



THE **RCRC** 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 35804

OCTOBER 2012

President's Message

Officers		
President		
James Fowler		256-882-1784
Vice-President		
Basil Cooper		256-883-9220
Secretary		
Paul Webb		256-325-2741
Treasurer		
David Seymour		256-830-2047
Newsletter Editor		
John Williams		256-656-9499
Committee Chairmen		
Field		
John Williams		256-656-9499
Programs		
Basil Cooper		256-883-9220
Publicity		
Bill Mitchell		256-975-5687
Safety		
Basil Cooper		256-883-9220
Web Editor		
Tom Sutherland		256-714-8496
Flight Instructors		
James Whitbeck	By Appt.	256-541-6123
Pete Wick	By Appt	256-883-7571
Mike Norton	By Appt	256-653-6632

October is a good month for flying. Temperatures are still mild and rainfall is generally low.

Again, my thanks to Jon Lowe. Looks like he had a successful AMA pattern event. The next event is Toys for Tots in November. Bob Walls can still use some help.

A ballot for the 2013 officers is elsewhere in this newsletter. Your vote is requested, either by mail or at the November membership meeting. Mail-in ballots must be received at the club's post office prior to the November meeting.

The board has decided that only board members and my ex-officio board member, Peter Wick, are to redistribute fuel. A contact sheet with our names and telephone numbers is on the bulletin board. A CD at an event generally has enough to do conducting the event without having to worry with fuel.

We still haven't had a quorum so please come to the October meeting. There will be a program and door prizes.

Fly in the zone and fly safe.

Jim

September 2012 General Membership Meeting Minutes

The meeting was called to order at 7:00 PM by the President.

All other Board members were present. A quorum was not present.

Bill Baker, a new member, introduced himself and we look forward to seeing him at the field.

The July and August General Membership Meeting Minutes were approved without comment.

The President reported the results of the recent fuel inventory. He also read a statement summarizing recent communications with the Pylon Racing Community regarding RCRC's support of the pylon racing events as follows:

Pylon Race/Fuel Controversy Summary Statement

The following statement is a summary of the decisions relative to a controversy with the Alabama Club 40 Pylon Race community.

Regardless of what has been said and written in the last few days, the club cannot provide fuel to non-club members, particularly any non-club organization. The fuel that we provide is only for RCRC club members to purchase. An approved motion as RCRC policy was passed back in August 2001 which, in part, stated that fuel was to be sold to RCRC members only.

When informed of the board's decision to not provide fuel to the Alabama Club 40 Pylon Race community, their spokesperson indicated that they no longer wanted RCRC to hold the planned November race. And to some members of the race community, our lack of participation in not providing flyers or race workers for June's race at our field was not acceptable. Therefore our 2013 race events have been cancelled at the request of the pylon 40 race organization. We also do not have a CD for those events.

The Treasurer read Jon Lowe's report for last weekend's pattern event. The event was successful and made a nice return to the Club Treasury. Ed

Holliday made a motion which the membership approved to publish Jon's report and you will find it elsewhere in this newsletter.

The Field Chairman reported no activity since the last meeting.

The Safety Chairman commented on the article in the last AMA magazine concerning skin cancer dangers to pilots and protective measures recommended.

Old Business:

The Nominating Committee Chairman, Peter Wick, made his report. All incumbents except the Newsletter Editor agreed to continue. Bill Mitchell was nominated to replace the Newsletter Editor. Mike Norton is nominated for Vice President. There were no nominations from the floor.

Bob Walls reported on the Toys for Tots event coming up in November and urged everyone to support this worthy cause.

New Business:

The Past President reported on several items. He got a call from the Landfill office the Saturday which the Landfill was accepting public hazardous waste reporting that a model airplane had crashed near their drop off location. The pilot later retrieved the model and no harm was done thankfully. The incident was a reminder to use care to stay well away from the SWDA location on the first Saturday of the month. Peter also reported that he had made Eric Enchelmayer aware of the damage to the entrance gate and fence and Eric has submitted a work order for repairs. Peter requested that a list of those authorized to make fuel available to Members and those capable of accepting membership applications, with phone numbers, be posted in the pit area. The President agreed to have such a list posted.

The meeting concluded at 8:00 PM with a drawing for door prizes and showing a video "OOPS".

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October 2012 RCRC BOD Meeting Minutes

The October 2, 2012 RCRC Board of Directors meeting was called to order by the President at 7:00 PM.

All Board members except the Treasurer were present.

The subject of fuel distribution to Club members was briefly discussed and the decision made is reported in this month's President's message.

There being no more business for Board action, the meeting was adjourned at 7:20 PM.

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TOYS for TOTS

Bring a toy or money to TOYS for TOTS fly in on November 2 (Noon to 5PM) and November 3, 2012 (9AM to 5PM). CD, Bob Walls (256-830-2352) still could use some help.

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AMA Pattern Contest

We had 19 entries for the 44th Annual RCRC Pattern Contest and are returning \$469.35 to the club treasury. A big chunk of credit for being able to return so much goes to Tony Coberly who was able to secure donation of our very unique and nice trophies for the event. Plus, we had some left over supplies (plates/napkins/coffee/paper/water/etc) from the BPA and other events that we were able to use.

