

# ***Unlimited Scale Racing Association Board Meeting Minutes***

March 23, 2016

## **I. Call to order**

Terry Raymond called to order the regular meeting of the USRA Board at 5:37 PM (MST) on March 23, 2016 via Open Voice audio conferencing.

## **II. Roll call**

Terry Raymond conducted roll call. The following persons were present:

Present: Terry Raymond, Chuck Hebestreit, Peter Goldsmith, Jeff Wheless, Kellie Raymond

Invitees: Terry Raymond, Chuck Hebestreit, Tony Husak, Peter Goldsmith, Jeff Wheless, Kellie Raymond, Kelly Hartranft

## **III. Approval of minutes from last meeting**

Minutes from previous meeting were emailed to each board member, approval received via individual email response. No changes - *Minutes Approved*

## **IV. Financial Report** – Given by Terry Raymond for Kelley Hartranft

- a) Expenditure overview Jan - March, 2016
  - None at this time
- b) Income Overview
  - Memberships           \$900.00 (18 memberships received)
  - Trailer Fund           \$770.00 (received with membership renewals)
- c) Awards Account balance: \$103.14
- d) USRA Checking Account balance as of March 2016: **\$5017.87**

## V. Old Business

a) Annual Rules Review – *The following rules changes were “approved” by the USRA Board*

- **RULE 4.12.1** - All pilots must be a current USRA member, show proof of Small UAS Certificate of Registration, and when required, AMA members in good standing, in order to participate in USRA sanctioned events. It is highly recommended that all flight line team members join both organizations.
- **RULE 12.1 / 12.5.2 / 12.5.3** - The use of Electrical Motors in the Sportsman Class (2 minute class)

### 12.1 Introduction

The following rules and specifications are for the Sportsman Class.

The Sportsman Class exists for ~~piston-driven~~ propeller-driven aircraft designs and requires a minimum wingspan of 80 inches.

12.5.2 Aircraft must be propeller driven, electric, ~~with~~ piston, or rotary engines.

12.5.3 Engine weight on single engine aircraft may not exceed 14 lbs. Twin engine aircraft engines may not exceed 9.5 lbs. per engine. Engine weight is measured with the engine out of the aircraft in a "ready to race" mode, i.e. if you need the item to race, it must be included in the engine weight. Engine weight does not include ignition modules, batteries, wires, exhaust system, propeller, spinner, spinner back plate or prop nut. A propeller shaft extension is included, if used as part of the engine, is included in engine weight. ~~Electric power systems will be allowed. Motor and battery combined weight shall not exceed 14 pounds. Battery capacity should be sufficient for 7 minutes of flight time.~~

- **RULE 13 - USRA Provisional Class: Warbird**

### 13 Timeframe

The Warbird Class will remain Provisional at least through ~~2015~~ 2016

13.4 Electric Motors – Electric power systems will be allowed ~~at a maximum of 3800 watts.~~ Motor and battery combined weight shall not exceed 14 pounds. Battery capacity should be sufficient for 7 minutes of flight time.

- **RULE 13a - USRA Provisional Class: Sport Formula One**

### 13a Timeframe

~~The Sport Formula One Class will remain Provisional at least through 2013.~~ Any Sport Formula One airplanes will now race in the Sportsman Two Minute Breakout Class.

13a.4 Electric Motors - Electric power systems will be allowed. Motor and battery combined weight shall not exceed 14 pounds. Battery capacity

~~should be sufficient for 7 minutes of flight time. Electric motors will be allowed to use a maximum battery power of 3100 W. Maximum Battery Power is defined as the current times the voltage drawn from a fully charged Battery Pack with the electric motor mounted in the aircraft operating at full power while being held in place on the ground.~~

