



Direct Connection

February 2023

The Official Newsletter of

AMA Charter Club 2839 – Knights of the Round Circle

Los Angeles County Parks Community Partner club 103



KOTRC 2023 Club Officials

President	Gary Akers	951-880-7957	garyandpat123@sbcglobal.net
Vice President	Steve Minchella	(909) 591-3717	steveminch@hotmail.com
Treasurer	Greg Carter	(714) 307-3040	coolcarters@sbcglobal.net
Secretary	John Wright	(714) 204-7781	jowright@hotmail.com
Safety Officer	John Wright	(714) 204-7781	jowright@hotmail.com

KOTRC Club Meetings are held at 4119 W. Commonwealth Ave., Fullerton CA the second Tuesday monthly starting at 7PM and usually ending by 9PM-visitors are welcomed. (Location is just west of the airport control tower)

President's Corner

by Gary Akers

Happy New Year to All!

Thanks to Clint Brooks for stepping in as newsletter editor and John Wright as secretary for this year. Thanks also to Steve VP and Greg treasurer. This is my first time as a club officer.

First, a little bit about me. I've been flying control line since I was a kid; combat, rat-race and stunt; but mostly stunt in recent years. I've attended the Nats in Chicago 72', Riverside 77' and Seguin Texas 81' and the first Vintage Stunt in 89' (many since) and lots of local contests.

I have enjoyed being a member of the Knights. Club meetings are a great way to see what other flyers are doing during show and tell and visiting with other flyers. We have a variety of interests in the club. Speed, combat, racing, stunt, and carrier. You can fly with others at the Whittier Narrows control line site including the Friday flyers for those that are retired (no park fee on Friday). You can get an annual pass through the park if you're a club member.

The goals I would like the club to consider for this year include recruiting new members, including more field activity photos for the newsletter, and creating some sort of training/education program.

Just a reminder to renew your membership and contact information if you haven't already.



Knights News

by Clint Brooks

This is my first newsletter on behalf of the Knights of the Round Circle model airplane club. Some of you may know I also author the newsletter for the SCAMPS Free Flight model airplane club, so I'm not new to this activity. A newsletter is the glue that keeps a club together and fosters growth and communication, and my goal in this role is to expand this concept in an effort to broaden the appeal of control line flying and the Whittier Narrows flying site we currently enjoy. I urge everyone reading this newsletter to consider contributions on any subject related to control line flying, speed, stunt, combat, carrier, scale or just sport activity; whatever interests you and possibly others. Construction projects, materials and methods are also welcomed as I will feature a section named 'Nuts and Bolts' to help capture the things that motivate us all.

I'm hoping our scope will expand in the coming months as we head into the contest season and possibly explore new monthly club activity ideas. If you have thoughts on this please share them.



I'm also going to host a newsletter section related to the LACP Community Partner program and what can be done to get our club into some of that limelight and attract new interest to the hobby. It's an untapped opportunity at this point, and could lead to some rewarding activity for the membership.

If you are not current on your club dues, you will not be on the 2023 club roster provided to the WN Park office. And if that happens, you won't be eligible for the discount the park gives the club for a yearly entrance pass. If you fly the weekends, it's a good deal, and it allows you multiple entries the same day instead of paying a tax each time you enter, say on a contest day and you are on your way out to pick up grub and return to the contest. You know how that goes, so think about it as value added to your membership in general. The roster gets turned in this February, so procrastination is not going to serve you well.

January Meeting Minutes

KOTRC Meeting Minutes - Jan. 10, 2023

Meeting called to order at 7:08pm

Pledge

Attendance – 11 members present. 2022 Club officers present; Clint Brooks, Greg Carter, Steve Minchella and Mike Alurac. A quorum was met.

