro@wintellect.com
Larry Hayes.....lchayes65@bellsouth.net
Safety Officer
Ralph Colon.....ralphcolon@bellsouth.net
Historian...JuneCope...phillipcope@bellsouth.net



Illustration 1: How a pro does it! Evan Turner doing his thing.



Illustration 2: Watching and waiting thier turn to fly.

THIS'N THAT

► Just a reminder that May 17th and 18th is the date for the annual Senior Pattern Association event at KCRC field. All members who plan to compete need to

make your plans and prepare your models for this fun event.

Also, we will need to have volunteers from the club to staff the event. The more the merrier.

Registration, scoring and runners are the main needs and you can get in touch with Phil Spelt to volunteer.

► From an older AMA Insider Safety is the Name of the Game

By Jim Wallen, *Insider* Club Column Editor

Every AMA club has a safety officer. It is a requirement if the club is to be AMA

sanctioned. All too often we quickly identify a safety officer and then go on our merry way, paying little attention to significant safety issues. Let's identify a few of them and see if they might make sense for your club.

- AMA issues a safety code to all AMA sanctioned clubs every year and it should be posted at your flying site. This listing of safety requirements has been a valuable asset over the years that has contributed to minimizing accidents and injuries. Take the time to read it to refresh your memory.
- Have your safety officer give a brief presentation at one of your club meetings. Perhaps having a guest speaker come to the meeting and give a talk about procedures to follow for such things as lacerations, heart attack, or some other potential problems that could arise.
- Keep the address or location of your flying site prominently posted in case of an emergency that requires medical assistance. Minds can get fuzzy when you are in the middle of an emergency! If you have to make that 911 call, you need to know where you are.
- We have a lot of hard-earned cash invested in our aircraft. They don't stay in good shape forever. Take the time to periodically check them out for wear and tear. This is especially true for batteries. Electrical failure is the source of numerous unexplained crashes.
- Pilot error is always a major concern. Maybe conducting classes for pilots to fine-tune their skills would help out. Many clubs provide training for the new fliers but pay little attention to pilots who have successfully soloed. There is always room

for improvement.

- Courtesy and common sense often fix a potential safety issue before it becomes a problem.
- Our hobby often puts us in potentially hazardous environments. We need to think of safety issues that are not directly related to flying. Do you have an area at your flying site that is a great hangout for snakes? Stay away if at all possible.
- Extreme sunlight can be damaging to your eyes. Take a look at getting some proper eye protection. Some tints of color actually let you see your aircraft more clearly. Polarized lenses are a great form of protection. Our hobby is notorious for putting us in jeopardy from sunlight. Always slather on sunscreen before going to the field. It is a good idea to reapply during the day. Skin cancer is a terrible thing!

Take the time to think about safety. Safety doesn't happen all by itself. It takes your thoughts and actions to make it happen. Modeling and flying is one of the best sources of fun and enjoyment that I can think of. Creating safe environment will help keep it that way. ...■..

KCRC Minutes, 3-11-14 Meeting

President **Andy Keely** called the meeting to order at 7:00pm. There were 20 KCRC members in attendance. We had no new members or visitors that evening.

Reports of Officers:

Andy Keely asked for any visitors to be identified – there were none.

The minutes of the February meeting were approved as presented in the March Newsletter.

Joel Hebert presented the Treasurer's report, which was also approved. This information can be obtained from an officer, if desired.

Secretary **Phil Spelt** had a write-up of the Executive Committee (EC) meeting held on February 20th. This summary presented the EC's thinking on several important issues concerning Club safety, recruiting, and training. This document appears elsewhere in this newsletter.

Our Recruiting and Training Supervisor, **Frank Allemand**, had a list of items he felt were appropriate for discussion during the meeting. These things were derived from the EC meeting in late February. Most of the items concerned students & training, along with some about recruiting. Because these three are

linked, they all appeared in our discussion that evening.

The Club needs a safe and welcoming environment into which new members, and those new to R/C flying, can be introduced and trained. **At present, KCRC appears to have developed a reputation as being an unfriendly club for visitors and prospective members.** It is a fact that we have lost at least one new member due to his not being welcomed at the February meeting. However, this aspect of the discussion was lost in the discussion of a couple of safety and training issues.

The runway direction arrow, which was voted in by the Club in late 2012, met with some annoyance by a couple of members who think it is an unnecessary intrusion on their flying, and, therefore, their fun at the field. There was discussion of whether the runway arrow could be voluntary. However, making it voluntary essentially makes it useless. There is a mechanism for operating a plane opposed to the arrow direction – the pilot needs only to announce such intentions loud enough for other pilots to hear. This is especially useful for landing when the wind has changed direction.

The much more contentious issue was the proposal to allot up to ten (10) minutes of landing practice out of each 30-min flying period during times when there are enough student pilots needing this practice to make that allotment a good and safe plan. Considerable, rather heated discussion ensued about the details of how such a plan would be implemented, and under what circumstances. Our leading instructor, Vice-President **Phil Cope**, reported that he had tried the 10-minute plan to see how it worked. He felt it did not work because when he turned to announce that the period was over, no one was paying any attention.

There was also heated discussion about safety rules being part of our Bylaws and the need for poll vote to make any change the Bylaws. It is clear that a number of rules for Club operation are created and modified each year without being part of the Bylaws.

Someone brought up the number of cigarette butts lying around the field. Everyone was reminded that we are to police our own trash, including cigarette butts!!!! If you bring it to the field, you must take it home, as KCRC does not provide trash service.

Model of the Month:

Joel Hebert showed two foamboard airplanes he made from plans at the flitetest.com web site. The **FT flier** derives from AMA's **Delta Dart**, and he also had a delta-wing plane. They were made from Dollar Tree foam board, and powered by small electric motors.

