

# TRI COUNTY RC CLUB

## THE FLY PAPER

Charter number 434, March 1968

www.tcrnj.com



### Reminders:

- **Membership Dues** will start being collected at the February meeting.
- Be sure your AMA and FAA is **current**.
- **TCRC Elections** are coming up. Nominations are being accepted. See page 3.
- A **Heli Training program** is in the works and will be discussed more in the future. So if you ever wanted to learn how to fly a r/c helicopter this is the way to get started without the regular trial, crash, fix life cycle.



Santa Says "Club Hats are available. Purchases can be made at each meeting and the cost is \$15.00 each. Only a few left." Contact Gerry R.

### Club Meeting

Last meeting for 2019 is **Thursday, December 12, 2019 8:00 p.m.**

### Monroe First Aid Squad Building

47 Monmouth Rd.,  
Monroe Township, NJ

**"Night Flying"**, Once per month  
Its on the 2nd Saturday night.  
Contact Rich McDonald if you have any questions. 917-860-5313  
Or richamcdonald@hotmail.com

### NANOOK FLY ??

Is there interest this year at having a Nanook fly, (explanation for the new members) which is an event where you fly on December 31 and fly again on January 1st. With pictures that to prove that you flew. Either indoors or outdoors, in a safe environment.  
More discussion at the December 12th meeting.

**Officer Elections** will take place at the January 2020 meeting. John Donnelly and Alex Szemere can be contacted if you want to place your name on the ballot.

All positions are open.

### OFFICERS

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Club Class Pattern Fun Fly held on November 23, (which was a rescheduled event due to bad weather) had much better weather, and a nice turnout of pilots. The pilots flew three rounds of precision maneuvers, in sequence. (*well almost precision*).

The “Club Class“ maneuvers are basic flying tasks that are flown one after the other, which makes you think about the setup for the next maneuver. It’s a little challenging. **You** have to control the plane and not let the wind or the aircraft dictate what you do next. Despite a minimal crosswind the pilots realized that the rudder sometimes needs to be added to correct the heading of the aircraft.

The sequence consisted of the takeoff, straight flight out, a procedure turn, and straight flight back. Then the fun begins. On the upwind flight a Stall turn is completed about centered, then the pilot sets up for the next upwind maneuver, an Immelmann turn. After

the turnaround he then sets up for an upwind 45 degree upline. The only downwind maneuver is a Straight Inverted Flight, then after the turnaround, the pilot is expected to complete two inside loops. (they should be the same size and same distance, this is probably the most difficult maneuver) .

Then a quick sigh of relief and the pilot completes his landing.

All the pilots were a little rusty on the first round, but improved on each round after that.

Both Eric, Dennis and Kevin flew with different planes other than their own, and put in good flights considering they had not flown these planes before.

All pilots had a **great time** and enjoyed the day.

We will look forward to doing this again next season., so keep practicing.

BG



From left to right, Dennis M, Mike D, Stephen S., John D, Bruce Leach (from Haverstraw, NY club) Pete D, Bruce G, Gerry R, Kevin T, Eric F, and Alex S. Not pictured, Mr K.

***Procedure Turns need improvement;***

I noticed at the Pattern Club Class Fun fly that not many pilots knew what a “procedure turn” is or how to do the Turn correctly.

Procedure Turn is described as follows: Immediately after the Straight Flight Out the model must turn exactly 90 degrees to the right or left, (whichever will take the plane away from the runway) then exactly 270 degrees to the left (or right) and cross over the point where the first turn commenced. All while keeping the same altitude. Its not hard, but does take a little bit of practice.

*It kind of looks like a cotter pin.*



Dear fellow R/C pilot enthusiasts,  
members of TCRC Club of NJ:

Calendar Year 2020 is upon us and along with it is the challenge to continue to keep this Club viable and thriving in the years to come.

To that end, I appeal to each and every one of you, members and prospective members to seriously consider and step forward to contribute to this Club by becoming a candidate and be available to be voted in and serve as an officer.

