

Florence RC Flyer

Editor: Russ Petersen (russ@rjpetersen.com)

Next Club Meeting:

The annual Spring meeting of the club will be at 10:00am, Sunday morning May 5, 2009. Meeting place will be the club field. Coffee and doughnuts provided.

Florence Area RC Aircraft Association, An Oregon Non-profit Corporation, AMA Charter # 4634

From The Left Seat By Gene Wobbe

Thanks to all who endured the length of our annual meeting. Thanks and welcome to Todd Rickford, our new VP, and to Mike Vaughn, our new Safety Officer. Also thanks to Gary Israel for his continued post as Secretary/Treasurer and to Russ Petersen for his continued service as Web/Newsletter Editor. John Allen stepped up to fill the Board vacancy left by Mike. There are eight positions to fill within the club counting the Board positions. That is a lot of people out of a membership of 21. Most clubs are lucky to have a 20% active participation rate.

Although the meeting seemingly dragged on for hours (actually it did), this year has fled by. If it were not for the new grass field, parking area, startup benches, spool tables, mower, radio receiver and loudspeaker at the airport and the restart of our website, you would hardly know that a year has gone by. Wow, when you stop and think about, it that was a lot of work and effort. I know I have said it before, but I will say it again, THANKS to all who contributed with time (and money) to set up the airport flying site.

As the meeting was getting lengthy, I did not want to spend as lot time discussing having more than two club meetings per year. Additional meetings would help shorten the Annual meeting by taking care of club decisions as they come up and in a timely fashion. It would also free up flying time at the field that is now being used for club discussions. (I could live with a ban on discussing club business at the field). I would like to start off by suggesting monthly meetings except for December and limit them to one hour. As we need to have a one month meeting notice, we most likely would not start until January, so we have some time to ponder this. I would not expect all of the meetings to be all about club business. We have had offers of presentations that should be interesting. Please e-mail me with your thoughts on this, particularly regarding the number of meetings and time.

One last thought. I hear a lot of use of the term "flying season". With our temperate climate here, we actually logged a lot of flying days last winter. So keep the batteries charged.

Gene

Special points of interest:

- From the Left Seat
- Airport Passes (attachment)
- October 5, 2008 minutes/ treasurer's report
- Safety Discussion
- Airport Day
- Web Site Status
- Douglas County RC Big Bird
- Aviation Humor

Officers:

Gene Wobbe	President
Rob Quandt	Vice President
Gary Israel	Secretary/ Treasurer
Todd Rickford	Safety
Russ Petersen	News/web
John Allen	Board Member #3
Mike Spinner	Board Member #2
Russ Petersen	Board Member #1

Airport Passes to be issued

Most of you know that the airport is adopting a new system to control entry to the hangar areas. Previously you have used a code to gain entry through the gate. A new system using electronic swiping passes has been purchased and is nearing completion. Under this system each member of the club will be issued a pass with a unique identifier associated with it. These passes will be issued by the city/airport at no initial cost to you. The system to be used will record the identity of each person passing through the gate into the controlled airport area. So, when you go through

the gate to fly, a computer will record your entry. When you leave the club or for any reason are no longer a member of the club, your entry code will be cancelled and you will be denied entry through the gate. If you loose your pass, you will have to re-apply for a new pass and there will be a fee charged to issue the new pass. Attached to this newsletter is an application form you're your pass. **You must complete the application and leave it with the Airport Operator, Rennie Kirk in order to be entered into the system. The system becomes effective November 1, 2008.**

October 5, 2008 Minutes/treasurer's report by Gary Israel

President Wobbe called the meeting to order with 13 members and 3 guests present. The minutes of the spring meeting were read and accepted.

The club's financial status was reviewed as follows: Field Fund \$982.67, Operating Fund \$504.49, Total cash as of 8/29/2008 \$1,487.16.

Old business items discussed were:

The runway alignment was discussed with no change planned.

We agreed to put off the shed project until next spring. The mower will be stored by Doug.

We decided that benches were not needed. If desired individuals may bring their own chairs.

The members reaffirmed their commitment to follow all safety rules and site regulations. Common sense and cooperation will serve us well.

New business included:

Russ Petersen met with city official Mike Miller to review the club insurance and applicable (to recreational non-piloted aircraft) FAA policies and rules. Miller requested that the club provide a draft of a lease.. We agreed that a draft lease will be reviewed with the airport manager and then with membership before any terms are finalized.

Membership dues for the coming year will remain \$40. This is in case of possible rent payment to the city.