- **RULE 14.3.10 – Transmitter Impound Area – RULE REMOVED**
- **RULE 14.4.12 – Flight line to transmitter impound station 400 feet – RULE REMOVED**
- **RULE 15.15.3.5 - You fly a 360-degree circle immediately prior to the Start/Finish Line. (In order to clarify this rule, You may turn out away from the pilots station prior to the start clock reaching zero, establish a straight line back towards pylon two and then make your final turn towards the Start/Finish line at or near pylon two. This cut will be called by the Contest Director or the Flight Line Judge if deemed unsafe”).**
- **RULE 15.16.3 - Two alternate aircraft will be staged in the event that one or more of the finalists are unable to compete. Both alternate aircraft must be running prior to the completion of the two-minute countdown clock. If the 5 primary aircraft are airborne ~~with their engines running~~ at the completion of the two-minute start clock, the alternates should shut down and clear the start line. If the primary planes are unable to become airborne at the completion of the two-minute start clock, an alternates will be used. Alternates are not to be used for a Dead Stick aircraft. Be prepared to launch at the Flight Line Director’s direction. Safety and good headwork are paramount in this dynamic situation. Follow the Flight Line Director’s directions!**
- **RULE 12a - Sportsman Pro Class (NEW CLASS!!)**

**12a.1 Introduction**

The Sportsman Class exists for propeller-driven aircraft designs and requires a minimum wingspan of 80 inches.

**12a.2 General**

12a.2.1 Subjects need not have been entered in closed-course racing events, but must have been built and flown since the beginning of 1930.

12a.2.2 Aircraft that are eligible to race in other USRA classes may also be entered in the Sportsman Class. These aircraft must meet all Common Class Rules as well as Class specific rules.

12a.2.3 Aircraft are not limited to current USRA approved airframes, but must meet the minimum 80” wingspan requirement. Aircraft must meet all Common Class Rules with the following exceptions.

12a.2.3.1 Common Class Rule 4.14 – Race numbers.

**12a.2.4 Racing Procedures**

12a.2.4.1 A raw time of less than 100 seconds will result in zero (0) points for that heat race.

12a.2.4.2 Pilots must not deviate from the racing line or engage in time-stalling behavior during the race, unless in an emergency situation. Obvious time stalling will result in a warning from the CD. Issuance of a second warning during the same heat race will result in zero (0) points for that heat race.

12a.2.4.3 Use of any form of timing device during the race by pilot or caller is prohibited. Timing usage will result in zero (0) points for that heat race.

12a.2.4.4 Pylon cuts will be penalized by the addition of 15 seconds to the raw time. More than 2 cuts will result in a zero round.

### **12a.3 Weight**

12a.3.1 Minimum aircraft weight is 12 lbs. (dry). Maximum aircraft weight is 55 lbs. (wet).

12a.3.2 Aircraft weight may be verified at any time during a race.

### **12a.4 Wing Specifications**

12a.4.1 Minimum wingspan of 80 inches, regardless of aspect ratio.

### **12a.5 Engine Specifications**

12a.5.1 Maximum allowable engine displacement is 400 cubic centimeters.

12a.5.2 Aircraft must be propeller driven, electric, piston, or rotary engines.

12a.5.3 Engine weight on single engine aircraft may not exceed 14 lbs. Twin engine aircraft engines may not exceed 9.5 lbs. per engine. Engine weight is measured with the engine out of the aircraft in a "ready to race" mode, i.e. if you need the item to race, it must be included in the engine weight. Engine weight does not include ignition modules, batteries, wires, exhaust system, propeller, spinner, spinner back plate or prop nut. A propeller shaft extension is included, if used as part of the engine, is included in engine weight. Electric power systems will be allowed. Motor and battery combined weight shall not exceed 14 pounds. Battery capacity should be sufficient for 7 minutes of flight time.

12a.5.4 Engines must be neatly cowled where possible with no more than 50% of the cylinder head length projecting outside the cowl (measured from the centerline of the output shaft to the top of the cylinder head).

### **12a.6 Exhaust Systems**

12a.6.1 Exhaust system components (headers, mufflers, tuned pipes, etc.) may not protrude from the airframe more than 30% of their total length. If the exhaust system is not greater than 8 inches, any or all of it may protrude or be exposed.

### **12a.7 Landing Gear**

12a.7.1 All aircraft must use scale-like retractable or fixed main landing gear as appropriate to the aircraft modeled.

12a.7.2 Landing gear must be of sufficient size and strength to permit takeoff, landing and taxi in a reliable manner.

12a.7.3 Tail wheels must be installed and steerable, but do not have to be retractable.

