



# CONTACTS

9 Years a Gold Leader Club

The Official Newsletter of KCRC  
An AMA Chartered Club #390 for 70 Years

Nov/Dec 2024

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[www.kcradiocontrol.com](http://www.kcradiocontrol.com)

## Season's Greetings!

Hello, fellow R/C enthusiasts!

My name is Edwin Chavez, and I'm honored to serve as the president of the Kansas City Club Association (KCRC). My passion for remote control aircraft started when I was just 7 years old, and although I've only been deeply involved in the hobby for the past 4 years, I've explored nearly every discipline within the R/C airplane world. From Warbirds and Turbines to the Prehistoric times before R/C of Control Line Combat, it's been an amazing journey. Watching our club grow over the past three years has been a truly rewarding experience, and I'm grateful to be part of such a diverse and passionate group. Whether you're into gliders, scale models, or other types of aircraft, we all share the same love for R/C flight.

As president, I want to emphasize that our club thrives when all members stay engaged and contribute. Whether this is your first year with us or your tenth, it's important that we all pitch in to help out. The more members involved during our events—whether it's setting up, assisting during the event, or helping with other tasks—the smoother things run for everyone. Volunteering ensures that we can continue to host successful and enjoyable experiences for all members.

In addition to volunteering, let's always keep safety as a top priority, especially when we're in the air. Adhering to safety guidelines is crucial for ensuring everyone has a fun, safe experience, and helps maintain a positive environment for all members.

Above all, let's continue to focus on what makes this hobby so special: the fun! R/C flying is an exciting, rewarding pursuit, and no matter your experience level, the joy of flying should always be at the heart of what we do.

Thank you to all who volunteer and stay active within the club—your involvement is what keeps our community strong. I'm excited for the year ahead and the events we have planned. If you have any ideas, suggestions, or just want to chat about R/C flight, please feel free to reach out.

See you at the field!

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President Elect Edwin Chavez Doing His Thing  
with his foamy DR-1

**September 18<sup>th</sup> Club Meeting**  
**This will be the last meeting at the Field**  
**for this Season**

## A Few Memories of Fred Hulen, 1939–2024

By Jon Britt

I was asked to pen an article for the *Contacts* about our dear friend Fred Hulen so newer members of KC/RC can know who Fred was a bit better, and long-time members can remember some of the contributions to R/C modeling and KC/RC that Fred gave to us all. There are certainly thousands of stories and memories that could be shared, but it would take an issue of the *Contacts* that would rival the Gutenberg Bible in volume to capture everything and to do justice to it all. I have collected a few of the most significant events, and my favorite memories to share with our KC/RC membership and all readers of the *Contacts* who knew Fred. Here goes....

On November 10, 2024, KC/RC lost a revered member of over 55 years. Fred Hulen was an outstanding flyer and modeler, a friend to all, helping anyone who asked. His building and flying skills were first rate, earning him many regional and national awards throughout the 1970s and 80s in both pattern and scale competition events. He was a dedicated member of KC/RC working hard for over five decades to see the Club succeed and thrive.

Fred joined KCRC in 1969, building a Midwest *Sky Squire*. It was guided by a 6-channel *Micro Avionics* digital proportional radio operating on 27.095MHz ("Orange"). He commemorated the initial flight date on the side of the fuselage, 3169NC (March 1, 1969). As most trainers of the day, it didn't last too long. Undeterred, Fred build another and soon mastered his basic flying skills.



His next step into a higher performance airplane was a model called *RCM X-pert*, published in *R/C Modeler Magazine* in May, 1969. Built from scratch in late



*Fred and RCM X-pert*

1969, and from only plans, Fred began honing his



*Fred's Sky Squire*



*Charlie Reed and Fred, "Puttin' in a Barn Burner"*

mastery of aerobatic maneuvers and executing countless touch-and-goes perfecting his landing skills. During this time, he coined the now familiar cry, **LOWER!!!**, making lower and lower passes down our, then, 400' x 100' chat/gravel runway, and most all passes were inverted! It became a game between Fred and fellow KC/RCer George Berlekamp to try to drag the top of the fin on the runway. There were successful "scrape the rudder" passes, but far more unsuccessful ones. The **RCM X-pert** met its end in a mid-air collision with Fred's flying buddy, Dick Hulse (Jim's dad). They both went on to have several "airborne commingling of parts" (as Dick called it) over the years. No one would fly when either Fred and Dick were in the air.



