

Florence RC Flyer

The pictures presented on page 3 of this newsletter were taken at the 2007 Douglas County Big Bird Fly in by Russ Petersen. The other snap shots were taken at a recent group fly at Woahink Lake.

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

From The Left Seat By Russ Petersen

Topics of Interest:

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Russ Petersen	News/web
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I need your indulgence for a personal note before beginning on club matters. As some of you know, our daughter and her husband, who live in Alabama are adopting a child who is in an orphanage in the Ukraine. My daughter and her husband recently received notification that they needed to appear in the Ukraine to begin the final stages of adopting the child. They have been waiting for more than two years, so the family is very excited about this adoption coming to fruition. My wife Nancy and I have made a family tradition out of assisting our adult children as each of the grandchildren are added to the family so we are departing Florence early and will be on our way to Alabama in late August. It's a bad time to leave the club since we are in the middle of trying to get a field established on the airport, but I am hopeful that the membership will step forward and get the job done. I am already looking forward to seeing what is accomplished during my expected 8 month absence.

Everyone should be aware that flying at Woahink next year will probably be subject to obtaining a special use permit from the Oregon Department of Parks and Recreation. I hope this will be without a fee but who knows?

Flying at the airport site will provide some real benefits to the members. First, the site is secure, since a gate code is required to enter the airport and reach the flying site. That should completely eliminate any prob-



lems from vandals, which had been an issue in Miller Park, as most of you know. Also, we have very nice flying at the airport with no possibility of overflying people, so we are in complete compliance with the safety guidelines and requirements of our AMA insurance. Also, the airport, is a logical place for us to pursue our aviation interest.

But, flying on any airport places additional burdens on all of us. We will need an observer, for sure. Whether or not the observer needs to be a qualified flier, depends on the qualifications of the flying member, but nevertheless, our habit of going to fly alone will have to change. We also will need to check in at the airport office by signing a log when we go to fly and we will need to keep a radio tuned to Unicom frequency when we are operating model aircraft at the airport site. But, all of this seems a small price to pay to assure safe flying and to provide a flying site home for the club.

Good luck and safe flying! See you in spring,

Change in Miller Park Status

At its July 15 special meeting the membership voted to drop Miller Park as a club sponsored flying site. This would mean that the club takes no further responsibility for RC flying activities in the park. AMA site owner insurance was cancelled for Miller Park as a result of this decision by the club members. Any further RC flying at Miller Park is entirely an individual choice, and subject to the published rules and policies of the AMA regarding RC flying in non-sponsored flying areas.



Safety Rules for Airport Site

Here is a quick summary of the new flying rules that apply at the airport flying site:

Priority. Flying RC aircraft at the airport will always be secondary to full scale aircraft operations.

Hours of Operation. Normal flying operations at the airport RC flying site will 7 days a week from 7:00am to sunset.

Communications and Visual Awareness. The Club (hereinafter FARCAA) will maintain a radio that will be at the site when any flyer is flying and will be turned on such that transmissions can be easily heard from the flying stand position. All flyers must have an observer.

Site Access Control. Each RC flier who intends to fly at the flying site will be expected to stop at the tool shed located north of the airport operations office to complete a sign in log prior to entering the controlled access area through the coded gate.

Flying Pattern. The flying pattern will be oriented west of the RC runway. The maximum flying altitude for RC aircraft at the airport flying site will be 400' above the ground. Under no circumstances will an RC aircraft be flown west of the west airport boundary fence, east of the airport boundary fence, south of a line described by the northern most east/west hangar taxi way and north of a line described by the airport boundary fence.

Flyer Qualifications. All flyers are required to have an observer. All persons who are deemed qualified to conduct solo model aircraft flight at the airport site must have demonstrated competence for normal flight operations to a member of the club board when joining the club prior to unsupervised flying at the airport site. Qualified flyers may have any responsible person as an observer. All other flyers must have a qualified club member as an instructor/observer.