### **12a.8 Airfoils and Planform**

12a.8.1 Wing and tail group airfoils suitable for model aircraft may be used. Wing and tail group planforms should follow scale planform, chord, area, etc., of the full size subject.

12a.8.2 Tail area may be enlarged to insure stability as long as planform is preserved.

12a.8.3 Control surface dimension may vary as long as planform is preserved.

- Rule 17.1.1 - World Records will be kept in all USRA approved racing classes. In order to set a new USRA World Record, a pilot must fly a complete 6 lap heat race or trophy race during a scheduled USRA event with no infractions, ~~make a run~~ quicker than the existing record. ~~and back up that run with another within 3 percent at the same event. Both heat races and trophy races qualify as potential back up times.~~
- RULE 17.2 – Existing Records
  - 17.2.1 All world records will remain as they are.  
~~17.2.1—All classes except Unlimited~~  
~~—17.2.1.1—All world records will remain as they are.~~  
~~17.2.2—Unlimited class~~  
~~—17.2.2.1—This class will have a new record established at the first race in 2011. The existing record (prior to 2011) will be kept in place but noted as being pre 2011.~~

- b) New USRA Forum – The newly updated USRA Forum is up and running! Be sure to let Tom Easterday know if you have any suggestions or questions.
- a) Timing and Scoring Equipment – After our 2015 October race we noticed that some of the data was missing from the scoring sheets, specifically turn times. Tom Easterday and Martin Treat continue to work together to ensure our race equipment and software are in fine working order and are also procuring spare parts to help reduce or eliminate downtime during races. - *Discussion to continue at next Board meeting.*
- c) Trailer for USRA Race Equipment – We have currently received \$770 towards the purchase of our race trailer through donations received along with membership renewals. Thank you to those who have donated so far! Several members will be attending the Castle 2016 2<sup>nd</sup> Annual Giant Scale Fun Fly in May where along with a USRA informational booth we will be raffling off a Hangar 9 Valiant kit which was donated by Horizon Hobby, a DA 35 Engine donated by Desert Aircraft and a Futaba 8 Channel Radio donated by Hobbico. We truly appreciate our sponsors and their generosity in helping us reach our goal!
- d) USRA Demonstration at Castle – Several members will be attending the Castle 2016 2<sup>nd</sup> Annual Giant Scale Fun Fly, May 26<sup>th</sup> – 29<sup>th</sup>. USRA will put on a mock race demonstration and provide an informational booth during the event. It was suggested that during our demonstration we have USRA promotional flyers available for handout and at our booth.

## VI. New business

- b) Treasurer – Our Treasure, Kelly Hartranft, has resigned her position of Treasure with the USRA. Terry Raymond suggested that Kellie Raymond would be willing to take over the position as long as the Board felt there was no conflict of interest. There were no concerns from the Board. Kellie Raymond will now assume a Treasure/Secretary role. – *Approved*
- c) USRA Equipment Trailer – The research that has been done on costs for the trailer is approximately \$3500 unless we can find a suitable used trailer. Terry & Chuck are coordinating on this research. – *Discussion to continue at next Board meeting.*
- d) 2016 Rabbit Race – Terry will be coordinating with Dan Egelhoff on acquiring BLM permits for the Rabbit Dry Lakebed use. It was suggested that we try to lock down a multiple year permit. - *Discussion to continue at next Board meeting.*
- e) Race Pylons – Jeff Wheless will research and come up an alternative LED lights to replace the standard lights in the pylons. - *Discussion to continue at next Board meeting.*
- f) Spare Parts – Terry Raymond along with Chuck Hebestreit will work together to acquire spare parts for our race equipment. - *Discussion to continue at next Board meeting.*
- g) Mentor Program – There was discussion on how to help first-time pilots who are interested in the sport. Peter Goldsmith suggested a mentor program by assigning first-time pilots to a Team during the race, it would not only help assist them with the racing process but insure a great experience and success. - *Discussion to continue at next Board meeting.*
- h) Race Advertisement – Getting USRA back into the magazines. Terry and Chuck will research and follow-up with a 3 month advertisement in the AMA magazine. - *Discussion to continue at next Board meeting.*

## VII. Adjournment

Terry Raymond adjourned the meeting at 6:42 pm (MST).

Minutes submitted by: Kellie Raymond