

To The Membership
Re: **SAFETY !**

09-30-2010

Yes , I said safety issues that have come up at our flying site. Recently there have been questions and concerns, and complaints come up regarding how WE manage our field. I say WE because all of us have the responsibility to insure a safe environment for our hobby, in the pits as well as in the air. I have heard and maybe you too that there are non-members that have come to our field to fly and have said never again will I fly there. This is not acceptable and should not be acceptable to you ether. Our goal should be to make this the best place to fly, one that everybody wants to come to, to enjoy our hospitality and/or flying field and to be proud to be part of a well organized club.

It's time to stop pushing the rope and start pulling it!!!!!!!!!!

My intention here is to get everybody on the same page. As a whole we are doing great at policing ourselves but we can do better. So some of the issues are:

- 1) Flying over the pits and restricted areas. Mikes house is along way from were you are standing. Fly closer, the plane is easier to see and control.
- 2) Direction of flight. We are unique as our field has a predominant cross wind. Most flying fields, the wind determines the direction of flight and is usually down the runway. I have talked to AMA regarding direction of flight. And there is no AMA rule that dictated that one has to fly ether direction. However, it is **STRONGLY** recommended that if there is a plane in the air and that plane is in a left pattern, the following aircraft will fly the same left pattern. It becomes a safety issue with a planes going in the opposite direction because you can't see them. Both pilots are looking in the opposite direction. So if you can't fly the pattern that's up now, watt, then go up. Most Helicopter and 3D big bird pilots do a great job at this. What all this boils down to is **COMMON COURTESY** toward you fellow pilots and respect for one another. You can do anything you want when you are in the air (ring it out). Just be aware of the traffic pattern.
- 3) Another **COMMON COURTESY** thing. Again the AMA has no rule on this that says we have to. You have herd that we should be calling out our takeoffs and landings and direction. Well, we have been getting real relaxed on this and yes we have had on more then one occasion planes landing in opposite directions at the same time with not the best results. I'm asking that we all monitor this and each other, calling out our takeoffs and landings. We all forget sometimes.
- 4) The pit stands. The ones closest to the pilot stations are too close to the pilot stations. We had a prop come loose on a run-up and just miss a pilot flying at the station. These are being looked at and will be rearranged to better insure safety for the pilot using the pilot stations

I have been in this hobby for many years and have attended many events. Fun Flys, Pylon Racing and many others. At the opening of these events there has always been a pilots meeting so every one attending knows what is expected of them and what is on the agenda and the safety of the event. Also most of these events are under the direction of a Contest Director witch insures all safety codes both AMA and club rules are followed. Most of these events are headed up by a member who coordinates the event but the Contest Director has to sign off on it and it is an AMA Sanctioned event.

All events for our club will be a Sanctioned AMA event for the coming year (2011) and in the future. This will bring more credibility to our club from other non-members and or own membership as well. Hopefully more participation from other clubs as well as our own membership. At the present time I am the only Contest Director for our club. I am soliciting members to become Contest Directors. Don't worry it's not that hard.

So here we are. Lets all step up to the plate and make this club the best in Oregon. After all it is a fun hobby !!!

I do so much need your help and support. So please feel free to contact me anytime with any suggestion or ideas you may have.

Your Safety Coordinator

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