*Steve Engleman's El Gringo, OS 60 Gold Head, ProLine radio (closed gimbal), 1972*

The Pattern flying bug bit Fred hard, and spurred on by Charley Reed, Fred started competing in regional pattern contests. In 1970-71, Fred, and host of others, began building the hot pattern ship of the day, **El Gringo**, a 72" wingspan, 60-size, foam and fiberglass model. Fuselages were laid up in a red or blue (and white) metal-flake gelcoat. Gorgeous! This model was flown in competition by several KC/RCers including Fred, Tom Cook, Steve Engleman, and Les Smith, just to name a few. A great model! Fred advanced through the competition classes rapidly, placing in,

and later winning, numerous pattern events in the Midwest.

R/C modeling wasn't confined to pattern flying for Fred. He also was drawn to R/C scale models where his pattern flying skills served him well. Unquestionably, the *Supermarine Spitfire* was Fred's all-time favorite airplane. So, of course, in 1971, he started building, from scratch, an AMA Scale (known as precision scale) **Spitfire Mk.IXc**. Not only was it built from scratch, he also carved the plug, made the mold, and did the fiberglass lay up for the fuselage. It was equipped with a Merco 61, ProLine radio, and Kraft electric retracts. Fred went on to win a national



level scale event in Phoenix, AZ, in the winter of 1972 as well as other scale events throughout the Midwest. It was a magnificent model that Fred flew with the precision of a pattern flyer.

Fred served as KC/RC President for the years 1972 and 1973 (yeah, he was very busy). Under his leadership, KC/RC hosted some of the largest pattern and scale events in those years with total prizes each year valued at \$2,500 or more! And that's 1970s dollars!

In 1973 both Fred and Dick Hulse (Vice President) built **A-6 Intruder** pattern airplanes, designed by pattern great Jim Kirkland. It was the year prior that the ProLine Competition Six radio system had become the de-facto radio of choice of many of the best flyers in the world, flown by the US FAI aerobatics team, and was seen in the winner's circle at virtually every national and international pattern event. The

latest transmitter featured the now legendary Pro-Line/Chidgey open-gimbal sticks, which remained the industry standard for many years. Even today, ProLine transmitters are much sought after for 2.4GHz conversions. Of course, this was something Fred had to have. One of his favorite stories: *One day I was flying with [flying buddy], Dick Turner. I offered my new*

*Fred, A-6 Intruder, ProLine Competition Six*



*transmitter to Dick to try it. At about the same time, a honeybee landed and crawled into the interior of the transmitter through the aileron/elevator open gimbal. At that point, Dick handed the transmitter back to me and said, "Its no good. It has a bug in it!" Unfortunately, multiple A-6 Intruders were also victims of mid-air collisions.*

In 1973-74, a new pattern airplane called a **Super Duck** rushed the pattern scene. Flown by Dean Koger, it was an outstanding model. Dean was living in Omaha, NE, at the time, and he was unbeatable in the Midwest regional contests. With some negotiating, Fred secured permission from Dean and the designer, Dave Scully (Dayton, OH), to create a new mold and make a limited run of fiberglass fuselages and foam wing core sets for a few KC/RCers (Dick Hulse, Duane Hulen, Jon Britt).



*Fred and Dick Turner, R/C Dedication*



And, thus, was born the “duck pun” laden conversations at the field and contests. “It was a Duck-tatorship!” There were a few quack-ups in the flock, as always, but there was plenty of duck-umentation to rebuild if you can afford the bill! Even Dick Hulse be-



*Dean Koger's Original Super Duck*

came known as Duck Hulse. There were hundreds of “duck” puns, many fully duckumented in the KC/RC Contacts newsletters of he era. Look them up!

