

Florence RC Flyer

Picture Credits:

Gene Haynes again provided the pictures that are displayed in this newsletter. Thanks again Gene!

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

Www.farcaa.org

Editor: Russ Petersen (russ@rjpetersen.com)

From The Left Seat By Gene Wobbe

It is said that in any club or organization that only about 10% of the membership is willing to get involved in leadership. We have about 30 members and counting the Board of Directors we have a need for seven members to be involved in club leadership. That requires 25% of membership involvement. The great thing about our club is that virtually 100% of our members will step to the plate when something needs to be done at the field.

The following is taken from another RC club newsletter and it is apparent that they have the same problem as our club in getting members to participate as club officers. I think that the message bears repeating:

"Only those who come forward can make a club grow and prosper. Only those who have the desire to make changes for the good and are willing are going to be successful. Those who reluctantly become officers as a last resort rarely have the drive to motivate



the membership, have programs for the meetings, have a calendar of events for the year, or have a set of goals for the year, or form committees for projects. "

Only you can make this club active, fun and successful. Come forth and run for office. We have many talented and super helpful members in the club who always volunteer and only need leadership and motivation to get the work and activities done.

I love this club and the great members in it. I take it seriously."

How about you?

Special points of interest:

- From the Left Seat
- Safety Issues
- Financial Report
- New member Gary Nicholson
- New scan cards for the field
- New concrete flying stands
- Returning member Rob Quandt

Officers:

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

Just a side note. If you count the set up stands at the field there are now six, instead of four thanks to the efforts of Jerry Ferree who seems to be our "go to" guy for building neat things for the flying field. Thanks again Jerry!

Safety Issues—Gene Haynes

Ed: A new fixture has been added at the field which is intended to indicate the traffic direction. This note address the issue of the use of a pattern direction and the safety implications:

When two or more members are flying I urge the appointed observer for that day to set up the directional arrow to officially establish the take-off and landing directions. It should be a reminder to all pilots when flying a low-pass over the runway to be doing so in the same direction indicated by the arrow. This avoids a possible head-on occurrence by two planes flying in the opposite direction.

I personally commend all our members on their personal safety habits when at the field. Good job, guys!



Financial Report—Ed Gunderson

Balance as of 6/5/2011 (Spring Meeting) : \$2161

Receipts:

Dues, hat sales
and sale of old mower) : \$ 324

Disbursements:

Field fund*
New mower (\$1095)

General fund

Lions Club (airport day support)	\$ 50
Hat/patch order	208
Porta potty service	21
Oregon Corporation fee	50
Trash and mower fuel	55
PO Box renewal	42
Material for flight tables	<u>102</u>

General fund total disbursements (\$528)

Balance as of 8/5/2011(combined field and general funds) \$ 862

*Prior to the purchase of the new mower the field fund was 865



New Member—Gary Nicholson

Born/raised: Inglewood, Calif.

Married/Children: Married, wife's name is Marcia, married 38 years in May, one son, Eric

Occupation: retired now but I managed a membership campground for 27 years and ran RV parts and service stores during that time



Years in hobby: I have been active for about 10 years, but out of it for last 13 years or so. I have been playing with gas trucks and buggies off and on.

Planes/ helis owned: 50 size gas copter, float, aerobatic, sig cadet sportster, giant stinger, gliders, air boats, hydro

Favorite size of plane/heli to fly: .60 sized plane

Worst crash: I had a fairly new Ultimate Bi Plane with 90 4-stroke. Mid air crash destroyed it

New scan cards for access to the field

Everyone who receives email should have a note from Gene explaining that the airport is changing its security arrangement at the gate. We will all need to have a scan-able card issued by the airport/city. The cost of the cards is \$20 and is a non refundable one time fee. The club will handle the administration of the application for the cards and pay the fee. However, if a club member wishes to contribute \$20 to the club to offset the cost of his/her card, the funds would be welcome. Included in this newsletter is the application form for those who did not receive the form as an attachment to email. The form must be completed and returned to the club by not later than 15 September if you are to receive your card in a timely fashion. If you wish you can include your \$20 contribution with the form on an entirely voluntary basis. The mailing address for the club is PO Box 1028, Florence, OR 97439. Checks should be made payable to FARCAA.

New concrete flying stands at the field

Four concrete pavers have been installed as flying station positions at the field. They are located to provide the setback and flyer spacing required by the AMA for flying positions. When placing the moveable PVC pipe barriers, one each should be located at each of the locations of the pavers. Flyers should stand or sit behind the barriers when flying and should not stand in the center taxiway blocking the view of the field observer and or the model aircraft attempting to taxi either on or off the runway.



Returning Member—Rob Quandt

Years in hobby: 30 “on and off”

Member since: 2005 I was involved with the formation of FAR-CAA and was its first Vice President, I assisted in the search for its airfield, and its eventual installation.

How I became interested: As a young teen, making models that fly could not be avoided.

Planes owned: 40? Mostly slope and sailplanes all ending in glorious destruction. As it should be. Like the carbon cycle.

Favorite types of flying: There is nothing like sitting in a lawn chair on a beachside cliff, flying slope. Not a floater, a fast, light, symmetrical, aerobatic plane of some kind. I’ve had many. Its risky given unforgiving location and the reliance on wind conditions. You tend to go thru a lot of planes at first but the reward is a Zen like experience that becomes totally addictive. You truly fly from your frontal lobes. Which is good because there’s no time to wait for those hemispheres to communicate.

Best crash: Down in Morro Bay Ca. we had a nice west-facing mountain with a rocky flat top you could drive up to. Sometimes it would blow 60 mph up there. When it did, we strapped on our ski goggles and grabbed our planes that we would build for winds above 30 or 40mph. Big heavy small winged rockets. Launching was always nearly impossible. If you got it up in the air without breaking it you were in for the ride of your life. My f16 was solid foam form with wood sheeting and fiberglass coating painted all pretty like around 10 lbs. We would literally make 100mph passes directly in front of rock shelf we were standing on. Very exciting. Needless to say, my prized f16 shaped brick found solid rock and exploded with a cartoon like level of destruction that gave us joy for years.

The sound was so loud and the exploding cloud of micro pieces just vanished in the 40 mph winds. Nobody said anything, after a short silence we all just started laughing at the completeness of its disappearance. It was magic. Good times.

Best advice: Fly conservatively. Just joking. Each flyer finds their own level in the balance of risk and reward. The more you risk the more excitement the faster you learn the more it costs. These days the costs factor forces me to tone it down and I don’t risk my safety like the days of old in Ca. But keep in mind there aren’t many things in life were risk is so riskless and excitement is so cheap.