Craig Dieter showed a beautiful YMS-5 made from a Dumas kit designed by **Pat Trittle**. It is

covered in **Coverflite**, with gold trim that came in the kit. A.2-cell battery pack flies the model for 30 min. The plane flies quite well at 1/3 throttle, using a **C-20 motor** **Craig** won the MoM prize.

Crash of the Month

Phil Spelt won Crash of the Month. His ARF **Dirty Birdy** went into a leafless, hard-to-see tree and split the fiberglass fuselage, along with putting large dents in the foam-core wing. Being the sole contestant, **Phil** won the CA glue.

Meeting adjourned at 8:10pm.

Minutes by KCRC Secretary Phil Spelt

Executive Committee writeup

KCRC Secretary Phil Spelt

Thursday the 20th of February, 2014,, the Executive Committee (EC) of KCRC met to discuss a number of important issues concerning safety and the recruiting of new members. We had a very open and, at times, vociferous discussion. Below is a summary of the EC's thinking on these topics. They were presented to the Club at the March 11th meeting, but no action was taken at that time.

We initially addressed the question of safety's impact on fun at the field. There were two polar opposite views considered: 1) should we have an open, non-structured club in which people could just fly whenever, wherever and however they wanted to; and 2) should we have a club environment in which there are safety regulations designed to protect pilots and those in the pit area from dangers of aircraft flying into their area and possibly hitting them. With no hesitation, we decided the second alternative needed to be put into effect. This was done to preserve our personal safety; to ensure our continuing charter from the AMA, which provides insurance; and to protect the club members and especially the officers from lawsuits based on negligence. Implementing a strong set of safety rules and standards is the best guard against a negligence lawsuit.

With that resolved, we reviewed a number of safety events and rules violations that occurred recently, i.e., last fall and this winter. We all agreed that these incidents required that we renew our commitment to safety, and add a couple of new rules. We decided that flagrant and repeated violations of the safety rules required further action. Since Club Bylaws provide an enforcement mechanism, we agreed that failure of the current approach, i.e., a low-key enforcement policy, now mandated using the bylaws' enforcement mechanism. Accordingly, a recommendation was made that all Club members be given a summary copy of the safety rules as posted at the field, along with a copy of the bylaw rules for safety enforcement. We decided that all members must sign a statement that they have read and understand the rules, and will obey them. This task will occur each winter as the members pay their dues, or at the earliest convenience of the Club and the member.

Any member not signing this certification within 30 days after receiving it will not be allowed to fly until it is signed. This procedure is in accordance with a strong recommendation from the AMA regarding safety enforcement.

Among the most egregious violations of safety rules is the ignoring of the runway direction arrow. This device is intended to help avoid collisions between aircraft taking off and landing in opposite directions. To properly use it, the pilot should note the direction of the arrow prior to takeoff, and take off and land accordingly. If the arrow is changed during someone's flight, the pilot in the air should be notified. Landings must be called "loud and clear"—ly so that other pilots and helpers are aware of deviations from the arrow direction. The proper time to call the landing is as the pilot turns final — unless that turn is over in the next county. In that case, the call should be made as the aircraft crosses the river on the right, or comes by the water plant on the left. It is necessary to give enough warning that others can clear the runway, if necessary. In conjunction with discussion of the arrow, and the landing practice of student pilots, we discussed the need for each pilot to have a caller or spotter to watch out for potential trouble. This item will require further discussion and consideration.

We devoted a lot of time and energy to discussion of how to assure safety of everyone at the field when a student is practicing takeoffs and landings. There were several recent incidents that caused this issue to be considered. We reaffirmed the rule prohibiting instructors from permitting landing and takeoff practice when other pilots are flying. Instructors may request up to ten (10) minutes out of every 30 for landing practice. During that time, other pilots should respectfully refrain from flying and griping about the practice. Comments about a student's progress or lack thereof are definitely not part of our KCRC Field Courtesy practice, and should be avoided altogether. If someone has a suggestion to help out a student, that comment should be made quietly and tactfully to the instructor, and/or possibly to the student in the presence of the instructor. For those occasions when several instructors wish to do take-off and landing practice, we decided that those instructors should share the field during the 10 minute period the field is restricted. The instructors should also stand close enough to each other that their flying activities can be communicated and coordinated. The other training safety issue that we discussed concerned students who fly on their own prior to being certified to do so by their instructor. This is the responsibility of the student to enforce, and to the instructor to communicate to the student.

All the safety rules are to be enforced all the time. It is the responsibility of all Club members to make sure we have a safe and respectful flying environment. The Safety Officer is not the safety enforcer! All members have a responsibility to enforce the rules in a friendly, cooperative manner, in order to keep our field a safe welcoming place to fly. Club Officers will have the

primary enforcement responsibility, but we are not always at the field, so other members must lead by example and also help with enforcement.

The Executive Committee discussed several other items, which will require more consideration on our part. Thus, they are not ready for presentation at this point. One thing we did decide on is that we, the EC, will discuss and act on a variety of "regular business" items, such as exploring other options for grass mowing to save the Club money. With this decision and others made by the EC and reported to the Club, it will free up our monthly meetings for more fun discussions and things directly related to our models and flying.

Please note that the above material is simply a report of the EC's activity at our last meeting, and is not yet a completely-adopted set of safety rules. The runway arrow was voted on at a Club meeting in late 2011. Some of the other ideas have not been presented to the Club for action, yet. The EC and the Club will continue discussion and make decisions on these items as this flying season progresses....■

MORE THIS'N THAT

Here are a couple more pictures from the TAC Hangar flyin



Illustration 3: Alan Veleo and his Demoiselle.



Illustration 4: John Bobrek and his pretties.