In about 1974-75, the scale bug struck again, and Fred selected the North American T-28D as his next project. It was chosen not only for its good looks and stable



airplane design, but it had tricycle landing gear. He'd had enough of the hairy takeoffs and landings with the tail dragging *Spitfire*. Once again, designed and constructed completely from scratch, the T-28D sported a fiberglass fuselage, foam core wings and stab, Super Tigre G60 Blue Head power, and, of course, ProLine radio, retracts, bomb drop, and speed brake. And a big contest winner it was, securing many 1<sup>st</sup> place awards for Fred over several flying seasons.

Not to let any grass grow under him, the T-28 had a major overhaul in 1980. The original T-28D was literally converted to a YAT28-E, a turboprop version of the T-28 developed in the early 1970s potentially for use in the Viet Nam theater. Only four were built, but enough documentation existed for a great scale modeling project. Some significant modifications were made to the fuselage, vertical fin, color scheme, and external stores, and the model of the YAT-28E was

born. Fred flew this beautiful model for several years, winning many scale contests, including placing 2<sup>nd</sup> at the 1982 AMA Nationals in Lincoln, NE, placing 1<sup>st</sup> at the 1983 Midwest Regional Scale Masters, and placing 14<sup>th</sup> out of 49 of the nation's very best modelers at the U.S Scale Masters Championships hosted by KC/RC in 1984 (see video at <https://youtu.be/ldmGNGkNwYs>, time mark 34:53 for an interview with Fred). Fred had the second highest flight score average.



Fred and his award winning YAT-28E Turbine-Trojan, 1982



Fred was never one to withhold praise to anyone who deserved it, and no one more than Charley Reed. Fred was frequently known to say, "My own flying skills, and competition dominance in the Midwest region of KC/RC, is due in large part to Charley." In recognition of this contribution to the club, Fred organized and served as Master of Ceremonies for the 1979 "KC/RC Roasts Charley Reed." It was a gala event, attended by most all club members at V's Italian Restaurant. Many were called to the podium to roast Charley including Sandy and Duane Hulen, John Midgorden, Dick Hulse, Bud Atkinson, yours truly, and of course Fred. It was a delightful event recognizing a true icon of KC/RC, all orchestrated by Fred.

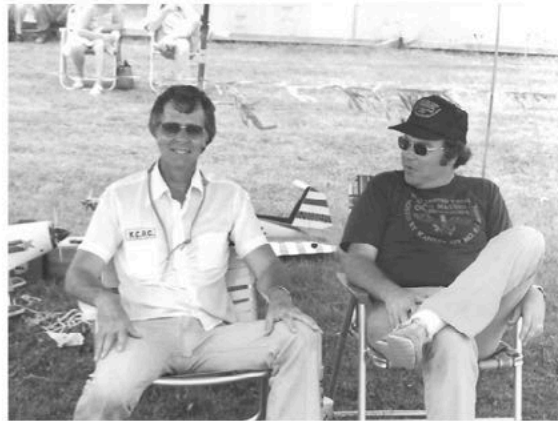


*1979 KC/RC Charlie Reed Roast Event*

Ever heard of the KC/RC Chipmunk project? Fred was "All In" for this 1984 project building his Chipmunk and competing at the SIG contest that summer. This model was refurbished and flew again in 2021.



*Fred and his Chipmunk at SIG Contest in 1984*



*Fred and Jon Britt relaxing between rounds at SIG Contest*



1985 started as a very cold and snowy New Years Day, and the KC/RC Icicle Stick Fly-In at Lake Jacomo field! Undaunted, Fred was there with his Underdog ready to brave the -22°F windchill. He even scooped about 4 inches of snow from a section of runway to permit takeoffs and landings of airplanes not equipped with skis.



With the upcoming 50<sup>th</sup> anniversary of the first flight of the legendary Supermarine Spitfire (March 5, 1936), the irresistible allure of the Spitfire again was on Fred's mind. Spearheaded by flight leader Fred and nearly 20 KC/RC members, the KC/RC Spitfire Squadron was born.

