

Florence RC Flyer



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

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Next Semi Annual Meeting:
October 3, 2010
2 pm
Place to be announced.

From The Left Seat By Gene Wobbe

Special points of interest:

- From the Left Seat
- New Member—Lou Morales
- New Member—Kris Morales
- Procedures For Field Closure
- Safety Issues
- Shirts and Patches

Officers:

Gene Wobbe	President
Russ Petersen	Vice President
Gary Israel	Secretary/ Treasurer
Doug Devereaux	Safety
Russ Petersen	News/web
Don Coffi	Board Member #3
Gene Haynes	Board Member #2
John English	Board Member #1

I am going to begin this column by shamelessly plagiarizing an article I recently read about being an association officer: "FILLING AN OFFICER ROLE DOES NOT MEAN THAT YOU ARE REQUIRED TO DO THE JOB ALONE. Being an officer simply means that you are responsible for ensuring that the job gets done. As an officer, you are allowed to ask other members of the club to help you fulfill your duties." Sure, there's a responsibility that goes along with being a club officer, but that responsibility doesn't include doing all of the work yourself. In fact, over time, many clubs eventually fail because the club officers allow themselves to be put in a position where they had to do all of the work and simply accepted this as the way things were done. In other words, it was easier to do the job yourself than to solicit the help of others. As club members we should accept the fact that we all need to play some part - even if only a small part - to ensure the well-being of our club. That's what being part of a club is supposed to be all about. At the same time, we recognize that those who have volunteered their time to be club leaders have accepted a greater level of responsibility; however, that responsibility should lean more toward creating an atmosphere of teamwork and cooperation within the club. As a club officer you also have an opportunity to influence the direction of, and culture within the club. The members depend on you, as well as the other elected officers, to help set and meet goals and objectives for the club. Please keep this in mind as we approach the Fall Meeting and election of new officers. Being a club officer doesn't mean tackling every project or activity yourself. It doesn't have to feel like a job. It can be an enjoyable and rewarding experience. We have been blessed within our club with members willing to step forward and get the job done. Look at what we have accomplished over the last couple of years (and I do mean we).



Blue Skies,

Gene

New Member—Lou Morales

Born/raised: San Francisco Bay area

Married/Children: Yes, 2 girls.

Occupation: Dentist

Years in hobby: 22 years

Member since: Joined FARCAA summer 2010.

How I became interested: I flew U-control in high school.

Planes/ helis owned: Edge, Texan 2, Falcon 120 prop jet, P38, P51 Mustang, Beaver, Pawnee, Polaris, and a few more....

Favorite plane/ heli: Falcon 120 prop jet.

Favorite size of plane/heli to fly: 90 size.

Worst crash: Local high school field, landed in neighbors backyard almost breaking the sliding glass door. I immediately joined the local flying club....

Best advice I have received: On landing: "Fly to your shoulder before turning final."

Something you may not know about me: I play guitar at church and am involved in community theatre.



Ron's Seawind E



Extra 260-480

New Member—Kris Morales

Born/raised: San Mateo, California

Married/Children: Yes, 2 girls

Occupation: Office Manager...I work for Lou

Years in hobby: I started flying when Lou took the hobby up again...so about 12 years.

Member since: Joined FARCAA summer 2010

How I became interested: Lou and I enjoy doing things together, so when he took up the hobby....I gave it a try. We often make a day of it...flying in the morning, then lunch and then a movie.

Planes/ helis owned: I don't feel like I "own" the planes. Lou builds me a plane that he thinks I will enjoy and that becomes "mine"....but I will fly any of his that he thinks I would enjoy. Right now I fly a Cherokee. It's a lot of fun.

Favorite plane/ heli: Cherokee

Favorite size of plane/heli to fly: Size 40

Worst crash: When I was learning to land, I came in and I guess I zipped when I should have zagged...I hit the fence in front of the pits and came (in my opinion) too close to other pilots. They all tried to make me feel better about it and said everyone had done it at one time or another.

Best advice I have received: "Small moves, Ellie" That's a line from the movie "Contact" and it certainly applies to RC flying. It helps me to concentrate on what I'm doing and not over steer the plane. By the way, that advise came from my very wise husband!

Something you may not know about me: Well, you probably could guess, but I'm the only women flyer in our California club as well as FARCAA. All of the guys are very encouraging and genuinely welcome me to the field. Something you really don't know about me is that I enjoy knitting, reading and baking.



Mike Kobzeff with Firebird



Hobby King HK 500



Ready to Fly

Procedures for Occasionally Closing the Field

There will be some irregular occasions when the field will be closed, sometimes on fairly short notice. These closures, should they occur will normally at the request of the airport manager. We have a laminated sign prepared to hang either near the radio receiver in the shed or on the frequency control board. The sign will clearly indicated that the field is closed and the day and the date of closure, so be sure to pay attention. We will also send an email prior to closure to try to reach as many members as possible. These closures will also be posted on the club web site. Closure in this case means no use of the club field at all. That would mean no maintenance, or other support activities as well as flying.

Safety Issues at the Field by Russ Petersen, VP

Here is my understanding of a situation that recently developed at the field :

An experienced, AMA member RC flyer from another area arrived at the airport office and asked to see the field. One of our members was available and agreed to show the person our flying site. After arrival, the visiting RC flyer asked if he could fly. Our member gave the person a brief on our flying pattern rules and agreed to function as observer while the guest "tested the air" so to speak. During the guest's flight a full-scale aircraft taxied out and took off on the north runway. If a Unicom announcement was made by the full scale airplane our member missed hearing it and also missed seeing the airplane taxiing out. So, for a brief period we had an RC aircraft in the air while a full scale airplane was operating in the airport traffic pattern. This was observed by the airport manager, and while there was no "close call", this situation was a violation of club policy regarding giving priority to full scale aircraft. It is easy to see how this could happen to any of us, and perhaps the best lesson to be learned from this experience is to re-emphasize the importance of being very vigilant when being the observer. Full scale aircraft **are not required** to give a Unicom announcement of their intentions at the Florence airport, so often we only are aware of an aircraft getting ready to take off or entering the landing pattern by observation. Also, if otherwise qualified RC guests are going to fly on a one time basis, we need to be very sure that they can handle our special flying circumstances and that they understand that we fly only when the full scale aircraft are not operating, period! If there is any doubt about safety in a situation like this it is way better to just refuse flying privileges to the guest.

Shirts and Patches

You should receive a new club patch with this newsletter. The membership adopted the new logo at the last regular club meeting, and each member is receiving one patch this year. If you want them on a hat, prevail on someone handy with a needle and thread to attach them to your favorite chapeau! Also, shirts will be available from Russ Petersen, so pick them up from him as soon as you can. The T shirts are \$12 and the polo shirts are \$15. Make checks payable to Russ Petersen please. The club has a few unsold shirts and patches if you missed the regular order. Contact Gary Israel for these shirts.



New Member Ken Petersen



John English Observing



Prospective Member Talk



E Flite Apprentice



Todd Rickford with tiny AC

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If you aren't flying you aren't trying