New Frequency Plan for 2007/2008

At the last special meeting of the club on July 29 we announced an effort to assign each member at least one unique 72 MHz frequency who wanted one. If this works, it would enable all members flying on the old frequency band to fly either at the airport or at Miller Park without fear of frequency interference. If you do not have your frequency assigned, and would like one, please call Gary Israel (902-8370) and get your wishes communicated to him. I hope this can work. Conflicts will have to be worked out and by individuals effected.

Those members who are flying on 2.4 GHz will not necessarily be effected by this effort, since their radios seek un-occupied frequencies in the higher band every time they are turned. I believe that this list includes Allan, Israel, Petersen, and Vaughan. There may be others I do not know about at this point.



Selmac Float Fly

The annual float fly at Lake Selmac was scheduled for July 21 and 22 this year. The lake is about 180 miles from Florence, so attendance is a bit of a run compared to most other club sponsored fly in events. My wife Nancy and I drove down in our motor home on Thursday, 19 July expecting early flying on Friday, but found that the sponsoring club had not planned to provide a recovery boat on Friday. We spent the day doing other activities, instead of flying.

The lake is circular in shape and quite attractive. Josephine County campgrounds (full hookup and tent) are scattered around the perimeter of the lake, and there is one commercial full hookup campground on the lake as well. Unfortunately, the County sites convenient to the RC flying area are all dry camping and tent sites, which do not work well for an RV or for RC since one needs electricity for charging batteries. We chose a County full hookup site that was close to the flying area, but that still required driving to the pit area for flying.

The sponsoring club (Rogue Eagles) has obviously done this event a number of years. Saturday morning they had registration and impound areas set up and a recovery boat was at the ready. Flying started around 9:00am, and we were the first club to have a member in the air. I flew my 25 sized ECub, a Ferias and the Telemaster on Saturday. Most of the planes in attendance were 40 size trainers, with a few Cubs scattered around. I did not see any other scale aircraft flying at this event. The flying area is off a raised dyke which extends into the lake and forms a kind of flight line. The Club provided an interesting PVC pipe device to lift models out to the water surface after starting. The electrics were easily put in the water and recovered without this device, but the heavier, larger planes used it most of the time.

The recovery boat provided was a rowed, flat bottomed skiff. After flying started, it sometimes took quite a while for aircraft to be recovered after becoming dead in the water. Since most of the flyers did not seem overly experienced, the recovery boat was busy on Saturday.

This is a pleasant event and well run. The flying area is a little constrained when compared with our site at Woahink lake, or to Plat I, but it still is a nice outing at a pretty Oregon lake. We will probably go again soon.

Douglas County Big Bird Fly In

The Douglas County RC Club's annual IMAA "Big Bird" was scheduled for August 4 and 5 this year. John English and Russ Petersen attended on Saturday with Russ's 105" Cub. The site is about midway between Elkton and Sutherlin, about 75 miles from Florence and is a large flat field with a farmer's house/buildings and trees in the southeast corner. There were over 30 registrants, with lots of interesting scale airplanes in attendance. The President of IMAA was in attendance and made a few opening remarks at the beginning of flying on Saturday. Flying was steady with only one crash (A Super Constellation) on day one that I saw.

Some of you may not know that the IMAA (International Miniature Aircraft Association) is dedicated to large airplanes only. The association only allows 1/4 scale (or larger) or 80" wingspan monoplanes or 60" wingspan biplanes at these events. Generally that is followed pretty closely, but I thought that I saw a few flying at this event that did not meet the size requirement. All of the IMAA events are non-competition fly-ins. So, the idea is to come, enjoy flying your big bird, and also enjoy seeing other flyer's creations in the air. Socializing with other modelers with a similar interest is also a big part of IMAA fly in activity.

If you are interested in big birds, this is a good event to place on your calendar.



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Mail To:

If you aren't flying you aren't trying

