



KINGSTON RADIO CONTROL MODELLERS

**MINUTES of the Regular Meeting
Monday, April 20th, 2009**

Called to Order: By Byron MacLean @ 7:39 with 26 members & guests.

SECRETARY'S REPORT: Presented by Wilfred Hill
Moved to accept by: Gary Vincent, Seconded by: Jay Kingston

TREASURER'S REPORT: Presented by Rolly Siemonsen
The bank balance is \$4,466.50 with a book balance of \$4,456.50. The difference of \$10.00 is due to an outstanding check to MAAC for \$75.00 and a deposit of \$65.00. We have a membership of 56, with 7 open and 1 junior memberships renewing at the meeting. The club spent only \$400.00 of its snow removal budget. KRCM has only spent \$55.00 for porta-potti servicing since September.
Moved to accept by: Brian Fisher, Seconded by: Ron Watts

C.F.I.'S REPORT: Presented by Cliff Smith. Training has not officially started yet, but Wednesday evening and Sunday sessions will soon begin. Students will still be assigned a primary instructor, and they will try out the new revised manual and the new student check sheets. Cliff stated that we have about 10 students and only 3 instructors, including the CFI.

C. D.'S REPORT: The Fathers Day fun fly is moving along as planned according to the CD Mike Siemonsen. Spencer Grey has offered to roast up the pig Byron MacLean is supplying. Byron will take on the cooking responsibilities for the giant scale event. The following people have also volunteered to help out with Fathers Day fun fly. Dave Fasken will make up the winner plaques, Cliff Smith will operate the canteen, and Rolly Siemonsen will take on the breakfast cook-up duties both Saturday and Sunday. The entry fee this year will be \$25.00 for both days and KRCM members are encouraged to participate in the event. Rolly suggested that we have the laser guy etch the plaques supplied by Dave Fasken. Rolly will take some samples of oak, cheery, and maple over for testing

MAINTENANCE & PROJECTS: Mike Siemonsen has talked to Gary Gorr about repairs to the clubhouse soffits and fascia. Gary Vincent asked if there was any problem about putting a centerline down the runway. Jim Thompson stated that he has seen small colored flags at the approach and departure end of the runway at other clubs to mark the center. Rene LeBrun raised a concern about the ruts left by the dirt bikes at the west end of the field. Rolly Siemonsen thanked Gord Clifford, Dave Robertson, Peter Wagner and Wilfred Hill for helping with the field rolling. The one driveway post still needs to be replaced, and Wilfred Hill will start the work as soon as the ground dries a bit more. Mike Siemonsen will supply the 8-inch post.

OLD BUSINESS: Rolly reported that it costs \$.50 per minute with a \$5.00 minimum charge for laser cutting of parts.

NEW BUSINESS: Spencer Grey wished to talk about the training manual that he and Jim Thompson wrote in 2004. He wanted to know why the manual was being discarded without discussion. When he was CFI he had 20 students with 8 instructors. The students and instructors were given each other's phone numbers as well as the manual with 13 lessons. Page 5 had a progress check sheet that was to be initialed and dated by the instructor, so that each instructor knew where the student was. There was also a copy of the "Wings" test for reference, and a "Wings" certificate that was signed and dated with a copy going to the club secretary. The manual is concise from start to finish, complete with a glossary of terms and a list of MAAC and KRCM safety rules. There is a blurb for the instructors about teaching etc, and the test for instructors in the back. Following KRCM bylaw Sec 10/7 Spencer flight-tested each student himself as well as administering a 5-minute verbal test. Under the KRCM bylaws dated Nov. 2004, the CFI evaluates and tests all flight instructors, briefs and assigns the students to the instructors, monitors the student's flight training, and maintains the flight training manual. The CFI is responsible for "A" wings flight testing and keeping the records. Spencer stated that he was not aware of any problems with the existing flight manual. Where and why has it gone wrong? He stated that himself and Jim have done a lot of work on the flight manual. Spencer felt "Hammered on the head" by two people at the last meeting and received disparaging E-mails accusing the authors of the flight manual of blocking any changes.

As to the "Blades" program that Spencer and Jim volunteered to organize, they investigated what others had already done. BC has a very elaborated program with the MAAC heli committee somewhere in the middle. Information was received from Claude Melbourne, and Russ Wood was invited to join Spencer and Jim in creating a KRCM program, but they have received no response so far. Byron MacLean said that we don't know what is in the new revised manual yet, but agreed that Jim and Spencer had done on a lot of work in the existing manual. Jim said that the MAAC "Wings" program is almost identical to our present manual and would help ensure consistency. Spencer reiterated that we have to follow our own bylaws to change the flight manual. He also stated that

some clubs have erected 8-foot high netting barriers to protect the main flight line from the heli practice area. Cliff said that a great number of documents have been sent to MAAC by member clubs to be incorporated into their programs, and recommended that Spencer and Jim submit their "Blades" program to MAAC. Dave Fasken asked, "Why exactly are we changing"? Cliff Smith reported that he has completed the first draft of the revised flight manual (Rev II). It is more streamlined and less cumbersome than the older version. It and the new student progress card are in the hands of the instructors for evaluation. Ron Watts stated that he used the existing program to acquire his wings in 2005 and found the manual to be very helpful.

Gary Vincent asked if there was going to be an alternative to pork offered at the fathers' day fun fly? Martin announced that the electric funfly would be held on the last weekend in June (June 27th and 28th), and that Byron would operate the canteen. Rene LeBrun will be submitting the paper work in May to use the Thompson Drill hall from November 2009 till the end of March 2010. Responding to a question about MAAC insurance coverage on KRCM alternate flying sites, Rolly stated that the field, the float fly site on Varty lake, and the indoor flying site at the Thompson Drill hall were all sanctioned by MAAC, but would require warning signs posted while being used for flying. Rolly reported that long time flyer Gord Wallace was selling off all of his R/C equipment on Friday and Saturday. A work party will soon be organized to clean up the field for the flying season. Burgers and or hot dogs would be provided for the workers. A possible date of May 9th was discussed, but an E-mail will be sent out to confirm the date.

WORK-SHOP: Rolly demonstrated more of his laser cut airplanes and parts as well as giving detailed advice on submitting parts to be cut.

Motion to adjourn by: Rene LeBrun, Seconded by: Brian Fisher

MEETING CLOSED AT: 9:38 P.M.

Next meeting
Monday, May 18th, 2009, 7:30 PM
at the RCAFA club