Guest – Pat Akers

Club Elections – 2023 President John Wright nominates Gary Akers for President. Seconded by Greg Palowski. Voted for by all present. Secretary – Mike Alurac nominated John Wright for club secretary. Seconded by Greg Pawlowski. Voted for by all present. Please welcome your new club officers for 2023 President Gary Akers, Secretary John Wright. Vice President Steve Minchella and Treasurer Greg Carter hold their respective positions for one more year. Past president Clint Brooks presented Steve Minchella the President's Choice award. Also presents past club officers with appreciation plaques recognizing their contribution to the club.

Show & Tell

Clint Brooks – A Wild Bill Netzeband, KOTRC Lifetime member and AMA Hall of Fame member, designed Fierce Arrow 400. He plans to electrify it and finish using doculam and doped tissue. It features vacuum formed cowlings. Also neatly fabricated fillets using 1/32" balsa lightly moistened and formed neatly fit into place.

John Wright- A box full of affordable engines for sale. "Plenty of cheap junk" he states with engines ranging from 19 -40. See John Wright for a listing of what he has available.

Greg Pawlowski – A Tootsie Pop wrapper with a kid flying a model airplane. Also, an online, new in box find on E-Bay of a Fox 35 Stunt. Greg also brought his recently completed build of a "Sr." Satan he aptly named his new 15% enlarged recreational stunt combat inspired plane. Powered by a



Fierce Arrow 400e



Super Satan

Fox Combat Mark VI prepared for him by Don Repp to include new bearings and a double bubble head. Covered in Hangar 9 translucent yellow covering and decorated with vintage Satan decals color copied onto clear label stock at his local FedEx Office.

Gary Akers – Gary brought with him this evening an RC sailplane free for the taking. Also copies of control line club newsletters with one from Finland covering the recent KOTRC Money Nats. Then another newsletter featuring Knight Steve Harris. Also, a recent copy of PAMPA Stunt News Issue 4.

Treasurers Report – The club is in good financial shape as of this evening. Profits from the Money Nats was recently deposited into the club's coffers further strengthening the club's finances.

Old Business – Grass circle cement pilot pads??? Maybe, possibly? Will this important safety enhancement ever come to fruition? Stay tuned...

New Business – Upcoming expenses for AMA charter renewal, insurance, contest planning, events and dates are at the forefront needing action soon.

A motion was made to set a budget for flying field maintenance by Mike Alurac. Seconded by Greg Carter setting a budget for field upkeep for the upcoming year. After a bit of discussion, it was approved by all present per John Wright's suggested budget of \$1000.

Clint Brooks was appointed LA County Parks liaison by club president Gary Akers to continue his ongoing liaison for KOTRC as a community partner organization with the LA county program parks program.

Meeting adjourned at 9pm.

Community Partner News

by Clint Brooks

In 2022 the Los Angeles County Parks and Recreation office announced a Community Partner Program for all L.A. County Parks. This effort was stated as something that would improve ties to the communities surrounding the park areas and also provide some structure for income and donations coming into the park to help augment the budgets in place for LACP to use in its General fund and other financial support units. At least that is the stated purpose from what I understood. With this plan came a long list of facility use fees for all the different LA County Parks, of which there are a considerable number. The fee structures have three levels for each, one for an Individual, another for a Community Partner, and a third for a Core Community Partner. These fees are targeting large groups or corporations that want to have significant facility use such as a music festival or other large crowd generating activities, to smaller groups that maybe don't have the large financial capacity to put on significant money generating events, and to an individual person who may want to have reserved use of a facility. It was a bit confusing to understand the hierarchy, but it seemed like model airplane clubs were going to have to pay a significant daily use fee to conduct contests, AKA "events." This was how it looked viewing in from the outside and wondering what we were going to do to continue holding contests at the WN flying site. Rather than ponder and argue about what it meant, we decided to move forward and apply for recognition as a Community Partner, as that description appeared to fit best for our club, and seemed to have the best option in the new fee structure. As we had contests coming up in the summer and fall after the covid shutdown ended, we wanted to be legally ready to hold our events.