Throughout all of 1985, and into 1986, everyone in the "squadron" took on specific tasks to meet the March deadline for the project. Fred took on undoubtedly the most difficult task of making the plug and mold for the 1/5-scale, 88" wingspan, Mk.XIV Spitfire. With his typical perfection, the mold was completed, and Richard Jennings (KC based Air Flare



*Fred Working on MK.XIV Spitfire Plug*

Mfg.) laid up multiple copies of the fuselage and static scale propeller blades. Custom landing gear (Jet Model Products, Robart), custom aluminum spinners, custom mixed paint (Poly-S), and dozens of vacuum-formed parts (Jet Model Products) were brought together along with cords of balsa wood from Charley Reed to accomplish this amazing club project. In the end, six Spitfires were completed by the March 1986 deadline. All started by Fred....



*1986 KC/RC Squadron  
L-R: Fred Hulen, Jim McKinley, Jon Britt,  
Jim Cianciolo, Vance Martin, Jim Koch*



*Fred with his MK.XIV Spitfire, circa 2011*

*Stickland About to Taxi*

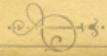
Amid all this, did I mention that Fred also earned his FAA Private pilot license, and later bought a Cessna 172N with Jimmy C and me, and completed his Instrument rating training? Busy just does not adequately describe his schedule. Oh yeah, he and Sandy were running a very successful high-end audio business, Audio Mart, too!!!

Starting in the 1990s, Fred built his own full-scale airplane, a 2-seat Zenith Ch650. It also carried Fred's mark of perfection, immaculately built and painted. Fred, Sandy, and Duane flew it all over the country including EAA Oshkosh, EAA Sun 'N' Fun in Lakeland, FL, and numerous other destinations. I, too, had the pleasure of flying with Fred in his beautiful homebuilt airplane.



Fred continued to be an active KC/RCer throughout all the subsequent years. His undeniable favorite airplane was the Spitfire, but he also had a deep attachment to the T-28. When the 1.2m T-28D from E-Flight became available he was quick to buy one and flew hundreds of flights. He also loved his B-17 given to him by his long-time friend, Jim Fos-

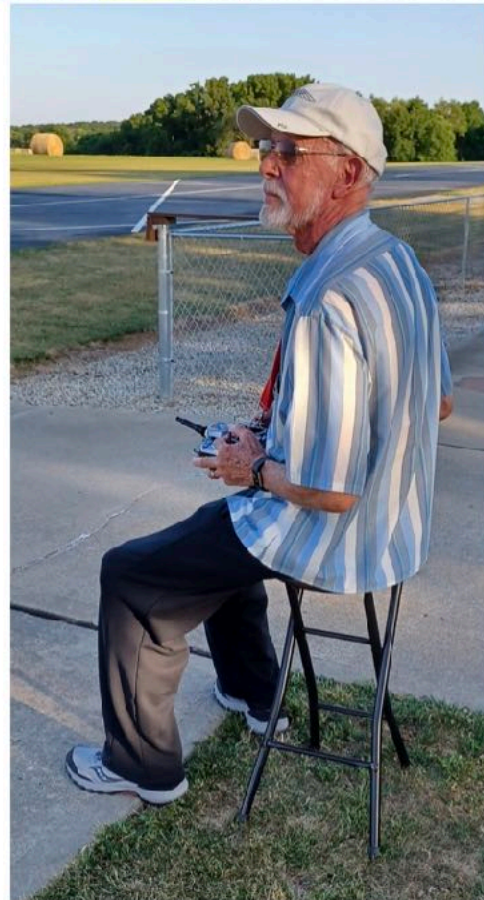
gate, of ProLine radio and Fosgate audio fame. Fred enjoyed scale models, aerobatics models, and, above all, sharing great times with his friends in KC/RC. Fred's legacy of R/C excellence will live on because of his contributions to KC/RC, and the R/C hobby.



*Fred, Mark and Duane Hulen*



*Fred and His Favorite T-28D*



*Fred and John Midgorden on a cold Jan. 1st Icicle Fun Fly*

But most of all, those who knew him personally will long remember his loving concern for his fellow Club members. Farewell, my friend. Jon Britt, Nov. 2024



## Minutes of the November 20, 2024 Meeting

The meeting was called to by Club President Edwin Chavez at 7:01PM. In attendance were Edwin Chavez, Jim Hulse, Deon Cross, Ronald Payne, David Wallace, Susan Calvin, Tom B, Robert Snyder, Jesse Casteel, Duane Hulen, Frank Myers, Jon Britt, John Midgorden, Darrell Kunard, Phillip Lucido, Keith Stevens, Chris Edinger, Dan Dowdy, Tom Carroll, Ron Dulinsky, and Richard Strickland

We observed a Moment of Silence for Fred Hulen.

