



## **TORKS TALK APRIL 2014**

The Oklahoma Radio Kontrol Society Official Newsletter

AMA Charter 1648 Oklahoma City, OK IMAA Chapter 544 Club Web Site: <http://www.torks.org/>

<b>President</b> <b>Tom Solinski</b> (405) 414-6947 <a href="mailto:tskio4@cox.net">tskio4@cox.net</a>	<b>Vice President</b> <b>Mark Grennan</b> (405) 343-9332 <a href="mailto:mark@grennan.com">mark@grennan.com</a>	<b>Secretary</b> <b>Ken Kehlet</b> (405) 721-2782 <a href="mailto:kbkopy@cox.net">kbkopy@cox.net</a>	<b>Treasurer</b> <b>George Burton</b> (405) 202-3409 <a href="mailto:g.burton@sbcglobal.net">g.burton@sbcglobal.net</a>	<b>Safety Officer</b> <b>Jesse Scott</b> (405) 517-2510 <a href="mailto:jessemscott@gmail.com">jessemscott@gmail.com</a>
---	--	---	--	---

**TORKS Club meetings: The first Tuesday of each month at the Will Rogers Garden Center 3400 NW 36<sup>th</sup> and the Lake Hefner Parkway overpass. Meeting time: 7:30pm to 9:00pm**

The March 04, 2014 TORKS Club meeting was opened by Vice President Mark Grennan.

Tom was AOL, flying the R/C Blimp at the Thunder Game.

George Burton gave the Treasury report, totals up to \$9,516.57. See George for all the details.

Ken Kehlet reported that all TORKS members had received the March 2014 TORKS TALK.

Due to the bad weather, only a limited number of people showed up at the meeting. No door prizes were given out, no Solo or SAD Patches and No Model of The Month Awards.

Saturday, March 15 we were supposed to do some flying and have a Burger Burn. But, before anyone could get set up, Gary Crews noticed some broken tree branches hanging over the tables in the north pit area. The high winds during the past week had wreaked havoc on our shade trees. George got out the hand saw and Gary was the Monkey that climbed up in the tree. The rest of us got to stand around and tell Gary where to cut, how to cut, when to cut, and to be careful.

After the big branch was down, it was cut up and we hauled the remains off into the brush pile to the West of the parking lot. By then, the grill was hot and Steve Carpenter was burning Hot Dogs and Chili for everybody.



Photos by Linda Grennan

#### AMA CLUB CHARTER and TORKS ANNUAL FIELD INSURANCE FORMS:

All AMA Club Charter #1648 paperwork and Oklahoma City Parks Department paperwork has been completed and mailed to the respective recipients. The AMA Insurance carrier will send a copy to the City of Oklahoma City for their records.

#### FROM TORKS PRESIDENT:

Presidents Thoughts for the April 2014 newsletter

Each month I'd like to share some thoughts that come out of our meeting or on things I may observe at the field.

#### **PRESIDENT MISSED THE MEETING!**

Sorry about that! In case you are not aware, my most-fun-ever part-time job is flying the 23-foot long Chesapeake "Big Blue" RC blimp for the Oklahoma City Thunder home basketball games. Last month's meeting on March 4<sup>th</sup> fell on the same night as a home game. Right now I'm the ONLY pilot that flies the blimp on weeknights so I must be at each and every home game. Hopefully I should only miss one or two more meetings because of this commitment.

However, if you are interested in a fun part-time PAYING job flying an RC blimp please talk to me. We can give you a try out this season and line you up for some work next fall. You MUST be able to be at Chesapeake Arena by 4pm on weekday game nights and

should be willing to work until 10 to 10:30 PM. You also cannot have a fear of heights. You must go into the catwalks 95 feet above the game floor before and after each game. Ironically the AMA did an article on my counterparts in another city:

<http://www.modelaviation.com/rcairships>

### USING A SPOTTER

I'd like to thank all of you for your kind remarks and comments that were in response to my article last month. This month I'd like to share my thoughts on a topic that came out of those responses.

Did you know that the ONLY OFFICIAL reference to the use of a spotter by the AMA is for one primary purpose? And that is to watch for full scale aircraft in the area and to advise the RC pilot as to which way to fly to avoid the full-scale traffic.

<http://www.modelaircraft.org/files/540-d.pdf>

Note at the end of the document there is ONE short statement addressing the spotter also advising the RC pilot in the event of a safety issue with another RC plane.

Then on the other hand, you have this sort of data being put out by an AMA endorsed contributor that has all of the PERCIEVED duties of the spotter.