Plus, it cost nothing to apply and gain the recognition if we could, and at least be prepared to face the music on the fee structure.

In the end, we must have been low hanging fruit for the LACP CP office to deal with and they gave us the designation as a Community Partner, assigned number 103 in the roster of organizations recognized by LACP. This happened the month prior to our Palmer/Knights Joust event in August, so we were officially recognized for our contest plans and schedule for 2022, which we had submitted as part of the application process.

Fast forward to 2023 and we completed all the events we had submitted for. In all cases, the fees were waived by the WN park office, which was unexpected and very much appreciated. I believe there is some realization that we are a very small bug in the pond for generating much of a return for the park based on flying contests, and the recommendation was made to waive the fees. We are currently trying to get our contest schedule to park management to once again get the plan agreement and move forward with the 2023 season. The fee requirement is still not completely resolved, and it could be there will be another recommendation to waive our event fees, or the fee structure could be reduced or maintained. I suppose the history of 2022 will guide the CP program in this decision.

On the other hand, being in the position of a Community Partner should open some new communication opportunities for the club to reach out and share what we do with the general public viewing the LACP website looking for activities going on in the park system. As we all realize, control line flying activity is mostly invisible to the community at large, and short of going out onto Rosemead and flagging down traffic with a signboard dancer that control line flying goes on here, there is nothing we do to promote our club in its current state. I plan to use this newsletter section to communicate what is going on in this regard and what we can do to flourish under the Community Partner paradigm. I know some of the membership may turn up their nose at this idea, but it's a real opportunity that some of us are going to want to explore. If you want to help in the coming months, stay in touch with me.

Nuts and Bolts

by Clint Brooks

I hope this column will find life and have regular input from members and friends. The content can be on any subject concerning project builds, design efforts, materials, and methods, whatever cool thing you have to share with others so we can all build as good as you. Or at least spread the knowledge around which is one of the benefits of being in a club like this.

With the thrust of the commercial side of the hobby moving away from building skills and focused on wallet skills, this area will be a place most of us can reminisce who are old hands at building and flying model aircraft, and probably a revelation to people looking in and realizing there is far more to the hobby and it's enjoyment than shelling out bucks for a ready to fly airplane. Let's hope the seed gets planted and the tree grows a little bit longer while we are still around. Submit your short tip write-up, pictures, and other essays you care to share. It's not limited to one submittal per month, and showing multiple submissions should be interesting.

This month I'll kick it off with some notes on designing and building the *Fierce Arrow 400e*.