I want to thank Tony Coberly and Mike Wingo for all their help during the weekend, especially with

scoring. Also want to thank John Williams and Gene Hetherington for their help in getting the end poles and center poles taken care of on Friday.

Thanks to everyone for their support.

Jon Lowe, CD

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Flying Field Regulations

Because this month's review of Flying Field Regulation number 8, with its nine separate parts, is so long, At The Field will return next month.

This month we'll continue our review of the Flying Field Regulations with the eighth rule:

8. Flight Operations:

a. Takeoffs, landings, etc., will be conducted into the wind as long as flying into the wind does not take the plane over restricted areas, with your first turn away from the flight-line. Your intentions for operations (takeoff / landings / dead-stick) will be announced to Pilots in the other Flight Stations in loud, short descriptive terms (such as "Landing Left to Right", or "Dead Stick!!!). Before retrieving a stalled or crashed aircraft beyond the flight station fence line, declare in a loud voice "ON THE RUNWAY". If declaring an emergency, you will be given priority for landing. Make sure everybody on the flight-line can hear you when announcing your intentions.

Take off and land into the wind, as much as possible. When announcing your intentions to other flyers, remember, they're concentrating on their aircraft so make sure you're loud enough to be heard.

*b. No flying is allowed over or behind the "0" or flight-line except as noted in 8e. The "0" line is the west edge of the runway. Low, fast passes are prohibited over the runway. Except for takeoffs and landing approaches, intentional flying over the runway is prohibited. * Exception: This does not apply to trainees under instruction.*

In this case the "0" line is the "zero" line, and no fixed wing aircraft are permitted to fly behind (west) of the western edge of the runway. Helicopters may perform hover practice only, in the grass hover area at the north end of the pits. No flight operations will originate from or terminate to the hover area.

c. Spectators must remain on the parking lot side of the spectator fence. Spectators will be allowed in the

pit area under the supervision of a pilot for the purposes of a short conducted tour. When the tour is over, the spectator(s) must return to the spectator area. Pilots may have one guest in the pit area but no guest under the age of 12, who is not an AMA member, may remain in the pit area. Any damage done to aircraft or equipment or any personal injury that occurs is the responsibility of the pilot who conducts the tour, or has a guest in the pit area.

Part of this one is a little strange. It's a rule spectators must follow, but they don't know it until a club member tells them and enforces the rule. It's up to every member to enforce this part of the rule for the safety of any spectators involved and for ourselves. The rest of this part of the rule basically says you can give tours of the pit area to spectators and you can have a guest in the pits, but, you are liable for anything that happens.

Reference the "no guest under 12 in the pits" rule, if you have a child or grandchild that you want to share the hobby with sign them up as AMA and club members. The AMA membership will cost you a dollar, and the club membership is free. You're still responsible for their actions in the pits.

d. Pilots of powered Gliders shall launch their aircraft from the flight boxes. Gliders may utilize grass area east of the runway for landing. Winches or Hi-Starts shall not be used since they are a safety hazard to other aircraft.

This part of the rule applies to any hand-launched aircraft. They should be launched from the flight box at the fence and can be landed on the paved runway or on the grass strip immediately east of the runway. See 8.a, above, for announcing your intentions when recovering the aircraft from its landing point.

Winches and Hi-Starts have cables and elastic, respectively, that can be a hazard to other aircraft.

e. Helicopter Pilots will utilize the flight boxes and runway in the same manner as fixed wing pilots and will conduct their operations so as not to interfere with fixed wing operations. Hover practice will be done on the north-west end of the flying field off the runway and taxi ways.

Helicopter flight operations will be conducted in the same manner as at full scale airports. Helicopters will use all taxiways, the runway, and the traffic pattern in the same manner as if they were fixed wing. The exception at RCRC is they will be started at the flight box, rather than in the pits then hovered to the flight box.

Hover practice will only be done in the area designated. Hover practice on the runway is prohibited.

f. Pilots of aircraft without landing gear must utilize the flight boxes in the same manner as other fixed wing pilots but may use the area east of the runway for landing.

Like part d of this rule, hand launched aircraft must be launched from the flight box and may land on either the runway or the grass area east of the paving. See 8.a, above, for announcing your intentions when recovering the aircraft from its landing point.

g. Engines will be stopped at the pilot flight station fence line upon completion of the flight and return to the pit area. Planes may not be taxied back into the pit area.

Bottom line on this one is, don't taxi back into the pit area. Stop your engine/motor at the flight box and carry/push/pull your aircraft into the pits. Safety is the only reason for this. If an aircraft is taxied into the pits and the throttle is accidentally moved, bad things can happen.

h. Night flying is allowed for models not exceeding three pounds in weight, except for RCRC sponsored events where the contest director has full control over the event.

FAA "night" is defined as "the hours between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time." Civil twilight ends in the evening when the center of the sun's disk is 6 degrees below the horizon and begins in the morning when the center of the sun's disk is 6 degrees below the horizon. If you're not that into real aviation, let's just say sunset to sunrise.