There were no visitors or new club members at the meeting.

There was a correction of Tom Carroll spelling in previous minutes noted. October minutes were approved as written, with name correction, by club vote.

There was no VP report.

The treasurer report given by Jim Hulse. The account balance as of 11-20-2024 is \$4,272.30

There were no Secretary's or Park Liason's report.

Susan Calvin, the Club Safety Officer, reminded everyone to abide by flying boundaries. No unauthorized flying at the park. It was mentioned to place the boundaries in the next issue of Contacts. The park has been getting complaints (no specifics) about people flying where they

shouldn't be. It was mentioned that with remote ID, specific offenders can be identified and dealt with by the authorities.

Keith Stevens, the Newsletter Editor, mentioned Contacts should be published prior to the meeting. He will do better at publishing on time.

### ANNOUNNCEMENTS

None

### OLD BUSINESS

1. Build-n-Fly: Susan brought the EAA plane and said only a couple of sessions are left to complete the bird.

2. Appreciation dinner. It was recommended that club pay half of dinner and that it be held at a venue that provides the dinner, access for slide show, and cleans up afterwards. This way everyone can just enjoy the evening with friends and no club members would be burdened with all the logistics.

3. Club dues need paid.

4. Point people for next year's flying events: David Wallace Oct, Chris Edinger Warbirds, Jon Britt AMA

### NEW BUSINESS

1. Jim Hulse has money set aside for 2025 swap and shop. No issues anticipated with securing date and times at John Knox Pavilion. It was mentioned that there is already interest in vendor tables. The only negative feedback from 2024 is to have more people collecting money when we open so people didn't have to stand in line so long to get in.

2. Dates of 2025 flying events were reviewed from Oct notes. All flying events were discussed to be single days with following day as rainday.

3. We need to solidify who will be chefs for the summer meetings.

Edwin adjourned the formal meeting at 7:57 PM.

Continued from Page 10

Dan Dowdy brought an electric powered U-Control aircraft. It has a 36" wingspan and averages a 3-1/2 minute flight per charge. It uses 8-pound test fishing line with a length of 40 feet. This model is from Twisted Hobby. Dan mentioned it's great to keep in the back of your car for spontaneous flying fun when good weather and a small field intersect.

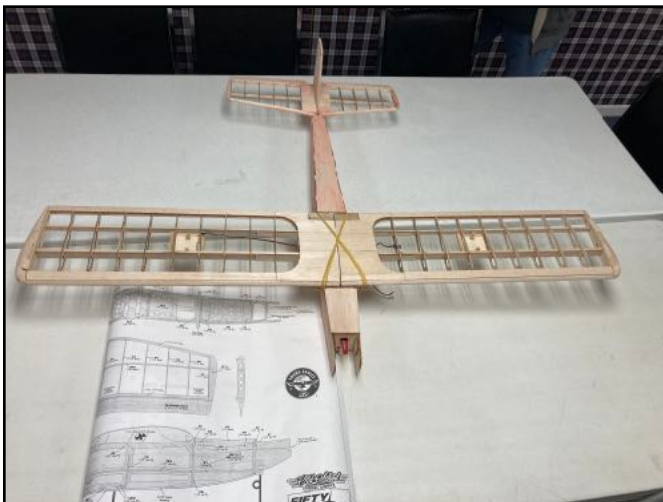
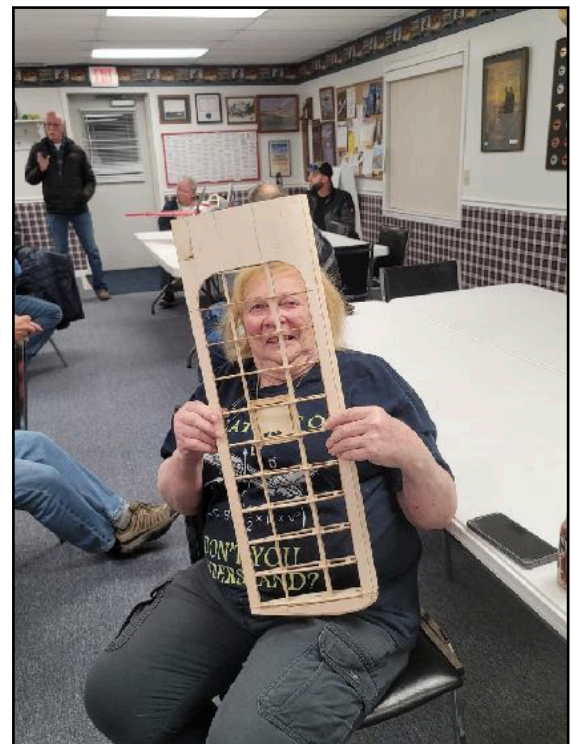