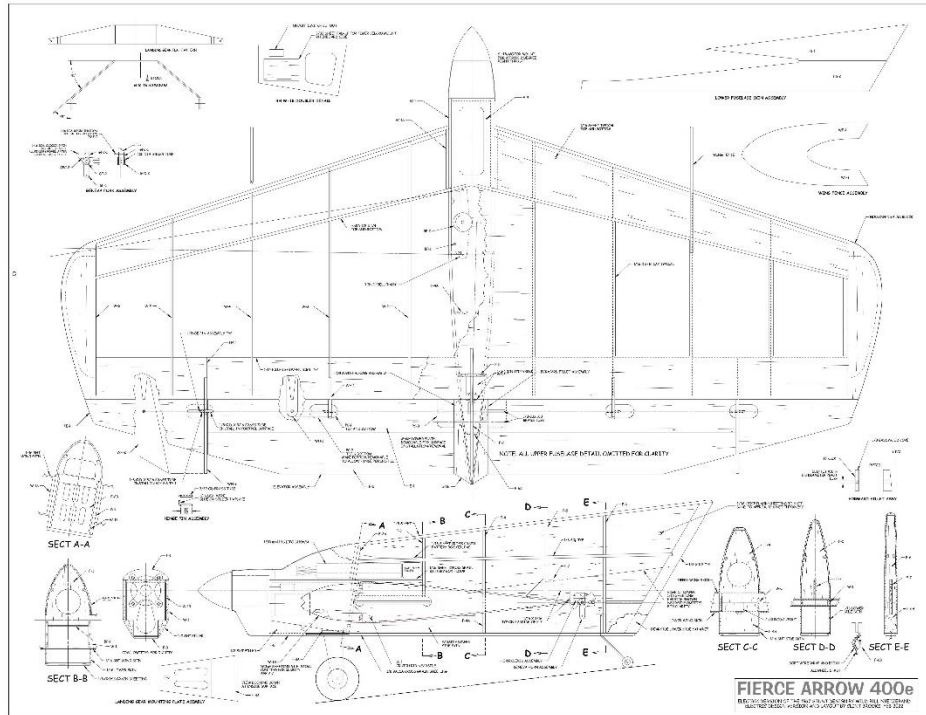
My version of the *Fierce Arrow* design comes from the Model Airplane News article from May 1968 where the .15 size FA 400 was published as a plan set. Back when that magazine came in the mail, I was a young man just starting high school, and both my brother and myself were model airplane nuts from a much younger period. We had a group of neighborhood boys that also flew control line models, and we spent much of our summers building and flying when we weren't fishing and swimming. Those were great times, for sure. My brother and one of the friends decided to split the job and build the Fierce Arrow using an Enya .19 for power. This was probably the nicest model airplane engine I had ever seen in person at that point, compared to the ratty McCoy and Fox engines I was campaigning in various ukie models. The two finished the model in fairly fast time, considering the scratch build and the skill level we were at. I remember it being a brown and orange sunburst pattern, with the huge elevators slightly warped from the doping process. Despite any flaws, the model was successful and flew many times that summer, and the next. Eventually something happened and it ended up in long term storage to a fate I know not of as I had left home for my own life by then. However, the happiness of watching it get built and flown has always been with me.

In the last few years the memory of this design kindled a new enthusiasm to build another one. I poked around on the internet and found some data on the magazine and the plan. Someone had scanned the MAN plan and I was able to get a screen grab of it. This was useful to play with as I could scale the image until I had something that appeared to be close to scale, based on items shown on the drawing that were useful to gauge scale against. It wasn't perfect, but reverse engineering something is never perfect, but it was the origin of what I ended up with as a bona-fide 2D CAD drawing to use for part definition and construction. Once I had traced the basic layout of the airplane geometry and had the key characteristics established, I was able to fill in the blanks from just referencing the MAN drawing for details.

The model design is very monolithic in nature and a complex study to determine just how it was to be assembled. I'm not ashamed to say it probably took at least 60 hours of really intense scrutiny and drawing layout activity to get the concept planted in my head. I was even more impressed my brother and his friend figured it out in junior high school!

My plan was to set it up for .15-.19 gas as shown on the original design. Then fate stepped in and drove it toward an alternate configuration. When Larry Renger sold me his incomplete RSM P-51 electric profile stunt model with all the components, I thought I would just finish up what he had started. But that little .15 size profile model didn't have a neat way to package a bulky lipo battery, a clunky ESC and the electronic timer. I struggled with that and ultimately decided to modify the wing center section to allow the lipo to fit inside and stow approximately at the center of gravity which was a real key achievement for that model design. However, as I progressed I became less enchanted with the model, and knowing it was heading for the trash can as a never to be completed effort, I gave it some thought. Then I remembered the FA design and realized it would be a perfect airframe to easily house everything into a sleek and tidy .15 size model. As I had already made significant progress on the gas-powered version, I saved a copy of it and started adjusting things to make it an electric conversion. By and large this went easily, and my enthusiasm swelled to get the design done and some parts cut for a prototype. Sounds like it happened all at once, but in reality, this stretched over a two-year period, and I didn't start building it until November of 2022! So many airplanes, so little time. That is the problem with us-we won't live long enough to build everything we think about or have in our workshops already.