[http://www.modelaircraft.org/insider/09\\_11/Spotter.htm](http://www.modelaircraft.org/insider/09_11/Spotter.htm)

He list SEVEN specific new duties for the spotter, NONE of which have to do with the original AMA intent! He goes on to add "*This is not a complete list of responsibilities that the spotter has...*" He ends with: "*Every field has different rules for the use of a pilot spotter during flight operations. Most fields do not require a spotter when no organized event is scheduled, or the number of pilots flying is low. Other fields require a spotter on all flight activities. Most fields require the use of a pilot spotter during all scheduled events. Do check with your club or field rules about the use of a spotter.*"

It is pretty clear from just this one article that the use of a "spotter" has taken on a MONSTEROUS, undefined life of its own. Who or what a spotter is at an AMA field is solely defined by the people at that field at that time. In my opinion, the problem has arisen because no one at the AMA actually taught what the spotters' duties and limitations actually are. How bad can a poorly trained and executed spotter program be? Here's one case where to fun-loving jet-flying AMA members are suing one another for damages to two jets because of what the spotters did or did not do:

<http://www.rcuniverse.com/forum/rc-jets-120/11592887-ground-collision-bitw-2013-a.html> So if you don't teach a spotter what the duties actually are, then what good is having a spotter who doesn't know their job?

I'd like to remind you of a statement I made last month: If life were perfect TORKS would have only two rules: Number 1 HAVE FUN! Number 2 if all else fails see rule number one.

To add the requirement to use spotters at TORKS would drive the need to CLEARLY DEFINE (i.e. more RULES) as to what a spotter's duties are. And as you can see from the above article, some clubs can get pretty carried away with the duties of the spotter. It has been my experience at RC Scale meets that some clubs are trying to create their own little air traffic controller for each pilot. The problem is none of them know what air traffic controllers actually do and NONE of them want to DEFINE and TEACH what that spotter can and cannot do. Yet a large portion of the RC aviation world simply accepts these people are necessary.

To the point: using spotters at TORKS. We have only four active flying stations at TORKS. This came from the OLD DAYS of 72 MHz where specific minimum spacing

between transmitters was needed to minimize or eliminate harmonic frequency interference. Due to that spacing we were limited by the available space to just four pilot stations. This limitation has worked extremely well, without spotters, for the 19 years I have been active in this club, even on extremely busy, extremely crowded days. It has worked under these conditions because there are only FOUR airplanes, and maybe some helicopters at the north end, in the air at any one time. All four pilots are in shouting distance of one another and it is easy for them to coordinate their actions. There really hasn't been a need to use spotters. And there really hasn't been a need to create another burdensome, (probably unread) set of rules to govern the activities of those spotters.

BUT...that doesn't mean you CAN'T use a spotter at TORKS. YOU are free to take a knowledgeable friend out to the pilot station to act as YOUR SPOTTER. One who acts in the spirit and intent of AMA document 540-D: keep YOUR plane away from full-scale traffic, and if needed warn you of any dangers other RC planes may pose to you. THEY MAY NOT behave like air traffic controllers giving everyone around you instructions and guidance on how to fly. That kind of attitude and "jerk-like" behavior (remember last month's article) are really not welcomed at TORKS.

Once again, thank you, have fun, fly safely and I'll see you at the field. Tom

#### MARCH 22, 2014 SWAP MEET:

Quite a big event with a large turnout hosted by: THE OKC RC FLYERS Club.



Due to construction in the Gym at HIGHPOINTE Church, large rooms were set up and even the wide halls had tables for the vendors.

Lots of merchandise was carried in and out, Airplanes, Helicopters, Boats, Cars, and you name it was exchanged from modelers and want-a-be modelers.

A BIG Thank You to the many workers.





At TORKS Field: Flat Spin Un-recovery



**FUTURE EVENTS:**

APRIL 1<sup>st</sup> Club Meeting  
APRIL 5<sup>th</sup> Indoor Rubber Power Flying

Thanks for looking at the pictures,

Ken Kehlet  
TORKS Secretary & Newsletter Editor for  
2014

---

It is the **Soldier**, Not the President who gives us  
Democracy.

It is the **Soldier**, Not the Congress who takes care of us.

It is the **Soldier**, Not the Reporter who gives us Freedom  
of the Press.

It is the **Soldier**, Not the Poet who gives us Freedom of  
Speech.

It is the **Soldier**, Not the Campus Organizer who has  
given us Freedom to Demonstrate.

It is the **Soldier**, who Salutes our Flag, who Serves  
beneath our Flag, and whose Coffin is draped by the  
Flag, that allows the Protester to Burn our Flag.

**Father Dennis O'Brien**

**US MARINE CORP CHAPLAIN**

**GOD BLESS AMERICA**