



UPCOMING EVENTS

- August 27th & 28th – Giant Scale Fly-In (Tullahoma, TN)
- September 1st – Membership Meeting (Club Field)
- September 30th – October 1st – MTRCCA Fall Fly-In (Tullahoma Airport)

See www.mprcf.com's calendar page for more information.

www.facebook.com/group.php?gid=123327474373735

August Meeting Minutes

The August Meeting was held at the club field on Thursday, August 4th. The meeting was called to order at 7:03pm by President Jim Powers. There were approximately 20 members present. The July Minutes and the July Treasurer's Report were read and accepted.

OLD BUSINESS:

1. Generator: There was discussion on the club's purchase of a generator. It was decided that the club would purchase one 2000 watt Honda generator capable of being wired in parallel with a second Honda generator. A motion was then made and approved to set aside \$1,500 for the purchase of a second generator, if deemed needed in the future. The second generator could be wired in parallel to produce a total of 4,000 watts. It was agreed that this would be a good cost effective solution. Mike Dunphy volunteered to purchase the generator and Myron Noyce volunteered to use his Camping World discount card to help with reducing the purchase price.

2. Charge Station: Adam Hopkins volunteered to fabricate adjustable metal brackets for the solar panels so that they can be set to the optimum angle throughout the year. Tim DeWitt secured the donation of a battery charger that can be used to top off the batteries when the generator is running.
3. Carport: Jim Powers reported that he spoke with a representative of Allied Waste who advised that he was okay with the club extending the covered area by installing a carport. A motion was made and approved to appropriate \$2,000 for the purchase and installation of the carport. Mike Dunphy volunteered to coordinate its purchase and installation.
4. MTRCCA Fall Fly-In: Members were reminded about this upcoming event and that the club will be doing the cooking. Further discussion was deferred to next month's meeting.
5. Big Birds Over The 'Boro Fly-In: The Big Bird event was discussed. Everything seemed to be set for the event.

NEW BUSINESS:

1. Windsock: The windsock needs to be replaced. Bill Day donated a windsock to the club. So that we have a backup windsock, James Ridley was authorized to purchase one from Family Hobbies.
2. Safety: Dan Wandell touched briefly on some of the safety observations that were mentioned in last month's newsletter.

The meeting was adjourned at 7:58pm.

President Powers' Publishing's

The good flying weather is upon us. If you have been waiting for that perfect flying day get your airplanes ready and let's go flying.

Our Big Birds Over The 'Boro Fly-In is over and it was a great success. I can't say thank you enough to everyone that pitched in and helped or who came out to fly. We had 51 registered pilots for this year's event, despite the rain that lasted for half of the day. There were pilots attending from as far away as Ohio, Kentucky, and Mississippi. The food was great thanks to Myron, Matt, Erin, Vanessa, and everyone else that helped with the cooking.

The Doghouse crew was able to make it this year and they didn't just show up, they came ready to fly. And that is what they did. Along with Carl and the regular bunch they brought some friends from out of state; and, they treated us to some great flying. They arrived on

Thursday, set up and flew, then stayed for the meeting that night then were back again Friday and Saturday flying some more. These guys are what this hobby is all about; fun from the time they arrive until they leave. And they are always there to lend a helping hand if needed. They make me proud to be able to call them friends.

There were a lot of great pilots and great planes at this event and everyone made the best of the rainy weather. When the rain started everyone headed for the food and, like I said before, the food was great. I want to thank everyone that showed up and hope that they will come back next year. I will try and have plenty of sunshine, but no guarantees.

There are a lot of things that have to come together to make an event like this work and we had a lot of our members chip in to help. But the one thing we didn't have was an announcer. A few days before the event I sent an email to Tom Albert III (the voice of choice) asking if he would help out by doing the announcing. He responded within minutes and said that he would be glad to help out. Tom breathes life into an event with that special way he has of describing every little detail. Thanks Tom! I hope you can do it again next year. I will be listening for Tom, the voice of choice, at the Association's Fly-In on September 30th and October 1st in Tullahoma.

