



NEWSLETTER



... an AMA Award of Excellence Club!

Proudly serving the Huntsville community at the Captain Trey Wilbourn Model Airplane Field..

P. O. Box 2163

Huntsville, AL

August, 2010

Officers		
President Peter Wick president@rocketcityrc.com		256.883.7571
Vice President Alan Berard vicepresident@rocketcityrc.com		256.776.9509
Secretary John Roberts secretary@rocketcityrc.com		256.883.8722
Treasurer Wayne Gladden treasurer@rocketcityrc.com		256.881.6048
Newsletter Editor Mike Norton newsletter@rocketcityrc.com		256.653.6632
Committee Chairs		
Field None (Volunteers, anyone?)		
Programs Alan Berard programs@rocketcityrc.com		256.776.9509
Publicity Mary Long publicity@rocketcityrc.com		N/A
Safety Wayne Gladden (Chair) safety@rocketcityrc.com		256.881.6048
Web Editor Jerry Poplin webeditor@rocketcityrc.com		256.883.7588
Flight Instructors		
Mike Norton	By app	256.653.6632
Tony Coberly	By App	256.882.7193
Rick Grim	By App	256.503.5847
Pete Wick	By App	256.883.7571
Bill Mitchell	By App	256.650.5181

Prez Sez

The summer flying is now in full swing 'cept I sure wish the temp was about 20 degrees cooler. These 100 degree days are just no fun for me.

The membership will notice in this newsletter the minor changes that we will have to make to the by-laws in order to allow the control line (u-control) pilots to fly in the unused corner of our field. I started building/flying models that were control line and did this for a number of years. In the city where I grew up there was a field where we could fly. I suspect that a fair number of our members started out in modeling with control line models and I can think of no downside to allowing the control line modelers to use the area to the far left of the clubhouse. The vote on the by-law change will be during the October meeting and I want the membership to be thinking about how they are going to vote. The vote that was taken in April allowed the NACL to fly on the field but because that vote was not recorded in the minutes it is not valid.

The city has no problem with the change in our contract. It will just have to have an addendum added -no big deal I am told. The solid waste people have no objection as long as the "cap" on the landfill is not disturbed. The NACL will have to bring in dirt to make the area level and they are willing to do this.

Remember, the runway we use was perfectly level when it was first built and look at it now. The same thing will happen in that corner as the land continues to

Peter

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Minutes for the July 2010, RCRC General Membership Meeting

The meeting was called to order at 7:00 PM on July 20, 2010. A quorum of the membership was not present.

Board members present: President, Secretary, and Newsletter Editor

Guests: none

New members: None

Boards Notices:

No treasurer's report was presented for July due to the absence of the treasurer from the meeting.

Old Business:

A motion was made for the approval of the treasurer's report for June. It was not approved in June due to a lack of a forum. The motion passed.

New business:

Peter Wick mentioned the high level of interest in the Pylon Race and the possibility of adding another Pylon Race Event maybe in the fall. This feasibility of this item will be taken under consideration by the Board who will report back to the membership at a later date.

Mr. Peck asked for the floor to discuss the possibility of allowing members of NACA to fly control line model airplanes within the confines of our facility. He began with a diatribe about how the board was not following Roberts Rules of order and that they have overstepped their authority. The writer and other members of the board explained to Don that no action had been taken yet and the actions taken by the board were preliminary items that needed to be completed prior to requesting final approval from the club. The actions taken by board members consisted of the following determinations. Would the city allow it? Was the action acceptable to SWDA? Would the contract with the city have to be reopened and renegotiated? What restrictions on field prep would be in place. An actual written proposal of location from NACA was also requested. This preliminary work was started based on an almost unanimous voice response by the club members at the April meeting after the proposal was presented and the question was asked "Should this be pursued?".

The changes that have to be made to the bylaws to allow the inclusion of control line are as follows:

Article Two

Section 1: The primary purpose of the organization shall be to promote the building and safe operation of **control line and** radio control miniature aircraft

Section 2: RCRC objective as a club is to provide fellowship through which its members learn about all aspects of model aviation through the building and safe flying of **control line and** radio controlled miniature aircraft. RCRC is a family orientated club providing recreation for all members.

Article 3:

Section 3: Persons showing an interest in **miniature control line and** miniature radio control model aviation and of an age less than sixteen (16) and a current member of AMA will be granted a no dues Junior Membership.

The newsletter editor will make a motion to change the bylaws as shown above.

A motion was made to adjourn the meeting. The motion was seconded and passed. The meeting was adjourned at 7:45 PM.

<p><u>Everyone – Please come to the August meeting. We do not want to have to pass the motion again at the September meeting!</u></p>
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Minutes for the August 2010, RCRC Board of Directors Meeting

The meeting was called to order on August 3, 2010, at 6:00 PM

President, Vice President, Secretary and News Letter Editor were present.