Some of us long time members have contributed and have served in each and every capacity throughout the years. It is time for the younger generation to take the helm. You can always use us as "sounding boards" for new ideas and methods, but you must take charge, so you can pass it on to the next generation.

So... please come out and attend the December General Membership Meeting. Participate by making yourself available for leadership position. Then, in January 2020 we'll have Elections, as mandated by our Constitution.

We thank those who have stepped forward and indicated their willingness to serve, but we need more willing participants.

All positions are open. The Trustee's position is the only one that requires having been a former Officer.

Thank you for reading this... I'll see you at the December's General Membership Meeting (on December 12<sup>th</sup>).

But meanwhile, if outside conditions are dry and the temperature is not too cold... Happy and Safe Landings!

All the best...  
Election Committee Chairman:

Alex Szemere

For those members that use ASP motors this may be important.



ASP Engines is closing its doors, Looks like for good. They couldn't get "backing to continue and couldn't find another building."

According to an English magazine spare parts are in short supply. Some are available from Just Engines in the UK.

.....  
***And you thought it was just some crazy American People! Well we're not alone.***

As reported by the British Model flying Association.

Model airplane clubs are losing thousands of members as hobby Spitfire flyers have called on the Government for exemptions from new drone rules.

The British Model Flying Association (BMFA) told the Sunday Telegraph it had lost more than 2,000 members in the last year, after it was announced they would have to register and take tests as part of incoming drone regulations.

Hobbyists who fly remote-control replicas of Spitfires, WW1 biplanes and Tornado jets could be fined up to £1,000 (about \$1,300 USD) if they break the rules, which come into force on November 30.

From then, all unmanned aircraft weighing between 250g and 20kg will have to be registered with the Civil Aviation Authority (CAA) for an annual fee of £9 (or about \$12 USD).

Pilots of all ages will also have to pass a theory test to demonstrate they can fly "legally and safely" before they get behind the controls.

The BMFA, the UK's largest model flying association which was founded in 1922, said it wanted the Government to exempt model planes from the scheme to protect the sport.

David Phipps, CEO of the BMFA, said the association did not object in principle to being part of some form of registration scheme, but described having to take a test and pay an annual fee as "disproportionate" which have exploded in popularity in recent years.

Last December, flights were grounded at Gatwick Airport for three days after multiple sightings of drones in its airspace.

BMFA members are exempt from the requirement to register their model aircraft with the Civil Aviation Au-

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## Brand New, In the Box **FOR SALE**

Bill Patterson has an eFlite Cherokee for Sale. The plane is the 1.3m, bind and fly. This plane is a great addition to anyone's hangar and looks great in the air. It also has working navigation lights. Contact Bill Patterson at 732-310-9968, or e-mail him at [ufpatterson704@verizon.net](mailto:ufpatterson704@verizon.net)



## **SAFETY FIRST**

**Always store LiPo  
Batteries in a fire-safe  
container**

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thority (CAA) until the point they renew their membership in 2020.

Under existing laws, model aircraft and drone pilots must fly in a safe manner and keep their devices in direct sight at all times.

It is also illegal to fly them within three miles of an airport or above 400ft.

Pilots who flout the height and airport boundary restrictions or fly negligently could face an unlimited fine, up to five years in prison, or both.. The CAA said that it had reduced the original proposed fee for the scheme from £16.50 to £9 after consultation with members of the drone and model flying community.

A spokesman for the CAA said: "Following a public

consultation, the Government decided to implement a registration system in 2018 and include model aircraft and many other countries around the world are also taking similar steps.

"We have worked closely with the British Model Flying Association and other model and drone associations to make the new registration system as easy and affordable as possible. Model fliers and drone operators with existing safety assessments from their associations do not have to take the new education test. "The £9 fee that pays for the upkeep of the registration system will be collected by the associations, so their members do not need to directly register with the CAA."

Academy Model of Aeronautics  
Charter # 434



## **The Fly Paper**

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