I've just got to tell you about one of our members, Stanley ("Smoked-Up") Johnson. About three weeks before the event Stan bought a 40% airplane that needed a lot of work before it would be ready to fly. His intention was to fly it at our Big Bird event. Stan got up early every morning to work on the plane then stayed up late at night to work on it. With the event just a few days away he was getting close but still needed an engine and several other key parts. Stan was able to talk Mike Walpole into loaning him a DLE 170 engine and he was able to come up with the rest of the stuff he needed to make the plane fly. He still had to mount the engine and throttle servo, program the Hi-Tec servo's, and program the radio. On the day of the event there were still several things that had to be done. Stan brought the airplane with him to the event and continued to work on it under his tent in the rain. Later that day, after the rain quit, several of us pitched in to help Stan finish his plane. It was almost dark when we finished everything. Stan did a range check, and we gave it one last once over. Then it was time to give it a try. Stan was tired from all the early mornings and late nights but he was pumped and wanted to watch all of his hard work come together in flight. Did I mention it was getting dark? Up to the starting station and here we go...the engine coughed after about 15 flips then, with the choke off, it came to life after 4 or 5 more flips. The big DLE 170 sounded great, smooth, and strong. Stan taxied out to the runway and got into position, took a deep breath, then away he went. The big bird took off straight and level, then boom, Stan does a snap-roll (what a ham). With only a couple of clicks of trim, the big bird was flying great. After all that hard work I couldn't help but notice the smile on Stan's face. In fact everyone was smiling. Because of the late hour and because Stan wanted to be able to see the plane as he landed it, after just a few minutes he set up for a landing. The approach was perfect and the landing was a greaser. Stan was smiling from ear to ear and everyone was congratulating him on a great flight. This isn't so much a story about Stan, or any one modeler, but about the compassion and drive we all have

put forward at one time or another. Sometimes the rewards are great but sometimes it's back to the drawing board. I guess that's what makes this such a challenging sport.

There was one sad note during the Big Bird Fly-In...Steve Petty and Dick Tonan had a mid-air. Steve's plane got the worst of the deal and was a total loss. Dick, being the gentleman that he is, offered to Steve a check to help replace his plane. Steve, being the gentleman that he is, told Dick thank you very much but I cannot accept it. Steve explained that it was an accident and that both had suffered losses. It hurts to lose a plane; but this shows the character of the pilots involved. Both of these guys deserve praise for their handling of this unfortunate event.

The Tullahoma club had their War Bird Fly-In this past weekend and several of our members were there representing MPRCF. I don't know how many of you have attended an event like this but the Tullahoma club has been doing War Bird events for some time now and they always have a good turnout. This year one of our members, Jim Palmer, took first place in the World War I category with his beautiful 1/3 scale Sopwith Pup. This is the first time that Jim has taken first place in an event like this and he should be very proud. Congratulations Jim on a job well done!

We have purchased a generator for the club, a Honda 2000, along with a cord to connect it to another Honda 2000 which would give us 4000 watts of power. I want to give special thanks to Myron Noyce for his help in buying the generator. He was able to save the club several hundreds of dollars on the purchase. Not only did he save us the money, but he and Mike Dunphy went to Nashville to pick it up. Thanks Guys!

Mike Dunphy has been checking into expanding the covered area that we now have. He has been getting prices on carport type structures that would go between our covered area and the bleachers. I got a call from one of our members, who is a contractor, wanting to know if I would like him to give me a price on erecting the same type of structure that we now have. He called me back a couple of days later and told me that the materials would cost about the same as the carport, but we would need to provide labor to build the permanent structure. The permanent extension would be larger than the carport by several feet, extending almost to the bleachers. The question is: can we get members to volunteer their time to help construct the permanent building? This is something we will need to get an answer to by our next meeting so that we can determine the direction to take on the expansion. If you are willing to swing a hammer, let me know.

Unfortunately, our windsock took a dump! The weather was too much for it and it came down. Bill Day and the Doghouse gang donated a windsock to the club but it needed a ring to be able to mount it. In the meantime James Ridley, our field maintenance officer, ordered and installed a windsock from Family Hobbies. It is a great looking windsock, thanks James.

Our membership is growing and I have been seeing a lot of new faces and aircraft at the field lately. The electric crowd likes to come out later in the day and fly when the winds are calmer. Mike Dunphy and Matt Collier have been keeping busy training new pilots. Mike will

be at the field on Wednesdays, weather permitting, and we will have an instructor at the field on Sundays, weather permitting.

Ok, that's going to do it for this month. Make someone happy...teach a kid to fly.

Jim Powers
President, MPRCF



Big Bird Fly-In south flight line



The Doghouse crew's new Super Canopy!



Big Bird Fly-In flight line during the rain



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