Guests:

New business: The subject of allowing someone other than a member of the to sell fuel during the afternoon was taken under advisement.

The meeting was adjourned at 6:15 PM.



ON THE SAFE SIDE

Thanks to the Masses!

by Don Nix, Insider Safety Column Editor

A number of members gave me an abundance of fodder for my literary cannon this issue. Joe from Doylestown Township, Pennsylvania, wrote a nice compliment, and told of losing their public flying field because a non-club member crashed his model into the county prison across the road. Unfortunately, no club member was present when the incident happened. I was just wondering, Joe: if the model had taken out a hardened criminal, d'ya' suppose the officials might have withheld their complaints?

Mike from Maine commented about the incident involving the beginner flier who rather impolitely refused help from one of our instructors, launched with his elevator reversed, and naturally splattered the model. I explained that since it was a public field, our club had no authority to stop the young fellow from flying.

Mike told about a friend asking for help flying the friend's new trainer. Mike noticed the owner only had six rubber bands attaching the wing, and suggested adding at least four more. The friend insisted he had used six "just as the plans instructed." Many of us have witnessed what a model wing looks like when it flutters to the ground while the rest of the model becomes a very expensive lawn dart.

This story reminds me almost exactly like one I witnessed many years ago at our field. All of the very strong urgings from several of us failed to convince this individual that he needed more than four bands—two on each side. He never finished the first turn after takeoff. Now wouldn't you think the guy would have had the grace to say, "Fellas, you were right. I should have listened." Typically, he gathered up his trash, tossed them into his car and drove away without a word. We never saw him again.

As I might have mentioned, my wife and I are full-time RVers. We call ourselves "The Meanderthals," and wander all over our beautiful United States. Every once in a while we have the opportunity to stop at a local flying field. I just got a very nice note from Dean Nichols of Wanatchee, Washington, commenting on my mention of their local club field.

At present, we are near Asheville, North Carolina. From here, we will head northward to the Midwest, then on across into the northeast. With luck, we should be able to visit other club fields along the way.

After watching the third-from-last Space Shuttle launch at the Cape on May 14, we went on down to Vero Beach to visit longtime good friend, fellow modeler, and full-scale pilot, Dave Von Linsowe. Some of you might remember Dave as a member of the US World Model Aerobatic Team some years ago, and as a many-time participant in the Tournament of Champions in Las Vegas.

Dave lives the dream of many of us who also fly full scale. He taxis his full-scale Pitts S-2B out of the hangar attached to his house onto the gorgeous grass strip of the private airpark where he lives and flies. Oh, does he fly!

Although I was very active in full-scale aerobatics back years ago, I hadn't flown any in more than 20 years. Dave was gracious enough to let me play for a while. My wife is going to have to get a full-time job so I can afford to do that again!

The above does relate to safety, because I can tell you that when you are in the airplane, inverted, a few feet off the ground, you are most definitely being careful! One air show pilot friend used to completely recover his Pitts every four years or so. I asked him once why he did it, and he replied, "Oh, I just thought the airframe might need looking at."

When I asked what he saw after pulling the covering, this laconic Texan replied, "It needed looking at."

The point, in case you missed it, is that when your fanny is in the airplane, you are careful. We should be no less careful when flying models. Our toys are quite capable of injuring and (sometimes) killing others, if not ourselves. The Shuttles are infinitely more complex structures than our models or full-scale airplanes, but with all the countless months and decades of preparation and learning over the years, there have been three fatal accidents during the life of our space program.

I had intended to use some items from Charlie Castaing of New Iberia, Louisiana, along with a photo of him at his club's field, but I've run out of space. Next time.

Meanwhile, soon after you read this the Nats will be in full progress. For those who have never attended one, either as spectator or competitor, I would urge you to do so. I can assure you that safety will be right at the top of the officials' priority lists. Besides, a visit to your national flying site will be an eye opener you won't soon forget. We intend to be there July 5 for opening day.



RCRC Newsletter Editor
 P O Box 2163
 Huntsville, AL 35804

To: _____

AMA chartered
club since 1964
 Number 715

August, 2010

2010 RCRC Event Schedule					
RCRC membership meeting – August 17th 2010 at 7:00 PM					
Board meeting - September 7th , 2010 at 6:00 PM					
†‡	Sept 11 th & 12th	All day	AMA Pattern	Bryan Kennedy	770.441.1014
†‡	November 6 th	All day	Toys for Tots	Bob Walls	256.830.2352
Events held at Wilbourn Field unless noted otherwise † Field closed to non-participants during this event ‡ Field closed to non-participants from noon onward on the Friday before the event					