Above and left: Dan Dowdy with his Electric U-Controlled foam aircraft from Twisted Hobby



Susan Calvin brought the EAA model the Young Eagles are building. She mentioned they only have a couple builds left to complete the bird.

Below and Right: Susan Calvin with the EAA Young Eagles airplane from Old School Models. The airplane is named the Fifty-Six. It has a 56"-inch wingspan ... the creative juices were flowing when they named this one! Originally designed by Carl Goldberg.





## Caution: Slick Roads Ahead!

A few days ago the teenage son of one of my neighbors was exercising his new driving privileges when he encountered some ice. He claimed he was not going fast, but he managed to slide off the road and impact several boulder sized rocks. The full size pick-up he was driving rolled over and was totaled. Fortunately he and his three passengers were not seriously hurt.

We are entering a season of the year when the weather will present us with numerous opportunities to encounter ice on a roadway. This presents me the opportunity to write about something I learned in college.

It was during a course in automotive accident investigation I took from Northwestern University. Without going into too much detail, there is a simple equation for determining stopping distance:

$$d = \frac{v^2}{2\mu g}$$

where  $d$  = stopping distance (in meters), and  $\mu$  = friction coefficient. There are other variables shown but they're not important to this article. The thing I want you to notice is that stopping distance is inversely related to friction coefficient.

Simply put, as friction coefficient gets smaller, stopping distance gets greater. Every surface has a quantifiable friction coefficient. Dry, hard surfaces tend to have a higher coefficient; while wet, soft, frozen surfaces have a lower coefficient.

We all have empirical understanding that ice has a coefficient that approaches zero, thus making stopping distance really long, according to the equation above, when ice is encountered.

So why am I telling you all about this? Simple; we will all be dealing with ice on roadways, driveways, sidewalks and parking lots during

## Susan Calvin

this winter season. And the same variables that apply to automobile tires also applies to the shoes we wear.

The bottom line is that each of us has value to family, friends and even KCRC. So, I'm encouraging each of us to exercise extreme caution when driving and walking during this winter season. It will be nice to see each of you in the upcoming flying season; without crutches, braces or broken body parts.

- Susan



Truck roll-over due to icy conditions in Whidbey Island, WA. Photo by Laura Guido/Whidbey News-Times



# Max Klotz Memorial

## ICE CLE FUN FLY

**January 1, 2025** ❌ **C.W. Reed III Field at Fleming Park**

**10:00 AM** .... **Flying begins** (regardless of the weather)

**11:00 AM**..... **Chili service begins**



### REQUIREMENTS TO FLY

- ❌ **Cold weather & warm clothing**
- ❌ **A model to fly:**

Skis (or hand launch) if there is a snow cover.  
Certificate awarded to those who actually fly.

This event has a very long history.  
*Let's keep the tradition going!*

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**NEXT CLUB MTG.  
DECEMBER 18<sup>TH</sup>  
7 PM @ EAA HANGAR  
LEES SUMMIT AIRPORT**

**BRING POSITIVE ATTITUDES  
AND IDEAS FOR GREAT  
2025!**



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