New officers elected as follows:

- President - Gene Wobbe
- Vice President - Todd Rickford
- Secretary/treasurer - Gary Israel
- Safety - Mike Vaughan
- News/webmaster - Russ Petersen
- Board position #3 - John Allen

Field rules changes were reviewed resulting in the requirement for an observer when flying. The two way radio will not be required.

Gene will look into having monthly meetings.

The meeting was adjourned to conduct the annual club raffle.

Safety Coordinator's Discussion by Mike Vaughan

How time flies, no pun intended, we are on our way to Arizona for the winter.

It should be part of our winter program to clean and check our planes and gear to make sure they survive the winter when flying is minimal.

Check your batteries. Battery failure is on the top of the list for equipment failure. Follow the manufactures recommendations for storage of receiver packs and transmitter packs.

For those of us using the JR 2.4 technology, be extra careful with flight packs. Dropping voltage to low has been determined to cause the receiver to "un-bind". The end result of this is a lost plane.

One thing I think we are all guilty of is not doing a complete range check with a new plane or especially a rebuilt plane. Again, follow the manufactures requirements. I like to add an extra 30 feet to the JR recommendations, just to be sure.

As an added thought, I have seen loose clothing on people starting planes, which were awfully close to the prop. As we have all seen, the prop just loves little extra items like fingers and clothes.

PS. It snowed all the way from Alturas to Reno.

Have a great holiday season and keep it safe.



A Super Constellation



A Very Nice GB



WWI Allied Fighter



Fokker Monoplane



Partial Flight Line

Airport Day

All of the pictures on this page are of the August 2008 Airport Day event at the Florence Airport and were provided by Gene Haynes. This year Rennie Kirk, Airport Operator invited the club to provide a static display of the RC aircraft and to also provide some flying demonstrations. Pat Willis, President of the Eugene Aero-nauts and two other flyers from the Eugene Club came to help with the flying demonstrations providing some 3D flying with a large Yak and with a heli. One of the flyers also flew a "flying lawnmower" to the delight of the crowd. Mike Spinner and Rob Quandt also flew demonstrations that added greatly to the entertainment. Mike Vaughan provided a spirited dialogue on the loud speaker to aid the crowd in understanding the demonstrations and the RC flying. The club also provided buddy box flying for anyone interested and a number of guests flew Russ Petersen's giant Telemaster on a buddy cord. John English helped with getting new flyers acquainted with how the buddy system worked and with safety. Russ stayed on the master transmitter to help with the flying.

Web Site Status

The club web site is up and running again thanks to the generosity of Scott Todd, webmaster of Pacific 101. Gene Wobbe approached Scott about hosting our web site and he generously agreed to do so. Scott has provided the server space that we needed to publish our web site and some technical help in getting it running again. The URL for our new web site remains www.farcaa.org for those of you interested. As you know the web site URL is listed on the AMA's web page and is referred to on the City of Florence web site, so that persons considering moving to Florence who have an interest in RC can find us. The web site has been updated so you may want to browse its new contents. Among other things it provides links to RC retailers local and national and also lists URLs for the RC clubs in Portland, Salem, Albany, Eugene, Roseburg and Grants Pass. It also presents our schedule of activities so it is a handy place to go when you have forgotten the float fly schedule or a meeting date. All of the club newsletters are also posted on the web site.

Douglas County RC Big Bird

The Umpqua Tail Draggers RC annual Big Bird was held on August 2 and 3, 2008. All of the pictures displayed on page 2 of this newsletter were provided by Don Bunyard, the news editor for the Bay Area Flyers from Coos Bay. Russ Petersen attended with his 1/4 scale cub. The event is well attended and seems to grow each year. This is an IMAA fly in and is fairly close to Florence. The drive is about 70 miles or so. If you are interested in scale RC and in big birds this is a fairly easy event to attend and worth the drive. So far helicopters have not participated, but there is plenty to see with the giant birds. The next one will be about the same weekend in 2009. Ya-all come!!



The Static Display



The Static Display



Spinner's Contributions



The Buddy Box Crew



Russ, Gene and Mike

Aviation Humor

The difference between a duck and a co-pilot? The duck can fly

It only takes two things to fly: Airspeed, and money.

Aircraft Identification: If it's ugly, it's British. If it's weird, it's French. If it's ugly and weird, it's Russian

If something hasn't broken on your helicopter--it's about to

Basic Flying Rules:

- 1 Try to stay in the middle of the air.
 2. Do not go near the edges of it.
 3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly in the edges.
-