Next month I will get into the build of the FA 400e. I did take the time to photo document the build so there is something to view that goes with the rest of the story.



Fierce Arrow 400e design layout by Clint Brooks

Contest News

Mike Alurac sent some information regarding the 2022 Miniature Combat Association Top 20 control line combat pilots. It appears the Knights have some of the highest rated participants in the country! Below is the numeric order of the rankings with names. Congratulations on these standings-it's a lot of work to stay on top of your game! For more details on this you can visit this link: <https://www.facebook.com/groups/flymaca>

All the tabulations have been made and Congratulations to our new 2022 overall Top 20 champion Bob Mears!

Overall Top 20

<u>Rank</u>	<u>Name</u>	<u>Score</u>
1	Mears, Bob	1267
2	Wilcox, Russ	1136*
3	Johnson, Jeff	902
4	Fischer, Dave	857
5	Carter, Greg	724*
6	Minor, Andy	723
7	Minor, Cary	706
8	Mears, Andy	634
9	Maywald, Bill	545*
10	Machen, Greg	408
11	Alurac, Michael	393*
12	Jensen, Donald	380*
13	Rudner, Chuck	319*

14	Stas, Brian	288
15	Stubblefield, Richard	280
16	Kinder, Dan	279
17	Athans, Pete	278*
18	Simpson, Neil	220
19	Delgado, Arnie	211
20	Silva, Leonardo	197

Knights Recognition Honors

Mike and Pam Jones

The Knights owe Mike and Pam our humble appreciation for handling the newsletter duty for as long as they did. It's one of the most thankless and time consuming job anyone can take on in a club, as you have to turn out some form of thesis each month. It does not seem like much, but you can count on three or four evenings each month spent on composing and organizing what little you get from people. It's surprisingly rewarding though, and I hope both Mike and Pam got something out of the effort they put into it. It was certainly a pleasure to receive a newsletter each month- wishing them all the best in their future endeavors.

For future issues of the newsletter, if there is someone you would like to recognize in writing, please email me the name and what the recognition is for, and I will make sure we capture it for all to see.

Control Line Club Contest and Event Schedules for SoCal Region

Knights of the Round Circle Sanctioned Contest Schedule for 2023				
Mo	Day	Event	Location	CD
Apr	29,30	Palmer Memorial	Whittier	TBD
Aug	19,20	Knights Joust	Whittier	TBD
Nov	10,11,12	Money Nats Combat	Whittier	TBD

Valley Circle Burners Sanctioned Contest Schedule for 2023				
Mo	Day	Event	Location	CD
May	21	VCB Spring Contest	Apollo Field	TBD
Jul	12	VCB Club Picnic and Mid-Year Meeting	Apollo Field	TBD
Aug	12	Beginners Training Day (Tentative)	Apollo Field	
Oct	8	Hi Johnson Memorial	Apollo Field	TBD
Nov	12	1/2A Non-Contest (VCB Hosts)	Apollo Field	

Speed Fliers of Southern California Sanctioned Contest Schedule for 2023				
Mo	Day	Event	Location	CD
TBD	TBD	TBD	Whittier	TBD
TBD	TBD	TBD	Whittier	TBD



Whittier Narrows Park Map showing Control Line Flying Site Location

Note to visitors

The park entrance is off Rosemead (164), North of the Westbound 60 Fwy off ramp to Rosemead Blvd.

Weekdays are free park entry; weekends and holidays there is an entrance fee.

There is a gravel parking area along the fence line south of the control line flying field area. This is shared with the tether car track operation that is directly adjacent to the paved control line flying site. As you come west on Loma Ave to the bend heading North, there is an entrance gate next to the bike path. If it is open you may enter to park. If it is locked, you will have to park further north near the restrooms and Radio Control operating area and walk in from there.

Friday, Saturday and Sunday mornings are the best times to observe control line flying. It is best to contact a club member and coordinate your visit with them if possible. We look forward to meeting you!