So, if you're going to fly at night your aircraft must weigh no more than three (3) pounds when ready for take-off.

i. Flying is prohibited when grass cutting is in progress if mowers are North or East of the entrance road.

This one is safety related, too. If the grass is being cut east of any part of the entrance road, by the city or our contractor, flying must be suspended. The city does the mowing of the largest part of the field and we don't want to endanger the city's employees.

The Bottom-Line on all nine parts of Flying Field Regulation #8 is SAFETY. Besides the monetary liability aspects involved, we really don't want any one getting hurt.

Ballot to Elect Officers for 2013

President:	James Fowler[<input type="checkbox"/>] Write-In[<input type="checkbox"/> VOID VOID VOID VOID VOID VOID
Vice President	Basil Cooper[<input type="checkbox"/> Mike Norton[<input type="checkbox"/> Write-In[<input type="checkbox"/> VOID VOID VOID VOID VOID VOID
Secretary:	Paul Webb[<input type="checkbox"/> Write-In[<input type="checkbox"/> VOID VOID VOID VOID VOID VOID
Treasurer:	David Seymour[<input type="checkbox"/> Write-In[<input type="checkbox"/> VOID VOID VOID VOID VOID VOID
Newsletter Editor:	Bill Mitchell[<input type="checkbox"/> Write-In[<input type="checkbox"/>

Printed Name	Signature
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If you mail this ballot, it must be signed and your name legibly printed. Fold this ballot page in half so that the address is on the outside of it, put a stamp on it and staple it closed. Or you can come and vote secretly at the November membership meeting, but not both.

This election will be held at the November meeting. Please mail this ballot if you cannot attend the meeting so that it arrives at least two days ahead of the meeting on 20 November 2012.



**RCRC NEWSLETTER EDITOR
P.O. Box 2163
Huntsville, AL 35804**

**TO: RCRC NEWSLETTER EDITOR
P.O. Box 2163
Huntsville, AL 35804**

Note: The following was submitted by a current club member. It does not reflect the position of the Club or the Board of Directors.....

I've been a member of RCRC since the early 1970's. I'm a past officer of the club, and have CD'd many events including War bird, Big Bird, Pylon Racing and even a swap shop event. I quit going to meetings many years ago because I usually ended up sorry I attended. Petty bickering, anonymous complaints, endless discussions about new rule considerations and never ending reviews of the "Flying Field Regulations" just were not what I'd call a good time. At some point you'd think that we would have every possible flying scenario covered. I've also noticed over the years that the most vocal people making up the new rules seem to be the ones that you'd rarely, if ever, see flying.

Today I read in the September newsletter that we haven't had a "quorum in several months". My guess is that the many of the 100 or so current members share my feelings about attending club meetings.

In the August 2012 newsletter we had an anonymous guest editorial. I think editorials are great as long as they are not anonymous. If somebody has something to say, it needs to be presented with a "NAME". That's the way it works with the newspaper. Why not the RCRC newsletter?

In the August newsletter RCRC also criticized the safety conduct of the AMA at the NATs. Did anyone think about suggesting that AMA put up new signs for whatever safety violations they saw?

Newsletter after newsletter I see the same complaints. Too noisy, pick up your cigar butts, lock the gate so the lock is not stolen, so and so is not doing blank. (Usually anonymous complaint). The constant concern that if we don't follow every and all rules, written and un-written, were running the risk of being run off by the City or SWADA. At the rate that the membership is declining I'm not sure if there's going to be any members left to use the field in another couple of years. Or should I say "active" flying members? I'm certain there will always be the professional, rule making meeting goers.

RCRC wonders why its membership is down 300% since 2004 and nobody wants to CD events to raise money or volunteer to help out? Seems obvious to me: Stop the whining, petty complaints and military style operation at RCRC. I have always heard that the number one rule in the military is to NEVER volunteer for anything!

Time eventually fixes all problems and complaints. It is a hobby and it is supposed to be fun. Smell the roses, don't worry, be happy!

Why not put a little faith into the membership's ability to exercise their own common sense? Why not encourage new types of activities instead of trying to find a rule buried somewhere that discourages or disallows said activity? Why not try to put more emphasis on the "FUN" aspects of the hobby. That may be all that's necessary in order to increase membership and participation.

Fred Herrmann



RCRC NEWSLETTER EDITOR
P.O. Box 2163
Huntsville, AL 35804

TO: _____

AMA CHARTERED
CLUB SINCE 1964
NO. 715

November 2012

2012 RCRC EVENTS

	16 Oct	7:00 PM	RCRC Membership Meeting	Jim Fowler	(256) 882-1784
	6, Nov	7:00 PM	RCRC BOD Meeting	Jim Fowler	(256) 882-1784

RCRC Event Schedule

*	2-3 Nov	Noon-5 Fri 9-5 Sat	Toys for Tots	Bob Walls	(256)-830-2352
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* Field closed to non-participants during this event.

*** Field closed Fri before event at noon .